

## Appendix E: Cost Estimates and Funding


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PREPARED FOR:



PREPARED BY:



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 Responsive Translation

**Southeast to Danbury Rail Link Capital Cost Quantities Estimates**

Southeast Alternative BB -CENTERLINE LENGTHS	
TRACK CONSTRUCTION TYPE	TOTAL CENTERLINE LENGTH (FT)
CONSTRUCT NEW BALLASTED TRACK	1400
TRACK RELOCATION UP TO 14 ft.	2050
TRACK RELOCATION UP TO 1/2 GAUGE	3950
RESURFACE TRACK	
TRACK REMOVAL	750

Southeast Alt BB-SPECIAL TRACK WORK			
TURNOUT TYPE	TURNOUT LOCATION	IN EXISTING TRACK (YES/NO)	CONSTRUCT NEW/DEMOLISH
#15 RH - cut in new	N.Main St Brewster, Beacon Line Connection	YES	CONSTRUCT NEW
#15 RH XO - cut in new	Prospect Hill Rd, for NB/SB moves	YES	CONSTRUCT NEW
#15 LH XO - cut in/install new	Prior to I-84 connection to NB Harlem and ALT BB	YES	CONSTRUCT NEW
#15 RH XO - cut in/install new	Prior to I-84 connection to NB Harlem and ALT BB	YES	CONSTRUCT NEW
SE #15 RH install new	Prior to I-84 connection to NB Harlem	NO	CONSTRUCT NEW
#15 LH - replace existing	Prior to I-84 connection to NB/SB Harlem	YES	CONSTRUCT NEW
SE #10 LH - remove	Prior to I-84 connection to NB Harlem	YES	DEMOLISH

**SPECIAL FEATURES NEEDED**

Grade Crossing, Main Street  
Grade Crossing, Crosby Ave  
Bikeway Overpass

Southeast Alternative D-CENTERLINE LENGTHS	
TRACK CONSTRUCTION TYPE	TOTAL CENTERLINE LENGTH (FT)
CONSTRUCT NEW BALLASTED TRACK	5050
TRACK RELOCATION UP TO 14 ft.	2250
TRACK RELOCATION UP TO 1/2 GAUGE	
RESURFACE TRACK	
TRACK REMOVAL	600

Southeast Alt D-SPECIAL TRACK WORK			
TURNOUT TYPE	TURNOUT LOCATION	IN EXISTING TRACK (YES/NO)	CONSTRUCT NEW/DEMOLISH
#15 LH - cut-in new	After I-84 - Beacon Line	YES	CONSTRUCT NEW
#15 RH XO - cut in/install new	Under I-84 - Harelm Line to ALT D	YES	CONSTRUCT NEW
#15 LH - replace existing	Prior to I-84 connection to NB/SB Harlem	YES	CONSTRUCT NEW
SE #10 LH - remove	Prior to I-84 connection to NB Harlem	YES	DEMOLISH
SE #15 RH X/O - install new	Prior to I-84 connection to NB Harlem and ALT D	NO	CONSTRUCT NEW
SE #15 RH - cut-in new	South of SE Platform - from Harlem to ALT D	YES	CONSTRUCT NEW
#15 XO - cut in new	Prospect Hill Rd, for NB/SB moves	YES	CONSTRUCT NEW

Bikeway Overpass

Southeast Alternative DD-CENTERLINE LENGTHS	
TRACK CONSTRUCTION TYPE	TOTAL CENTERLINE LENGTH (FT)
CONSTRUCT NEW BALLASTED TRACK	6250
TRACK RELOCATION UP TO 14 ft.	2500
TRACK RELOCATION UP TO 1/2 GAUGE	
RESURFACE TRACK	
TRACK REMOVAL	675

Southeast Alt DD-SPECIAL TRACK WORK			
TURNOUT TYPE	TURNOUT LOCATION	IN EXISTING TRACK (YES/NO)	CONSTRUCT NEW/DEMOLISH
#20 LH - cut in new	After I-84 - Beacon Line	YES	CONSTRUCT NEW
#15 RH XO - cut in new	Under I-84 - Harelm Line to ALT DD	YES	CONSTRUCT NEW
#15 LH - replace existing	Prior to I-84 connection to NB/SB Harlem	YES	CONSTRUCT NEW
SE #10 LH - remove	Prior to I-84 connection to NB Harlem	YES	DEMOLISH
SE #15 RH X/O - install new	Prior to I-84 connection to NB Harlem and ALT DD	NO	CONSTRUCT NEW
SE #15 RH - cut-in new	South of SE Platform - from Harlem to ALT DD	YES	CONSTRUCT NEW
#15 XO - cut in new	Prospect Hill Rd, for NB/SB moves	YES	CONSTRUCT NEW

