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Capital District Regional Planning Commission

Grants Workshop

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Capital District Regional Planning Commission Grants Workshop

- Introductions:
  - Sam Zhou, P.E., Region One Regional Director
  - Lorenzo Distefano, P.E., Regional Local Program Liaison

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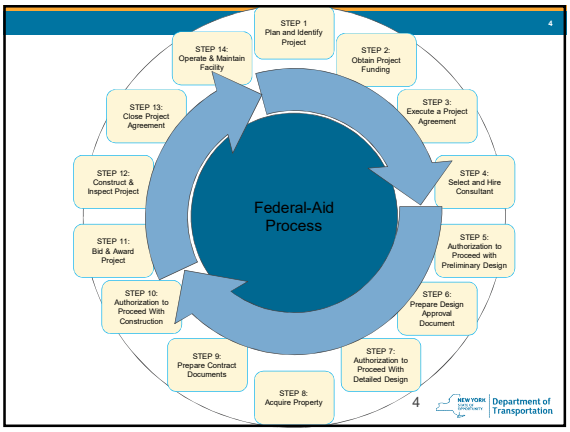
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Federal-Aid Process
STEP 1 Plan and Identify Project
STEP 2: Obtain Project Funding
STEP 3: Execute a Project Agreement
STEP 4: Select and Hire Consultant
STEP 5: Authorization to Proceed with Preliminary Design
STEP 6: Prepare Design Approval Document
STEP 7: Authorization to Proceed With Detailed Design
STEP 8: Acquire Property
STEP 9: Prepare Contract Documents
STEP 10: Authorization to Proceed With Construction
STEP 11: Bid & Award Project
STEP 12: Construct & Inspect Project
STEP 13: Close Project Agreement
STEP 14: Operate & Maintain Facility
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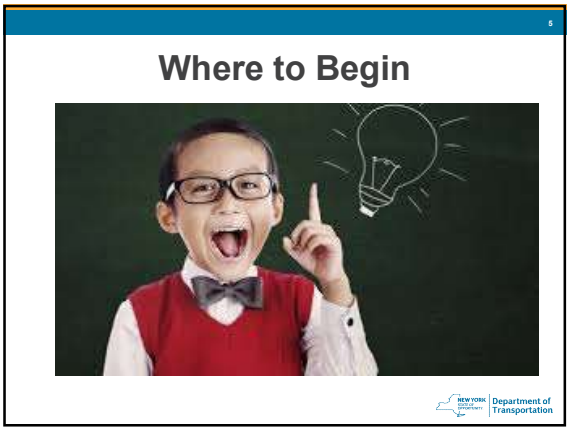
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Where to Begin
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Bright Ideas Cost Money
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"Core" Federal Funds

The Regional Capital Program budgets approximately $25 million annually for "Core" Federally Eligible Local projects

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Other Fund Sources

There are additional Competitive programs:

Transportation Alternatives - $62.2 million

Congestion Mitigation-Air Quality (CMAQ) - $36.5 million (Certain Upstate Counties only)

BridgeNY - $200 million

Pedestrian Action Safety Plan - $35 million

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Transportation Alternatives

Projects must be related to the surface transportation system and provide full access to the public.

Some eligible project activities include:

- ✓the addition of accessible sidewalks, streetscaping
- ✓construction of new bicycle and pedestrian facilities,
- ✓preservation and conversion of abandoned railroad corridors for trail use

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Transportation Alternatives

Projects can only be sponsored by a municipality, a state agency or public authority

However,

Applications can be developed by any municipality or non-profit incorporated group

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Congestion Mitigation / Air Quality (CMAQ)

Enhancements to intersections that improve traffic flow.

Travel demand programs that shift traffic demand to non-peak hours or other transportation modes.

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Pedestrian Safety Action Plan

$35 million of Federal Highway Safety improvement Program (HSIP) funding.

Implementation of systemic pedestrian safety improvements on locally owned roads.

All locally owned roads in an urban area will be eligible; however, priority will be given to identified focus communities.

