

Appendix J

Funding Matrix

Overall Funding Strategies

For the Scajaquada Parkway...

Leverage the \$109M of currently programmed National Highway Performance Program and State Dedicated Funds. Apply for Reconnecting Communities (RC) planning grant for community engagement and initial restart of NEPA.

Consider Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant to complete NEPA and finalize design.

Pursue a Reconnecting Communities implementation grant for construction. The Nationally Significant Multimodal Freight & Highway Projects (INFRA) program can serve as additional support; as project will receive advanced prioritization if already funding by Reconnecting Communities program.

Based on outcome of discretionary grants, access federal/state formula funds through TIP (2025+). The amount of State Dedicated Funds or other local match will need to be increased to reach the 20% local match requirement for the full project cost.

For the Supporting Mobility Elements...

GBNRTC, with City of Buffalo, may consider packaging mobility projects for larger Safe Streets for All grant.

Activate additional federal formula funds, such as Congestion Mitigation Air Quality or Transportation Alternatives, through future Transportation Improvement Program processes.

Seek smaller state/local grants for local match support and to demonstrate partnership.

Example Financial Plan

Funding Source	Target %
For Rt. 198...	
State Dedicated Fund	20%
NHPP	35%
RC/RAISE Planning Grant	5%
RC/INFRA Implementation Grant	40%
For Supporting Mobility Elements...	
Local Match	20%
TA/CMAQ (Federal Formula Funds)	45%
Safe Streets for All Grant	35%

Overall Funding Strategies

Maximize “generational investment” of federal funding opportunities for all project phases to deliver a reimagined Scajaquada Parkway.

Several sources **support environmental and design phase activities**, positioning the project for future construction funding.

Major federal transportation **grants are coordinating** with each other, expressing preference for projects that have received prior funding.

New funding program, **Reconnecting Communities**, directly aligns with scope of “removing, retrofitting, or mitigating highways...that create barriers to community connectivity, including to mobility, access, or economic development.”

Use the mobility supporting elements as collaborating scope or local match.

Depending on future scoping/sequencing decisions and cost-share requirements of potential funding source, utilize currently programmed Transportation Improvement Projects (TIP) to bolster financial plan for Scajaquada Parkway project.

Seek climate and economic development and funding to increase competitiveness for funding.

Many funding programs are heavily weighting climate and economic development, as well as **partnerships**, as merit criteria for determining awards.

Representative Funding Matrix*

Funding Program	Partnerships	Rt 198	Support Projects	Pre-Const	Const
National Highway Performance Program	GBNRTC/NYS DOT/ City of Buffalo				
State Dedicated Fund	NYS DOT				
Reconnecting Communities (RC)	GBNRTC/ NYS DOT/ City of Buffalo				
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	GBNRTC/NYS DOT/ City of Buffalo				
Municipal ZEV Infrastructure Grant program	City of Buffalo				
Green Innovation Grant Program	City of Buffalo				
Safe Streets for All	GBNRTC/ City of Buffalo				

*Over 30 funding sources were identified to support project costs.

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	Overall Suitability of Funding Source to Support Project Needs	
	Good	Project outcomes align with funding source goals and scope components likely eligible; however, funding source relates to only portion of the project, may be very competitive with limited financial capacity to offer, and/or coordination around matching funds complicated.
Better	Project scope components supported funding source goals and requirements; however, funding source may only relate to a certain project type or be limited to a certain approach/phase. Still may be competitive and require partnerships.	
Best	Funding source goals and requirements directly aligns with overall project purpose and scope. Financial capacities and other terms of funding source, such as matching requirements, able to support overall project costs. Still may be competitive and require partnerships.	

