

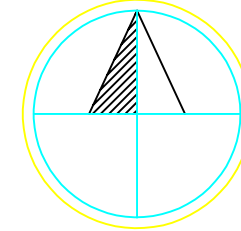


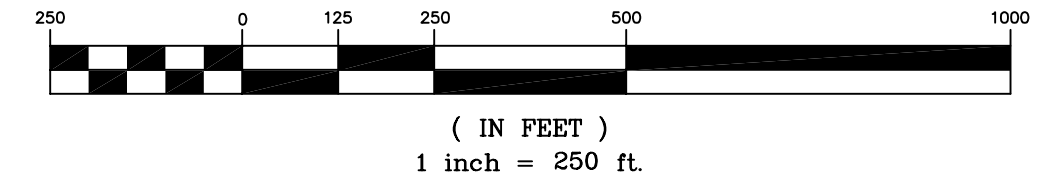
REVISED:  
7/19/2018 RCL

### LEGEND

-  PROPOSED SIDEWALKS
-  PROPOSED CROSSWALKS



### GRAPHIC SCALE





Organization	Grant Opportunity	Document #	Document Role	Current Status
Village of Rhinebeck	2018 TAP-CMAQ Program	DOT01-TCMAQ-2018-00027	Grantee Contract Signatory	Application in Process

## PROJECT/SITE ADDRESSES

### Instructions:

1. Please complete all required fields.
2. If Project Statewide is "Yes", do not enter Address information. If Project Statewide is "No", Address information is required.
3. Select the **Save** button above to save your work frequently.
4. Click Forms Menu to return to the navigation links.

**Name/Description:** Village of Rhinebeck TAP CMAQ  
2018  
Project Statewide No

**Address 1** 76 East Market Street  
Address 2

**City** Rhinebeck  
**County** Dutchess County  
**State** NY  
**Zip** 12572  
**Regional Council:** Mid-Hudson  
**Agency Specific Region:** Region 8 - Poughkeepsie

## PROGRAM SPECIFIC QUESTIONS

### Instructions:

1. Please complete all the required fields.
2. Select the **Save** button above to save your work frequently.

**Project Title** Village Pathways for Pedestrians & Cyclists

Refer to the Application Instructions while completing the application questions.

1 Enter the primary contact information for this application.

1a Enter salutation.

Mr.

1b Enter first name.

John

1c Enter last name.

Rossi

1d Enter official title.

Village Trustee

2 Enter the email address for the contact provided in question #1.

trusteerossi@villageofrhinebeckny.gov

3 Provide a contact phone number for the primary contact provided in question #1.(555-123-4567)

845-876-7015 (Village Hall) 516-302-7623 (Mobile)

4 PROJECT DETAILS

5 Enter the corresponding number/letter combo that best describes the sponsor type for the options listed below in 5A-5H. (e.g. A local government enter 5A.)

5A

- 5A Local Government (County, Town, City, Village)
- 5B Regional Transportation Authority
- 5C Transit Agency
- 5D Natural Resources Agency (NYS Dept. of Environmental Conservation, NYS Parks, Recreation and Historic Preservation, local fish and game or wildlife agencies)
- 5E Public Land Agency
- 5F Tribal Land Government
- 5G Local or Regional Government Agency
- 5H NYS Department of Transportation
- 6 Enter the project county.

NOTE: TAP funding is available in every county. CMAQ funding is available in these 19 counties: Albany, Chautauqua, Dutchess, Erie, Genesee, Greene, Jefferson, Livingston, Monroe, Montgomery, Niagara, Onondaga, Ontario, Orleans, Rensselaer, Saratoga, Schenectady, Schoharie, and Wayne. Refer to the Guidebook Chapter 1, Section A. for additional information

Dutchess

- 7 Enter the date the Sponsor attended the workshop.
- 6/6/2018
- 8 Enter the number (1-11) that corresponds to the category that best represents the project. Refer to the application instructions for the project category listing. Selection of a category is not a guarantee of funding under that category.
- 3
- 9 Based on the project county and project category selected, enter the corresponding number to indicate which program being applied for: Enter "1" for TAP only, enter "2" for CMAQ only or enter "3" for both TAP and CMAQ.
- 3