Bikeway Overpass

Danbury Alt B Track-CENTERLINE LENGTHS	
TRACK CONSTRUCTION TYPE	TOTAL CENTERLINE LENGTH (FT)
CONSTRUCT NEW BALLASTED TRACK	
TRACK RELOCATION UP TO 14 ft.	
TRACK RELOCATION UP TO 1/2 GAUGE	2050
RESURFACE TRACK	2430
TRACK REMOVAL	1750

Danbury Alt BB-SPECIAL TRACK WORK			
TURNOUT TYPE	TURNOUT LOCATION	IN EXISTING TRACK (YES/NO)	CONSTRUCT NEW/DEMOLISH
#15 LH - cut in new	Prior to Maple Ave, Danbury	NO	CONSTRUCT NEW
#15 RH - cut in new	Prior to Loop Connection, Danbury	NO	CONSTRUCT NEW

Updated Maple Grade Crossing  
Updated Balmforth Ave Grade Crossing  
Updated White St. Grade Crossing

Passing Siding-CENTERLINE LENGTHS	
TRACK CONSTRUCTION TYPE	TOTAL CENTERLINE LENGTH (FT)
CONSTRUCT NEW BALLASTED TRACK	2244
TRACK RELOCATION UP TO 14 ft.	
TRACK RELOCATION UP TO 1/2 GAUGE	
RESURFACE TRACK	
TRACK REMOVAL	300

Passing Siding-SPECIAL TRACK WORK			
TURNOUT TYPE	TURNOUT LOCATION	IN EXISTING TRACK (YES/NO)	CONSTRUCT NEW/DEMOLISH
#15 LH - cut in new	After Joe's Hill Road	NO	CONSTRUCT NEW
#15 RH - cut in new	Prior to Haines Pond	NO	CONSTRUCT NEW

New Grade Crossing at Joes Hill  
2 new double track bridge  
2 new culverts  
bikeway accomodation

Double Track Extension-CENTERLINE LENGTHS	
TRACK CONSTRUCTION TYPE	TOTAL CENTERLINE LENGTH (FT)

Double Track-SPECIAL TRACK WORK			
TURNOUT TYPE	TURNOUT LOCATION	IN EXISTING TRACK (YES/NO)	CONSTRUCT NEW/DEMOLISH

CONSTRUCT NEW BALLASTED TRACK	5575
TRACK RELOCATION UP TO 14 ft.	
TRACK RELOCATION UP TO 1/2 GAUGE	
RESURFACE TRACK	
TRACK REMOVAL	150

BEACON LINE UPGRADE-CENTERLINE LENGTHS	
TRACK CONSTRUCTION TYPE	TOTAL CENTERLINE LENGTH (FT)
CONSTRUCT NEW BALLASTED TRACK	
TRACK RELOCATION UP TO 14 ft.	
TRACK RELOCATION UP TO 1/2 GAUGE	
RESURFACE TRACK	42300
TRACK REMOVAL	

#15 LH - cut in new	Near Danbury Auto Spring/Welding - Lake Ave Ext	NO	CONSTRUCT NEW
#15 LH XO - replace existing	After Segar Street	NO	CONSTRUCT NEW
#15 LH - remove	After Segar Street	NO	REMOVAL

SPECIAL TRACKWORK FOR LINE		
ITEM	QUANTITY	CONSTRUCT NEW/REFURB
Typical Bridge Replacement - Precast 3-sided frame	5	CONSTRUCT NEW
Typical Bridge Replacement - RR Bridge (steel or conc) long- or multi-span	5	CONSTRUCT NEW
Typical Bridge Replacement - RR Bridge (steel or conc) medium to short single-span	2	CONSTRUCT NEW
Truss Bridge over Croton River	1	REFURB
Typical Bridge Replacement - Precast concrete box	3	CONSTRUCT NEW
Bikeway Fencing	length of corridor	CONSTRUCT NEW
Drainage Improvements	length of corridor	CONSTRUCT NEW
Signalization	length of corridor	CONSTRUCT NEW

Updated Segar St. Grade Crossing  
 New double track bridge after/at Segar Street  
 bikeway accomodation