Funding Source Matrix																
Region Central: Utilizing the Scajquada Corridor to Create Vibrant and Healthy Communities																
Scope Element	Funding Source Information (Includes transportation and other types of funding opportunities eligible to support the RT 198 vision and related projects)							Partnerships	Applicability to Project Type		Relationship to Rt. 198 Approach		Eligibility for Project Development Phase		Overall Suitability	
	Scope Element	Funding Program	Agency	Description	Eligible use of Funds	Type	Funding Terms		Eligible Applicants	Partnerships	Rt 198	Land Development/Related Projects	Full Corridor	Phased		Pre-Construction
Various	Congressionally Directed Spending (Senate) Community Project Funding (Congress)	US Congress & Senate	Provides federal lawmakers the ability to demonstrate priorities for their constituents.	Broad latitude in projects; however, some federal lawmakers narrow what kinds of projects they will endorse.	Grant	Senate: 1% cap on discretionary spending for congressionally directed spending items. House: Each Representative may request funding for up to 15 projects in their community for fiscal year 2023 – although only a handful may actually be funded.	States, local governments and eligible non-profit entities.	GBNRTC/ NYSDOT/ City of Buffalo	Recommended	Eligible	Eligible	Eligible	Eligible	Eligible	Recommended	Better
Varies	General Obligation Bonds	State/City	General obligation bonds, which are also referred to as GOs, are municipal bonds which provide a way for state and local governments to raise money for projects that may not generate a revenue stream directly. Examples of the types of projects funded by general obligation bonds are the construction of public schools and highway systems. They are called “general obligation” bonds because they are not backed by a specific revenue producing project or asset. Instead, they are backed by the “full faith and credit” of the issuer. In simple terms that means the bonds are backed by the state or local government’s ability to tax, and to raise taxes if necessary, in order to pay bondholders. For states, this power comes in the form of state income taxes and/or a sales tax. For local governments, it normally comes in the form of property taxes.	Broad range of projects and programs that serve a public purpose. Often set by state/local statutes.	Loan	Varies, backed by the “full faith and credit” of the issuer. In simple terms that means the bonds are backed by the state or local government’s ability to tax, and to raise taxes if necessary, in order to pay bondholders.	Varies by State/City	NYSDOT/ City of Buffalo	Eligible	Eligible	Eligible	Eligible			Eligible	Good
Transportation: Bike/Ped	Recreational Trails Program	USDOT	Funds to the States to develop and maintain recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. Set-aside of Transportation Alternatives under STBG.	Maintenance and restoration of existing recreational trails; Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; Purchase and lease of recreational trail construction and maintenance equipment; Construction of new recreational trails (with restrictions for new trails on Federal lands); Acquisition of easements and property for recreational trails or recreational trail corridors; Assessment of trail conditions for accessibility and maintenance; Development and dissemination of publications and operation of educational programs to promote safety and environmental protection; State costs incurred in administering the program.	Formula	Maximum grant award varies by state, but often around \$300,000. Local match typically 20 percent.	State governments	NYSDOT	Eligible	Eligible					Eligible	Good
Transportation: Bike/Ped	Transportation Alternatives Program (TAP)	USDOT/ NYSDOT	10 percent set-aside from STBG funding for a variety of smaller-scale transportation projects, pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation; infrastructure-related projects and systems that will provide safe routes for non-drivers; Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users; Construction of turnouts, overlooks, and viewing areas; Community improvement activities, Environmental mitigation activity; Recreational trails program; Safe Routes to School (SRTS) program.	Formula	No maximum listed but limited by total appropriations. 20 percent non-federal match required. Administered by NYSDOT and typically combined with CMAQ.	State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments. Non-profit partners may be eligible.	GBNRTC/ NYSDOT/ City of Buffalo		Recommended		Eligible	Eligible	Eligible	Eligible	Better
Transportation/ Next-Gen Mobility	Vehicle Technologies Office (VTO) Program Wide Funding Opportunity	DOE - Office of Energy Efficiency & Renewable Energy	Achieve carbon pollution-free electricity by 2035 and to “deliver an equitable, clean energy future, and put the United States on a path to achieve net-zero emissions, economy-wide, by no later than 2050 to the benefit of all Americans.” Activities support the government-wide approach to the climate crisis by driving the innovation that can lead to the deployment of clean energy technologies, which are critical for climate protection.	Area of Interest 8: Mobility System Approaches Supporting Public Transportation The objective of this area of interest is to explore and demonstrate potential mobility system approaches to improving the efficiency and convenience of public transportation, acknowledging transit’s role in both low-carbon people movement and ensuring equitable mobility access. Proposed projects should take a “mobility system” approach that combines a conventional transit mode with novel automation, connectivity, and/or sharing technologies to demonstrate an increase in transit ridership along with at least a 25% greenhouse gas emissions reduction compared to a baseline case. Applicant teams must include a public transportation authority.	Grant	TBD	TBD	NYSDOT/ City of Buffalo/ NFTA		Eligible		Eligible	Eligible	Eligible	Eligible	Good