- 10 Describe the project in two sentences. The first sentence should describe what will be constructed or implemented and the second should describe the beneficial outcome(s).
- Project will provision continuous sidewalk and dedicated bicycle lanes (sharrows) creating singular pathway lacing neighborhoods with area schools, parks and Village main street.
- Furnishing the Village with a well defined, safe pedestrian-cyclists route will galvanize existing school board initiatives encouraging greater student physical activity, marginalize traffic congestion and generate greater foot traffic into business corridor.

- 11 For linear projects, provide begin and end locations: (Street names, intersections, mile markers). If not applicable, enter N/A.
- N/A

- 12 Enter the Latitude coordinates within the range of 40.400000 to 45.100000. Include all six decimal places. NOTE: Values outside the range provided are not in New York State.
- 41.931496

- 13 Enter the Longitude coordinates within the range of -71.800000 to -79.800000. Include all six decimal places. NOTE: Values outside the range provided are not in New York State.
- 73.908151

- 14 PROJECT BENEFITS

- 15 Provide a clearly defined, well-developed and concise project description. Include how the project relates to and addresses a surface transportation

problem / need.

Dedicated pedestrian sidewalks will provide continuous, safe walkway through historic Rhinebeck streets interconnecting key locations throughout the Village anchored by local schools, library and parks. A bike pathway (sharrows) will parallel the blueprint for the pedestrian walkway.

Village streets include Astor/Cramer to Rt 9-Rt9 to Platt-Platt to Mulberry- Mulberry to Livingston-Livingston to Rt9-Livingston to Parsonage-Parsonage to Knollwood. These streets interconnect multiple neighborhoods as well as pivotal municipal sites including the Dutchess County Fairgrounds, Northern Dutchess Hospital, Village Hall, business corridor and dozens of historic homes.

The Village measures a mere 1.6 square miles with a resident population just under 2,700 and a K-12 school enrollment of more than 1,000 students. Traffic is significant and particularly so throughout the school year. Additionally, because the Village of Rhinebeck is one of the most popular year-round destinations in the Hudson Valley, traffic and automobile density is even more extreme. In short, there is a disproportionate number of automobiles in use for a bucolic, mid-state hamlet of this scale and size.

The solution is to invest in infrastructure which will strengthen and emboldened existing initiatives and desires to marginalize automobile usage with walking and biking.

More than 10% of the K-12 student population is within walking distance of the two local school campuses. This project will provide parents with greater assurance of safe walking and biking passageway and mitigate the over-reliance of cars (for morning drop off and afternoon pickup). The pedestrian walkway will also marginalize automobile usage by local residents who will discover greater ease walking to Village shops, local physicians, parks, library and houses of worship.

- 16 Describe how the proposed project contributes to the community economic competitiveness (e.g. Access to business, education, public services).

Traffic and parking impede tourists and consumers from visiting the Village of Rhinebeck. This is particularly true during annual events taking place at Dutchess County Fairgrounds (located at northern gateway into the Village.)

The Village, while enjoying a robust and healthy local economy, is drawing only minimal tourist/visitor spillover from the large annual crowds attending popular events (such as Sheep and Wool, County Fair) at the nearby Dutchess County Fairgrounds (7/10ths of one mile from Village center).

The creation of a Village-wide walkway will provide a natural extension between the Village and the Fairgrounds inducing visitors to engage upon a short, pleasant walk along historic streets (over 350 Village properties are designated as "Historic"), invest time in the Village and enjoy an equally pleasant walk back to Fair Grounds (courtesy hand-stamps to return are already a staple of the Fairgrounds). The same 'green way' would be used for bicyclists.