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BridgeNY

$200 million made available through the Governor's BRIDGE NY program

Provides 95% for total Bridge project costs to a maximum $5 million per project

Provides 100% funding for total Culvert project costs with a minimum cost of $100,000 and a maximum cost of $1 million

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BridgeNY

Priorities:

✓repair of poor structural conditions;

✓mitigating weight restrictions or long detours;

✓facilitating economic development or increasing competitiveness;

✓and/or reducing the risk of flooding.

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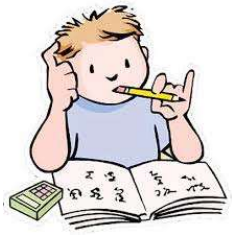
Do

your

homework



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Read and understand the requirements for each program

Tailor your proposal to the specific solicitation.

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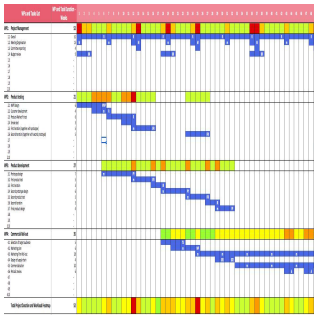

Underestimating your project costs and schedules is not a winning strategy

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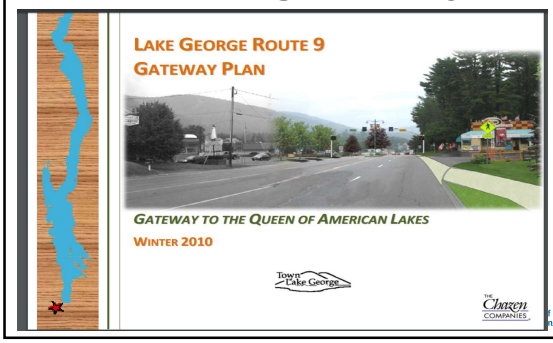
Lake George Gateway



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Lake George Gateway

The Town, in partnership with their MPO, commissioned a study and proposal

Considered funding the construction in phases

Submitted targeted applications for a number of different but applicable programs

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Lake George Gateway

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Black Bridge Town of Catskill

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Black Bridge Town of Catskill

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Project X

A Bright Idea Gone Bad…..

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"Project X"

$325,000 Bicycle / Pedestrian Trail expansion including conversion of an old Rail Trestle with 100% reimbursement

- Estimate conservatively
- Choose your Consultant wisely
- Understand the process & remain involved

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"Project X"

Project Documentation:

Are the federal contract requirements (FHWA-1273) included in the contract package? YES NO

Are documentation standards such as MURK and/or CMP established documentation procedures and protocol for documentation and project record keeping being followed (*Provided sample documentation such as IDRs*)? YES NO

Is a project daily diary kept and updated? YES NO

Are Inspector's Daily Reports (IDRs) being kept and up to date for all work activities? YES NO

- Are the IDRs clear, concise and adequately describe the work performed? YES NO
- Are pay items properly documented with quantities and supporting documentation? YES NO NA
- Are material test results properly referenced and available to verify acceptability? YES NO NA
- Are failed tests properly cross-referenced to retests? YES NO NA
- Are field measurements being conducted and properly documented? YES NO NA
- Are "pay-per-plan" items properly field measured to verify quantities? YES NO NA
- Are corrections/changes made utilizing the "single-line strike out" method? YES NO NA
- Are the IDRs being signed by the Inspector AND checked/verified/signed by the EIC? YES NO
- Identify dates of IDRs reviewed: Insp. w/ [redacted] check/signoff

What is the frequency at which project documentation is being checked/verified/signed by another individual of the project staff?

DAILY WEEKLY MONTHLY OTHER: _____

Are material certifications kept on file? YES NO YES, BUT KEPT OFFSITE

Is CEES being utilized to track pay item quantities? YES NO If "NO", what system is being utilized? unknown

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"Project X"

- Design development issues
- Construction Inspection issues
- Documentation deficiencies
- Unexpected costs
- Hundreds of staff hours to direct, correct, justify and defend

The initial FHWA decision to hold all reimbursement was ultimately negotiated to approximately 19% of the total award.

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is

Our Success

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Online Resources:
http://www.agftc.org/
http://www.cdtcmpo.org/
https://www.dot.ny.gov/index

https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/locally-administered-federal-aid-projects

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Karen Hulihan, Regional Local Program Funding

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