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Transportation	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	USDOT/ NYSDOT	Provides flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.	A transportation project or fleet program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in the metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.	Formula	Minimum 20 percent local cost share; award maximums set by state/MPOs. Administered by NYSDOT and typically combined with TAP.	State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments	GBNRTC/ NYSDOT/ City of Buffalo	Eligible	Recommended	Eligible	Recommended	Eligible	Eligible	Better
Transportation	Surface Transportation Block Grants	USDOT/ NYSDOT	Flexible federal funds to states and local governments for projects that preserve or improve the condition of highways, bridges, pedestrian and bicycle facilities, improve transit systems and construct intermodal projects.	Broad application of eligible activities across all types of surface transportation facilities	Formula	Minimum 20 percent local cost share; award maximums set by state/MPOs	State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments. Non-profit partners may be eligible.	GBNRTC/ NYSDOT/ City of Buffalo	Eligible	Recommended	Eligible	Recommended	Eligible	Eligible	Better
Transportation	National Highway Performance Program	USDOT/ NYSDOT	Provides support for the condition and performance of the National Highway System (NHS); construction of new facilities on the NHS; ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and provides support for activities to increase the resiliency of the NHS.	Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the National Highway System.	Formula	10 percent local match unless the project adds lanes that are not high-occupancy-vehicle or auxiliary lanes; then a 20 percent local match.	Funding for each State, which then divides that total among apportioned programs.	GBNRTC/ NYSDOT/ City of Buffalo	Recommended		Recommended	Eligible	Recommended	Recommended	Best
Transportation	Multimodal Project Discretionary Grant , National Infrastructure Project Assistance Program (Mega)	USDOT	Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.	A highway or bridge project on the National Multimodal Freight Network, highway or bridge project on the National Highway System, freight intermodal (including public ports) or freight rail project that provides public benefit. railway highway grade separation or elimination project, intercity passenger rail project, public transportation project that is eligible under federal assistance.	Grant	Two project categories: >\$500M = 50% of awards, \$100M-\$500M = 50% of awards. 40 percent local match unless certain states.	A state or group of states; a metropolitan planning organization; unit of local government; political subdivision of a State; special purpose district or public authority with a transportation function, including a port authority; Tribal government or a consortium of Tribal governments.	GBNRTC/ NYSDOT/ City of Buffalo	Eligible		Eligible			Eligible	Good
Transportation	Multimodal Project Discretionary Grant , National Significant Multimodal Freight and Highway Project Grants (INFRA)	USDOT	Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.	A highway freight project on the National Highway Freight Network, highway or bridge project on the National Highway System, freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility, highway-railway grade crossing or grade separation project, wildlife crossing project, surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency, project for a marine highway corridor, highway, bridge, or freight project on the National Multimodal Freight Network.	Grant	Large Projects: Minimum project size for large projects is the lesser of (1) \$100M; (2) 30% of FY21 Federal Aid Apportionment; or (3) 50% of the larger participating state's FY21 Federal Aid apportionment. Small Projects: Does not meet requirements of Large Project. INFRA grant may be used for up to 60% of project costs; while total federal assistance may not exceed 80% percent of future eligible project costs.	A state or group of states; a metropolitan planning organization; unit of local government; political subdivision of a State; special purpose district or public authority with a transportation function, including a port authority; Tribal government or a consortium of Tribal governments.	GBNRTC/ NYSDOT/ City of Buffalo	Recommended		Recommended	Eligible		Recommended	Best