Given the significant crowds drawn each year to the Fairgrounds even a modest increase of visitors into the Village would have a pronounce economic impact on sales and revenues within the business corridor thereby encouraging greater workforce investments. The infrastructure will allow the Village to enhance an already active, viable downtown without compromising its inherently strong sense of place. Existing, successful businesses will welcome hundreds of additional visitors and tourists. The Village will continue to be viewed by start-up businesses as a desirable location for investment.

The Village has submitted a 2018 REDC application seeking 10% of project costs as stated and submitted in current TAP CMAQ application. The Village received several letters of support for this project from business leaders. Those letters were furnished to the REDC administrators and have also been included with this application.

The Village is also home to Northern Dutchess Hospital (NDH) which - as with most healthcare providers - leases space to area local physicians and practices. However, many Village residents, using NDH primary healthcare providers, could avoid driving once the dedicated pedestrian walkway is completed, thereby improving their personal health, minimizing area traffic and contributing to cleaner air practices.

- 17 Describe how the project promotes community connectivity, revitalizes the community, quality of life and/or can improve the public health (e.g. enhances accessibility, mobility, modal connections, the trip experience, the community's transportation character, street network vibrancy, walk-ability, safety, complies with the Americans with Disabilities Act (ADA), reduces emissions and/or congestion).

The project bonds the community literally and figuratively. The north-south walkway and bike path interconnects multiple constituent groups each with reasons to support the project. However, all parties are collectively bonded by the overlapping benefits this project proliferates across the broader community.

Schools: The Rhinebeck CSD has two Village campuses (Elementary School and Middle School – High School). Collectively over 1,000 students are enrolled with about 10% living within the 1.6 square miles of the Village. As represented by the letters of support enclosed with this application the administrative leadership of the schools strongly endorse the project. Faculty and parents have long advocated the need to empower students to "get moving" as pedestrians or cyclists between home and schools and the wider ranging Village streets. This physical activity contributes to student health and well-being but also cultivates self-direction skills needed for daily life. Our school leaders believe the project will help alleviate automobile congestion around the two school buildings once walking and biking is a safe option.

Public Library and Parks: Connections with the Rhinebeck Starr Library and the Thompsom-Mazzarella Park will be strengthened by the project because walking, and biking, will be also (like our schools) be viewed as safer and viable alternatives to driving.

Village Center: Rhinebeck has a robust business corridor which will gain added foot traffic. This will be particularly true during the annual events taking place at the nearby County Fairgrounds. Traffic and parking limitations impede tourists from extending their day trip to the Fairgrounds with a visit to the Village. The project provides a car-free / parking-free transportation alternative.

Residents: Many Village residents already appreciate walking and biking but have felt limited in their ability to exercise this preference because the Village lacks the safe, dedicated walkway/bike path contemplated by this project.

ADA Crosswalks: The project calls for the installations of multiple ADA crosswalks which do not currently exist.

The proposed walkway and bike path will induce greater numbers of pedestrians and cyclists. Greater numbers of pedestrians and cyclists means less dependency and use of automobiles, which in turn means reduces fossil-fuel emissions and carbon.

- 18 Describe how the project impacts system efficiency, improves connections between sidewalks and transit, community centers, schools, trails, etc.

The project greatly improves connections between pedestrians, cyclists and other forms of transit by fostering and implementing this new plan of action.

The project is specifically designed to create a continuous Village-wide passageway by constructing and renovating sidewalks in existing Village ROWs (Right of Ways). Additionally, there are multiple ADA crosswalks planned (none of which are in place today). A sharrows bike path, as already adopted in numerous other NYS locations, is included in the project blueprints. In short, the collaboration of these efforts will manifest – for the first time – a comprehensive transportation strategy which leverages an integrated transit plan with keen attention to safeguards for pedestrians and cyclists.

Many of the constituent benefits, described in response to question 17, have been repeated below (at least specific to our schools and village center). Additionally, it should be noted that among the letters of support – enclosed with this application – include support from the Winnakee Land Trust. This nationally accredited land trust is currently seeking funds to connect the Village of Rhine to other nearby villages as well the Empire State Trail as it enters the County across the Kingston Rhinecliff Bridge.