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Transportation	Public Works & Economic Adjustment Assistance (EAA) Programs	US Economic Development Administration	Provides funds for distressed communities to revitalize, expand, and upgrade their physical infrastructure to attract new industry, encourage business expansion, diversify local economies, and generate or retain long-term, private sector jobs and investment. Not currently active, but gets reinstated with some federal appropriations.	Public Works: Construction and/or infrastructure projects that meet the needs of communities to enable them to become more economically competitive. Examples include projects supporting water and sewer system improvements, industrial parks, high-tech shipping and logistics facilities, workforce training facilities, business incubators and accelerators, brownfield redevelopment, technology-based facilities, wet labs, multi-tenant manufacturing facilities, science and research parks, and telecommunications infrastructure and development facilities. EAA: supports a wide range of construction and non-construction activities including infrastructure, design and engineering, technical assistance, economic recovery strategies, and capitalization or re-capitalization of Revolving Loan Funds (RLF).	Grant	Local match of 50 percent	States, cities, counties; Indian tribes; the Federated States of Micronesia; the Republic of the Marshall Islands; commonwealths and territories of the United States; and private or public nonprofits representing a redevelopment area or a designated economic development center.	City of Buffalo		Eligible		Eligible	Eligible	Eligible	Good
Transportation	State and Municipal Facilities Grant Funds	New York State Senate	Funds are allocated at the discretion of local NYS Legislator and administered by the Dormitory Authority of New York State (DASNY).	At discretion of local NYS Legislator.	Grant	Subject to any requirements set by DASNY for the completion of the capital project.	Various	City of Buffalo/NFTA	Recommended		Recommended	Eligible	Recommended	Recommended	Best
Transportation	Advanced Transportation Technology and Innovation (ATTAIN)	USDOT	Funds to promote advanced technologies to improve safety and reduce travel times for drivers and transit riders and that can serve as national examples. As a result of the Bipartisan Infrastructure Law, ATTAIN-eligible projects will be evaluated on how they consider climate change and environmental justice impacts – including how they reduce transportation-related air pollution and address the disproportionate impacts on disadvantaged communities. In addition, projects are evaluated on their economic impact and potential to create jobs.	Deploy advanced transportation and congestion management technologies, which could include: Advanced traveler information systems; Advanced transportation management technologies; Infrastructure maintenance, monitoring, and condition assessment; Advanced public transportation systems; Transportation system performance data collection, analysis, and dissemination systems; Advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology; Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems; Electronic pricing and payment systems; Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals.	Grant	Maximum award is \$12M in one fiscal year; with 20 percent local match.	State; a political subdivision of a State; public transit agency or authority; metropolitan planning organization; and a group of 2 or more eligible entities detailed above, or academic institution.	GBNRTC/NYSDOT/City of Buffalo	Eligible	Recommended	Eligible	Recommended	Eligible	Eligible	Better
Transportation	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	USDOT	Funding for investments in road, rail, transit and port projects that promise to achieve national objectives and obtain funding for multi-modal, multijurisdictional projects.	Broad application of eligible activities across all types of surface transportation facilities	Grant	Annual program with request for projects in the spring. Maximum grant amount is usually \$25M for construction grant awards. Planning grants available. Minimum project size of \$1M for rural; \$5M for urban.	State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.	GBNRTC/NYSDOT/City of Buffalo	Recommended	Recommended		Eligible	Recommended	Eligible	Best
Transportation	Reconnecting Communities	USDOT	Projects that restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Must address an “eligible facility,” defined as a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development due to high speeds, grade separations, or other factors. Wide range of eligible planning and construction activities.	Grant	Planning grant awards between \$100,000 and \$2M with 20 percent local match. Construction grant awards between \$5-100M total project cost with 50 percent local match.	States, units of local governments, federally recognized tribal governments, metropolitan planning organizations, nonprofit organizations, and facility owners.	GBNRTC/NYSDOT/City of Buffalo	Recommended	Eligible	Recommended	Recommended	Eligible	Recommended	Best

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Transportation	Safe Streets for All	USDOT	For local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Zero Death Initiative".	Action Plan Grants are used to develop, complete, or supplement a comprehensive safety action plan. To apply for an Implementation Grant, an eligible applicant must have a qualifying Action Plan. Implementation Grants are available to implement strategies or projects that are consistent with an existing Action Plan	Grant	Action Plan grants are expected to have a minimum of \$200,00 and maximum of \$1M/\$5M (if MPO). Implementation Plan grants are expected to have a minimum of \$5M and maximum of \$30M, which could be \$50M for multijurisdictional project.	Metropolitan planning organizations, political subdivisions of a state, federally recognized tribal governments, and a multi-jurisdictional group	GBNRTC/ City of Buffalo	Eligible	Recommended		Eligible	Recommended	Recommended	Best
Transportation	Transportation Infrastructure Finance & Innovation Act (TIFIA)	USDOT	Provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.	Many surface transportation projects: Bridges; Intelligent Transportation Systems; Intermodal Connectors; Transit Vehicles and Facilities; Intercity Buses and Facilities; Freight Transfer Facilities; Pedestrian Bicycle Infrastructure Networks; Transit-Oriented Development; Rural Infrastructure Projects; Passenger Rail Vehicles and Facilities; Surface Transportation Elements of Port Projects. Project must be included in the applicable State Transportation Improvement Program.	Loan	Low-interest loans with flexible terms. Minimum Anticipated Project Costs: \$10M for Transit-Oriented Development, Local, and Rural Projects; \$15M for Intelligent Transportation System Projects; \$50M for all other eligible Surface Transportation Projects. Credit assistance limited to 33 percent of reasonably anticipated eligible project costs (unless sponsor provides a compelling justification for up to 49 percent).	State departments of transportation; local government; transit agencies; special authorities; special districts; railroad companies; and private firms or consortia that may include companies specializing in engineering, construction, materials, and/or the operation of transportation facilities.	GBNRTC/ NYSDOT/ City of Buffalo	Recommended	Eligible	Recommended	Eligible	Eligible	Recommended	Best
Transportation	Surface Transportation Private Activity Bonds – \$500M	USDOT/ Empire State Development	Highway and freight transfer facilities were added to the types of privately developed and operated projects for which private activity bonds (PABs) may be issued, enabling private activity on these types of projects, while maintaining the tax-exempt status of the bonds, lowering the cost of capital significantly. Passage of the private activity bond legislation reflects the Federal Government's desire to increase private sector investment in U.S. transportation infrastructure.	Any surface transportation project; international bridge or tunnel; any facility for the transfer of freight from truck to rail or rail to truck (including any temporary storage facilities directly related to such transfers) which receives Federal assistance under Title 23 or Title 49.	Loan	The \$30 billion in exempt facility bonds, issued by USDOT, is not subject to the state volume caps. At least 95 percent of the net proceeds of bond issues be expended for qualified highways or surface freight transfer facilities within a five-year period from the date of issue.	NYSDOT/Private Sector	NYSDOT	Eligible		Eligible			Eligible	Good
Trails/Green Infrastructure	Land and Water Conservation Fund	NPS/NYS Parks, Recreation, and Historic Preservation	To be eligible for grants, every State must prepare and regularly update a statewide recreation plan (sometimes called a SCORP). When a State's current plan has been approved by the appropriate field office of the National Park Service, all grant applications submitted must be in accord with the priorities listed in its action plan.	All grant applications submitted must be in accord with the priorities listed in each state's approved action plan. Guidelines updated each application round by NYSRHP	Formula	Guidelines updated each application round by NYSRHP	An incorporated city or town of at least 30,000 people; A county or special purpose district that serves a city or town of 30,000 people or more.	City of Buffalo		Eligible		Eligible		Eligible	Good
Trails/Green Infrastructure	Sewer Overflow and Stormwater Reuse Municipal Grant	Environmental Protection Agency	To support public health and environmental protections by helping states and cities improve stormwater management to address sewer overflows and reduce pollution that can flow into local waterways.	Planning, design, repair, or construction of—(A) treatment works to intercept, transport, control, treat, or reuse municipal combined sewer overflows, sanitary sewer overflows, or stormwater; and (B) any other measures to manage, reduce, treat, or recapture stormwater or subsurface drainage water.	Grant	Cost share is a sliding scale based on community type.	States, U.S. territories, and the District of Columbia; once awarded, these funds will be provided as sub-awards to municipal entities.	City of Buffalo		Eligible		Eligible		Eligible	Good
Trails/Green Infrastructure	Green Innovation Grant Program	NYS Environmental Facilities Corporation	Supports projects that utilize unique EPA-designated green stormwater infrastructure design and create cutting-edge green technologies. Green stormwater infrastructure projects improve water quality by reducing and treating stormwater at its source through infiltration and/or evapotranspiration. Green stormwater infrastructure projects selected for funding go beyond offering a greener solution.	Variety of green infrastructure practices, including establishment of restoration of floodplains, riparian buffers, streams or wetlands; permeable pavement; stormwater street trees/urban forestry programs. Project must be in a municipality that meets the Median Household Income criteria, or that serves, protects, or benefits an environmental justice area.	Grant	Local match minimum of 10 percent.	Municipalities; Private Entities; State Agencies; Soil and Water Conservation Districts	City of Buffalo		Recommended		Eligible		Recommended	Better