The immediate vision, which the Village believes funding would enable, is the creation of the walkway and bike path described throughout this application. However, the longer term vision is to integrate the Village-centric pathways with the Winnakee links and the Empire State Trail, as well as connectivity to the Amtrak station on Rhinecliff.

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- 19 Describe any unique characteristics, new approaches or innovative techniques to address the problem (e.g. cost-effective solutions, creative / innovative ways to deliver the project, use of donated materials, innovative construction materials and methods, leveraging of partnerships or funding sources, greater than 20% match).

The growing volumes of automobile traffic into the Village has confronted and perplexed residents and officials for several years. The most common approach to blunt increasing traffic has been to add more parking accommodations. These plans have been thwarted by costs and available space. Space, in a Village spanning just 1.6 square miles, is a premium and generally unavailable. An additional obstacle is the genuine concern that parking lots detract from rural aesthetics of the Village making it less appealing. Finally, and perhaps most importantly, the Village takes pride in its ‘clean air’ and ‘green energy’ policies and creating accommodations to add more fuel emission vehicles seems counter intuitive.

This application for funding is premised on a ‘green’ approach which supplants parking lots (or other car-centric solutions such as widening roads, increasing policing of traffic) with pedestrian walkways and bike paths.

The Village has submitted NYS Consolidated Funding Application Number 84169, Project Name “Village Pathways for Pedestrians & Cyclists”. The Village is seeking 10% of the costs of this project (estimated to be \$3,913,005.00) with its CFA application.

- 20 Does the project address a safety issue? If yes, describe (e.g. reduces crashes, personal injury, or fatalities, addresses a High Accident Location). If No, enter N/A.

Yes, school officials (as evidenced in enclosed respective letters of support) believe the grant would provide an infrastructure offering new capacities for child and student safety. Village-elected officials, Village police and Village office of zoning enforcement all agree with this assessment and additionally believe all pedestrians and cyclists shall be safer if the grant is approved.

- 21 Is the project referenced in a regional, state or local plan (e.g. Comprehensive Master Plan, Corridor Plan, Scenic Byway Plan, Regional MPO Plan, ADA Transition Plan, Smart Growth Plan, REDC Plan or Complete Streets Plan)?

Yes

- 22 If the answer to question #21 is Yes, name the documents and provide a link to the plan. If the answer to question #21 is No, enter N/A.

The Village has submitted NYS Consolidated Funding Application Number 84169, Project Name “Village Pathways for Pedestrians & Cyclists”. This application for grant funding is part of the annual REDC CFA <https://regionalcouncils.ny.gov/mid-hudson>

- 23 If the completed project is not available or open to the public (24 hours a day, 7 days a week, 365 days a year), describe the access restrictions. If there are no restrictions, enter N/A.

N/A

- 24 The following question (24.1) is required for CMAQ and joint CMAQ and TAP applications only. If this application is for TAP funding only, enter N/A for question 24.1 and go to question #25.

- 24.1 Clearly describe how the CMAQ project (including outreach/education activities) reduces emissions and/or provides congestion relief through one or more of the following strategies: A. Reduces the number of Single Occupant Vehicles (SOVs); B. Reduces idling vehicles in traffic by improving traffic flow, including before and after speed improvements; C. Improves efficient modes (transit, rideshare, pedestrian, or bicycle) or shifts users to lower emissions modes; D. Reduces fleet emissions by use of technology or operational practices. Note: Quantitative air quality benefits must be provided on the “Pre-submission Upload” page (found on the Forms Menu) by utilizing the “CMAQ Technical Benefits Worksheet”.