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Scope Element	Funding Program	Agency	Description	Eligible use of Funds	Type	Funding Terms	Eligible Applicants	Partnerships	Rt 198	Land Development/Related Projects	Full Corridor	Phased	Pre-Construction	Construction	Suitability
Parks	Environmental Protection Fund for Parks, Preservation and Heritage	NY Office of Parks, Recreation and Historic Preservation (OPRHP)	Available for the acquisition, planning, development, and improvement of parks, historic properties, and heritage areas located within the physical boundaries of the State of New York	Eligible activities defined in three programs; but generally for 1) acquisition, development or planning of parks and recreational facilities to preserve, rehabilitate or restore lands, waters or structures for park, recreation, or conservation purposes and for structural assessments and/or planning for such projects; 2) to acquire, improve, protect, preserve, rehabilitate, or restore properties listed on the State or National Register of Historic Places and for structural assessments and/or planning for such projects; and 3) for projects to acquire, preserve, rehabilitate, or restore lands, waters or structures identified in the approved management plans for Heritage Areas designated under section 35.03 of the Parks, Recreation and Historic Preservation Law, and for structural assessments or planning for such projects.	Grant	50% of the total eligible project cost; up to 75% if the project is located in a high-poverty area as defined below. Grant awards are capped at \$500,000. If the total project cost is greater than \$4,000,000, up to \$750,000 may be requested.	Municipalities; State Agencies; Public Benefit Corporations; Public Authorities; Not-for-profit Corporations	City of Buffalo/GBNRTC		Eligible		Eligible	Eligible	Eligible	Good
Next-Gen Mobility	Municipal ZEV Infrastructure Grant program	NYS Department of Environmental Conservation	Funding install hydrogen fuel filling station components and Level 2 (L2) and direct current fast charge (DCFC) electric vehicle supply equipment (EVSE) primarily for public use.	Purchase and installation of electric vehicle supply equipment (EVSE) or hydrogen fuel cell filling stations primarily for public use.	Grant	Maximum award amount for any one facility (location) is \$250,000 and to any one municipality (for multiple locations) is \$500,000. A local match up to 20 percent of the total project cost must be provided.	Municipalities (counties, cities, towns, and villages of the State of New York)	City of Buffalo		Recommended		Eligible		Recommended	Better
Next-Gen Mobility	Direct Current Fast Charging (DCFC) Program	NYS Energy Research and Development Authority	Funding to develop two or more Direct Current Fast Charging Electric Vehicle Supply Equipment (DCFC EVSE) site locations within designated Upstate New York metropolitan areas.	Installation of EV equipment. Sites included in the proposal must accommodate simultaneous charging for at least four vehicles at a minimum of 150 kW, and offer a total site delivery capacity of 600 kW or more. Each site must be within 12 miles of the identified Buffalo, Rochester or Syracuse city centers. At least one site location must be within the applicable city limits. At least 50% of sites must be in designated disadvantaged communities.	Grant	Minimum 20 percent local match. Proposals that provide a cost share greater than 20 percent will be favored during the evaluation process.	Entities that can demonstrate a minimum of two (2) years relevant experience owning and/or operating at least 10 DCFC EVSE or 200 Level 2 EVSE.	City of Buffalo		Recommended		Eligible		Recommended	Better
Next-Gen Mobility	Strengthening Mobility and Revolutionizing Transportation (SMART)	USDOT	Demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety	May be used to carry out a project that demonstrates at least one of the following: Coordinated automation; Connected vehicles; Sensors; Systems integration; Delivery/logistics; Innovative aviation; Smart grid; Traffic signals	Grant	Planning project maximum award is up to \$2M, with no cost-sharing. Implementation project maximum award is up to \$15M, cost-sharing TBD. Only recipients of Planning Grants will be eligible for Implementation Grants.	State; a political subdivision of a State; Tribal government; public transit agency or authority; public toll authority; metropolitan planning organization; and a group of 2 or more eligible entities detailed above, applying through a single lead applicant.	GBNRTC/ NYS DOT/ City of Buffalo		Recommended		Eligible	Eligible	Eligible	Better
Environment	Environmental Justice Grant Programs	NYS Department of Environmental Conservation	Support and empower communities as they develop and implement solutions that significantly address environmental issues, harms, and health hazards, build community consensus, set priorities, and improve public outreach and education.	Dependent on Request for Applications (RFA)	Grant	Awards of approximately \$100,000. Dependent on Request for Applications (RFA)	Must be pre-qualified, 501(c)(3) not-for-profit organizations	Community Non-Profits		Eligible		Eligible	Eligible	Eligible	Good
Environment	Local Waterfront Revitalization Program	New York Department of State: Office of Planning, Development & Community Infrastructure	Provides for more accessible, sustainable and resilient waterfront communities.	Encourages applications that create public access to outdoor recreation and consider resiliency in design. Projects that create dynamic public areas, improve community parks and trails, and enhance recreational opportunities can provide a significant stimulus for the local economy and set the stage for community resiliency. Public investment in these types of projects can not only increase public access and enjoyment of the waterfront, but also spur private investment, create jobs, and grow the economy.	Grant	Approximately \$16,300,000 (2022) available to fund applications for the Local Waterfront Revitalization Program grants, up to \$2 million of which is available for updates to existing LWRPs to mitigate future physical climate risks. Approximately \$10.5 million of the available funding will be awarded for projects which are in, or primarily serve, under-represented communities.	Villages, towns, or cities, located along New York's coasts or designated inland waterways; Counties with the consent and acting on behalf of one or more villages, towns, or cities, located along New York's coasts or designated inland waterways.	City of Buffalo		Eligible		Eligible	Eligible	Eligible	Good

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	Overall Suitability of Funding Source to Support Project Needs	The funding source is recommended for this project type, approach to delivering the Rt. 198 project, or for the particular phase in project development.
	Good	Project outcomes align with funding source goals and scope components likely eligible; however, funding source relates to only portion of the project, may be very competitive with limited financial capacity to offer, and/or coordination around matching funds complicated.
Better	Project scope components supported funding source goals and requirements; however, funding source may only relate to a certain project type or be limited to a certain approach/phase. Still may be competitive and require partnerships.	
Best	Funding source goals and requirements directly aligns with overall project purpose and scope. Financial capacities and other terms of funding source, such as matching requirements, able to support overall project costs. Still may be competitive and require partnerships.	

Funding Source Matrix																
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Economic Development	Choice Neighborhoods Grants	HUD	Support locally driven strategies that address struggling neighborhoods with severely distressed public housing and/or HUD-assisted housing through a comprehensive approach to neighborhood transformation. Focused on housing, people, and neighborhoods.	Successful applicants must develop and implement a comprehensive neighborhood revitalization strategy, or "Transformation Plan." The application must also demonstrate the proposal targets an eligible housing project located in an eligible neighborhood.	Grant	Planning grant award maximum is \$500,000. Implementation grant award maximum is \$40-50M. Local matching funds in the amount of at least five percent of the requested grant amount in cash or in-kind donations must be secured and used by the end of the grant term.	County governments, city or township governments, Native American tribal governments, public housing authorities, 501(c)(3)	City of Buffalo		Eligible			Eligible	Eligible	Eligible	Good
Economic Development	Strategic Planning and Feasibility Studies	Empire State Development	Promotes economic development in the State of New York by encouraging economic and employment opportunities and stimulating development of communities and urban areas	Strategic development plans for a city, county, or municipality or a significant part thereof and feasibility studies for site(s) or facility(ies) assessment and planning. Projects should focus on economic development purposes, and preference shall be given to projects located in highly distressed communities.	Grant	Working capital grants of up to \$100,000, each grant requires a minimum of 50 percent of total project costs in matching funds, which should include at least 10 percent of total project costs in the form of cash equity contributed by the Applicant organization.	Cities, Counties, Municipalities, Business Improvement Districts, Local Development Corporations, Not-for-profit Economic Development Organizations	City of Buffalo		Eligible	Eligible	Eligible	Eligible	Eligible		Good
Economic Development	Community Development Block Program (CDBG)	HUD	Supports community development activities to build stronger and more resilient communities.	Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc.	Grant	Varies by State/City	Central cities in Metropolitan Area; Cities > 50,000 residents in Metropolitan Areas; and Counties > 200,000 residents	City of Buffalo		Eligible	Eligible	Eligible	Eligible		Eligible	Good
Economic Development	Buffalo Billion East Side Corridor Economic Development Fund: Infrastructure to Support and Enhance Investments	Empire State Development	Funding will be dedicated to infrastructure investments along the corridors that directly align with the projects and programs of the East Side Corridor Economic Development Fund—maximizing the portfolio's leverage potential and capitalizing on opportunities for federal matching funds.	Amongst the priorities identified by the community, funding should be directed to projects that address: road safety for pedestrians and bicyclists; public transportation; streetscape enhancements; housing affordability and diversity; public safety; neighborhood businesses; senior services; and historic preservation.		Preference on projects that are located in focus areas, leverage other investment/ funding, and expand public/ private investment in the community. There is limited capacity available in overall fund, so unclear how much will be contributed to this sub-program.	City of Buffalo	City of Buffalo		Eligible			Eligible	Eligible	Eligible	Good