If grant application approved outreach will commence immediately. The promotion of project details and progress will organically spread throughout the community because of current constituent support and project inherent visibility (e.g., public literally seeing new sidewalks installed). The Village Board, as well as the local Rhinebeck Central School District Board of Education, conduct regularly scheduled monthly public meetings. Most certainly each Board will be furnishing monthly updates on the project. (Meetings are videotaped and can be streamed from each Board’s respective website. Village

meetings can also be viewed on local access cable tv). In addition to regularly scheduled meetings there will local media coverage, social media coverage (Village and School each have Facebook pages) and periodic public forums typically conducted in concert with the local public library, Chamber of Commerce etc.

Background: More than one in ten students live in the Village of Rhinebeck and therefore not eligible for bussing and typically driven to school by a parent or guardian. Many of the elementary children belong to families in which an older sibling is attending the MS HS requiring the parent to make two stops – each morning and each afternoon – at the Elementary School and the MS HS. Generally, each parental 'drop off' and 'pick-up' is a round trip. That is to say the driving parent drives the short distance to school, drops the child(s) and drives back home. A second-round trip is made in the afternoon. At least half of these trips is SOV. Despite the short driving distance parents will find themselves snaked in local traffic congestion. The most discernible evidence is the backup of traffic extended from the intersection of Route 308 (running East and West) and South Parsonage Street (running North and South). Parsonage provides direct access to the MS HS and is a primary roadway for access the Elementary School. Each school morning - from September through June – a steady stream of idling cars can be found along Parsonage. Faculty members commute to work by car, including those that live within walking distance. Some faculty members will drive into the Village to purchase lunch (those living in the Village may drive for home for lunch). While these numbers are not as significant as the multiple round-trips described above they are each SOV trips.

(NOTE: Similar traffic conditions avail elsewhere within the Village - for example, the hospital and local pharmacy. The schools, however, provide the best contextual illustration of how the project – if approved – would render significant, positive changes to each of the following.)

Reduces the number of Single Occupant Vehicles (SOVs): Yes. The project provides healthy and car-free alternatives to the daily 'drop off' and 'pick up' trips by a furnishing dedicated, safe pedestrian walking and biking route. This means the walking/biking population will increase and though largely student-centric it is expected some number of faculty members will choose walking for trips into the Village (e.g., for lunch) and some will walk to work (albeit those that currently live within walking distance). Collectively these behavior changes will significantly reduce the current number of SOV daily trips.

Reduces idling vehicles in traffic: Yes. Flow of traffic will improve because less vehicles are "competing" for daily entry to and egress from the school. As the number cars decreases so too will the number of idling vehicles along Parsonage Street.

Improves or shifts users to lower emissions modes: Yes. The project is designed to stimulate and encourage walking and biking as emission-less modes of transportation.

25 Enter the number of federal aid transportation projects the sponsor has completed within the last 5 years.

0

26 Enter the number of currently active federal aid projects.

1

27 Has the Sponsor had difficulty delivering federal aid project(s) in the last five years (e.g. withdrawal, repayment, financial penalty, non-compliance with federal requirements, Federal Aid Ineligibility Notice)?

No

28 If the answer question to #27 is Yes, explain. If the answer to question #27 is No, enter N/A.

N/A

29 Project Status: Enter the corresponding number / letter combo from the options 29A - 29F that best describes the project status. (e.g. If the project is in the planning stage, enter 29B).

29C

29A Not Started

29B Planning Stage

29C Preliminary Engineering

29D Final Design

29E Construction

29F Other

30 ENVIRONMENTAL REVIEW STATUS

31 State Environmental Quality Review Act (SEQR): Enter the corresponding number/letter combo from the options (31A - 31D) that best describes the project's SEQR status. e.g. Review Not Started, enter 31A.

31D

31A Not started

31B In Process

31C Environmental Determination Complete

31D Not Applicable

32 Explain the status provided in question #31. If 31A or 31D was selected, enter N/A.

N/A

33 National Environmental Policy Act (NEPA): Enter the corresponding number/letter combo from the options (33A- 33D) that best describes the project's NEPA status. e.g. Not Started, enter 33A.