Economic Development	Pilot Increment Financing (PIF)	Empire State Development	Public improvements in a defined, eligible project area with the intent of stimulating economic development. As the development occurs, the value of the property increases within the district, and so do revenues generated from property taxes paid by the owners. PIF agreements involve the use of payments in lieu of taxes (PILOTs). Local governments enter into PILOT agreements with the owners of specific redevelopment sites and agree to use a portion of the proceeds to fund capital improvements related to the development.	Infrastructure projects must be public in nature: publicly owned infrastructure within public rights-of-way; public transit stations and right-of-way; public transit vehicles; public school construction; public beautification (lighting, streetscape, landscaping, etc); public parking structures; municipal building construction; other public buildings (e.g. police, fire stations); site preparation, demolition, cleanup of publicly owned land; or park construction.	Loan	N/A	City, county, township, borough, redevelopment authority, industrial development agency, or other public benefit corporations that have designation of being blighted.	City of Buffalo		Eligible	Eligible		Eligible		Eligible	Good
Economic Development	Restore NY	Empire State Development	Provides municipalities with financial assistance for the revitalization of commercial and residential properties. The program encourages community development and neighborhood growth through the elimination and redevelopment of blighted structures.	Available for projects involving the demolition, deconstruction, rehabilitation and/or reconstruction of vacant, abandoned, condemned and surplus properties. Must meet goals for inducing commercial investment and improving local housing stock.	Grant	Demonstrate at least a 10% match; and Hold a public hearing to discuss the application and the property assessment list	Municipality	City of Buffalo		Eligible	Eligible	Eligible	Eligible		Eligible	Good
Economic Development	Empire State Development (ESD) Grant Funds	Empire State Development	Available for capital-based economic development projects intended to create or retain jobs; prevent, reduce or eliminate unemployment and underemployment; and/or increase business or economic activity in a community or Region.	Acquisition of land, buildings, machinery and/or equipment; Demolition and environmental remediation; New construction, renovation or leasehold improvements; Acquisition of furniture and fixtures; Soft costs of up to twenty-five percent (25%) of total project costs; and Planning and feasibility studies related to a specific capital project or site.	Grant	Generally, applicants should not apply for, nor will be considered for, more than twenty percent (20%) of the financing for any particular project based on the eligible total project cost. Typically, awards will be less than 20% of the eligible total project cost. ESD requires that the Applicant contribute a minimum of ten percent (10%) of the total project cost in the form of equity contributed.	For-profit businesses, not-for-profit corporations*, business improvement districts, local development corporations, public benefit corporations (including industrial development agencies), economic development organizations, research and academic institutions, incubators, technology parks, municipalities, counties, regional planning councils, tourist attractions and community facilities.	City of Buffalo/GBNRTC		Eligible	Eligible	Eligible	Eligible		Eligible	Good

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Climate	Climate Grant	David and Lucile Packard Foundation	Promote resilient and vibrant communities where children and families thrive and have the power to shape their lives.	Projects that: Promote clean power alternatives that reduce reliance on coal; Increase the availability of low carbon transportation options to minimize global oil consumption; Increase energy efficiency across all sectors; Minimize emissions from land use practices by stopping deforestation and improving agricultural practices; Reduce emissions of greenhouse gases, i.e. carbon dioxide, black carbon, methane, and hydrofluorocarbons.	Grant	No maximums or minimums. In a typical year, about 15 percent of grants are awarded to first-time grantees and less than one percent come from unsolicited proposals.	Primarily tax-exempt charitable organizations.	Community Non-Profits	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Good
Climate	Climate Smart Communities Grant Program	NYS Department of Environmental Conservation	Provides funding for municipalities to address greenhouse gas (GHG) mitigation and climate change adaptation at the local level.	Adaption & mitigation "[p]rojects must demonstrate an ability to identify, mitigate and/or adapt to climate change vulnerability and risk or demonstrate potential to reduce greenhouse gas emissions. . ." The CSC grant program includes two different project categories: implementation and certification. The implementation category is divided into two subcategories: GHG mitigation and adaptation.	Grant	Local match equal to 50 percent of total eligible project costs is required.	All municipalities in the State of New York	City of Buffalo	Eligible	Eligible	Eligible	Eligible		Eligible	Good

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