33D

33A Not Started

33B In Process

33C Environmental Determination

33D Not Applicable

34 Explain the status provided in question #33. If 33A or 33D was selected, enter N/A.

N/A

35 Will the project potentially affect any district, site, building, structure, or object that is listed, or eligible for listing on the National Register of Historic Places?

No

36 If the answer to question #35 is Yes, explain. If the answer to question #35 is No, enter N/A.

N/A

37 Is utility relocation required within the project boundaries?

No

38 If the answer to question #37 is Yes, describe. If the answer to question #37 is No, enter N/A.

N/A

39 Describe any unusual / unique features or issues which may hinder or slow the project's delivery. If no unusual features, enter N/A.

N/A

40 Describe Maintenance and/or Operation plans for the project's service life.

41 PROJECT DELIVERABLES NOTE: For project deliverables definitions see Guidebook, Appendix D.

42 Enter the anticipated project implementation date.

NOTE: For infrastructure projects enter the construction letting date. For non-infrastructure projects enter the contract agreement date for purchase or procuring services.

5/1/2019

43 Enter the status of the Final Design Report from the options (43A - 43D).

43A

43A Not Started

43B In Process

43C Environmental Determination

43D Not Applicable

44 Enter the anticipated Final Design Report completion date. If answer to 43 is 43D (Not Applicable) do not enter date and continue to the next question.

1/15/2019

45 Enter the status of the Advanced Detail Plans (ADPs) from the options (45A - 45D).

45A

45A Not Started

45B Initiated

45C Completed

45D Not Applicable

46 Enter the anticipated Advanced Detail Plans (ADPs) completion date. If answer to 45 is 45D (Not Applicable) do not enter date and continue to the next question.

2/15/2019

47 Enter the status of the Bid Proposal documents including Plans, Specifications and Estimates (PS&E) from the options (47A - 47D).

47A

47A Not Started

47B Initiated

47C Completed

47D Not Applicable

48 Enter the anticipated completion date of the Bid Proposal Documents including Plans, Specifications and Estimates (PS&E). If answer to 47 is 47D (Not Applicable) do not enter date and continue to the next question.

3/15/2019

49 Enter the anticipated project completion date.

7/15/2020

50 Is the anticipated project implementation / construction letting date within 24 months of State-Local Agreement (SLA) execution? NOTE: SLA is typically executed 3 – 6 months after project selection.

Yes

51 If the answer to question #50 is No, explain why. If the answer to question #50 is Yes, enter N/A.



N/A

52 RIGHT-OF-WAY (ROW)

53 Does this project require ROW?

No

54 Describe ROW needs. If ROW is not needed, enter N/A.

N/A

55 What is the number of anticipated ROW acquisitions, leases and easements? If none, enter 0.  
Note: Any anticipated ROW acquisitions, leases and easements information must be provided on the "Pre-submission Upload" page (found on the Forms Menu) by utilizing the "ROW Worksheet" template.

0

56 Will the project cross, conflict with or involve any Railroad ROW?

No

57 If the answer to question #56 is Yes, describe. If the answer to question #56 is No, enter N/A.

N/A

58 Was the project submitted for a pre-review? If yes, upload a copy of the Pre-Review Comment Form received on the "Pre-Submission Upload" screen.

Yes

59 Did a NYS professional engineer review this project? If yes, upload a copy of the letter on the "Pre-Submission Upload" screen.

Yes

60 Provide any additional project information that should be considered.

Project is fully contingent upon grant approvals.

**OTHER**

**Instructions:**

1. Please complete all the required fields.
2. Select the **Save** button above to save your work frequently.
3. Once an other item has been saved successfully, select the **Add** button above to add additional other items.
4. Click Forms Menu to return to the navigation links.

For allowable and unallowable costs see Attachment A. Note that both the total cost and the grant budgeted cost for this application/contract are required. The Total Cost may be more than the Grant Budgeted Cost in situations where the grant is supplemented by the use of Match or Other 3rd Party funds. Details

Type/Description  
Item # (if applicable)  
Quantity (if applicable)  
Financial

Unit Price (if applicable)  
Total Cost

Line Total	\$0
Category Cost	\$0.00

Click here to see a summary of the detail entered for this category.

[CATEGORY TOTAL SUMMARY](#)

**CAPITAL SUMMARY****Instructions:**

1. Adjust the values in the Grant Funds, Match Funds & Other Funds so their sum matches the "Total" column.
2. The "Total" values are pulled from the "Category Cost" field found at the bottom of each budget category form.
3. Select the **Save** button to save your work frequently.
4. Click Forms menu to return to the navigation links.

Category of Expense	Grant Funds *	Match Funds	Match % Calculated	Match % Required	Other Funds	Total
1. Scoping and Pre Development	\$0	\$0	%	%	\$0	\$0
2. Design	\$0	\$0	%	%	\$0	\$0
3. Acquisition	\$0	\$0	%	%	\$0	\$0
4. Construction	\$0	\$0	%	%	\$0	\$0
5. Administration	\$0	\$0	%	%	\$0	\$0
6. Work Capital/Reserves	\$0	\$0	%	%	\$0	\$0
7. Other	\$0	\$0	%	%	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>%</b>	<b>\$0</b>	<b>\$0</b>
<b>Period Total</b>	<b>\$0.00</b>					

**PRE-SUBMISSION UPLOADS****Instructions:**

1. Select the **Browse** button to locate an upload.
2. Select the **Save** button above to load it into the system.
3. If the Grant Opportunity you are applying for requires that a specific document be uploaded, a link to the Document Template will appear under the upload row. Click the link to download and save the Document Template to your computer. Once you have filled out the Document Template you can use the associated **Upload** row to upload the document as part of your application.

Attached files should be in common business formats, such as PDF, doc, xls, etc. File size for attachments is limited to 10MB per attachment. If there is a template provided for you, please download the template, complete it, save it to your computer and upload the completed file in the corresponding line. Some files provided may be for informational purposes only. Review the description of each to determine if it applies to you and your application. Only one file may be uploaded per line. If you have multiple documents that apply to one upload category, combine into one document (up to 10MB) and submit together. Note: when saving files, use naming convention of applicant name and brief description of the document. (e.g. BestTownBikePathBudget).

**NYSDOT Pre-Review Comment Form**

If you submitted your application for a pre-review by NYSDOT, upload the comments that you received from that review here.

**Detailed Project Budget Estimate \***

Detailed project estimate can be in any format you choose. Resources can be found on the TAP-CMAQ website.

**Budget Summary Worksheet\***

Download the attached template, complete the requested information, save to your computer and upload the completed document here.

**Document Template:** [Click here](#)

**Detailed Project Schedule\***

Upload your detailed project schedule.

**Documentation of Community Support\***

Upload the project community support documentation here.

**Verification of Match Assurance \***

Provide proof of Match Assurance. e.g. Letter of Intent, Budget Resolution.

**Project Map\***

Upload a copy of your project map.

**ROW Documentation**

Enter all Right of Way documentation. This is mandatory for any projects involving ROW.

**Document Template:** [Click here](#)

**CMAQ Technical Benefits Worksheet**

REQUIRED FOR ALL CMAQ PROJECTS: Download the attached template, complete the requested information, save to your computer and upload the completed document here.

**Document Template:** [Click here](#)

**NEPA Information**

Upload NEPA documentation if applicable.

**SEQR Information**

Upload SEQR documentation if applicable.

**Project Management Plan**

If you have a project management plan, upload that here.

**Plans or Drawings**

If you have any plans or drawings that are available upload them here.

**NYS Professional Engineer Project Review Letter**

Upload the NYS Professional Engineer signed Project Review Letter if completed. Sample letter is available for reference.

**Document Template:** [Click here](#)

**Other**

If there is anything that you would like to include with your application upload it here.

**Other**

If there is anything that you would like to include with your application upload it here.

**Other**

If there is anything that you would like to include with your application upload it here.

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