Select Southeast to Danbury Rail Link Capital Unit Costs

ITEM	UNIT	2021 ESTIMATED UNIT COST (\$)
Resurface Track	FT	\$ 45
Track Relocation/ Shift Track Up to 2'	FT	\$ 145
Track Relocation	FT	\$ 305
Track Removal	FT	\$ 100
New Ballasted Track	FT	\$ 430
Drainage	FT	\$ 400
New #15 Turnout	Allow	\$ 250K
New #20 Turnout	Allow	\$ 275K
New #24 Crossover	Allow	\$ 800K
Old TO Removal	Allow	\$ 40K
Interlocking Controls	Allow	\$ 4.5M
Signalization	MI	\$ 2.75M
Electrification	Allow	Varies depending on Type
Bikeway Fencing	FT	\$ 35
Bikeway Overpass	Allow	\$ 600K
Commuter Rail Stations	Allow	Varies: \$15 - \$20M
LRT Stations	Allow	\$ 12M
Bridge Replacement - Precast 3-sided frame	Allow	\$ 700K
Bridge Replacement - RR Bridge (steel or conc) long- or multi-span	Allow	\$ 3.9M
Bridge Replacement - RR Bridge (steel or conc) medium to short single-span	Allow	\$ 2.1M
Major Bridge Rehabilitation	Allow	\$ 17.7M
Precast concrete box cuvert	Allow	\$ 400K
Construction Staging	Allow	\$ 2.9M
Grade Crossing Improvements	Allow	\$ 2M

### Southeast to Danbury Rail Link Operations Estimates

	Weekday SB Trains		Weekday NB Trains		Weekday Round Trips*	Trainsets for headway	Number of Cars		Number of Locos	
	Rev	NR	Rev	NR						
Alt 1	14	5	14	5	7	2	8 EMU or Coach	2	Assumes 19 hour day, service to meet SE service	
Alt 2a	19	3	20	5	10	6	36 EMU or Coach	6	Assumes 19 hour day, service to extend peak SE service	
Alt 3	19	3	20	5	10	9	72 EMU or Coach	9	Assumes 19 hour day, service to extend SE service	
Alt 4	38	0	38	0	19	4	8 LRT Car	0	Assumes 19 hour day, 15 minute headway	

\*Assumes 2 round trips per unit

ALT	Train Mileage		Car Mileage		
	BB	DD	BB	DD	
Alt 1	25.6		102.4		one way, trip
Alt 2a	76.8	82.8	460.8	496.8	one way, trip
Alt 3	115.2	124.2	921.6	993.6	one way, trip
Alt 4	51.2		102.4		one way, trip

260 annualization      only weekdays

Annual ALT	Train Mileage		Car Mileage		
	BB	DD	BB	DD	
Alt 1	13312		53248		both ways, number of trips
Alt 2a	39936	43056	239616	258336	both ways, number of trips
Alt 3	59904	64584	479232	516672	both ways, number of trips
Alt 4			106496		both ways, number of trips

Select Southeast to Danbury Rail Link Operating/Maintenance Unit Costs

ITEM	UNIT	2021 ESTIMATED UNIT COST (\$)
Train Operations	per train per revenue hour	\$ 220
Diesel Locomotive/DM Maintenance	per train mile	\$ 5
Diesel Propulsion	per train mile	\$ 8
Multilevel Coach or SL Comet V Coach Maintenance	per train mile	\$ 1
EMU Maintenance	per car mile	\$ 3
Electric Propulsion	per car mile	\$ 2
LRT Maintenance	per car mile	\$ 5
Stations Maintenance (includes elevators)	per station	\$ 50K
Security	per station	\$ 25K
Right-of-way SOGR, Commuter Rail	per track mile	\$ 75K
Right-of-way SOGR, LRT	per track mile	\$ 50K

## Federal Funding Options Table

TABLE 1. FEDERAL FUNDING OPTIONS

PROGRAM/SOURCE	AGENCY	ELIGIBILITY REQUIREMENTS	APPROPRIATED/ AVAILABLE FUNDING	ELIGIBLE PHASES	MATCHING REQUIREMENTS
Local and Regional Project Assistance (RAISE) Transportation Grants	USDOT	<ul style="list-style-type: none"> <li>– Capital projects that have a significant impact on the nation, a region, or a metropolitan area including road, rail, transit, port, and intermodal improvements</li> <li>– Eligible Applicants include state, county, and local governments, transit agencies, and MPOs; applicant is expected to administer and deliver the project</li> </ul>	<ul style="list-style-type: none"> <li>– \$1 billion appropriated in FY2021; deadline to apply was July 12<sup>th</sup>, 2021; \$1.5 billion authorized FY2022-2026</li> <li>– FY2022 NOFO has been released, deadline to apply is April 14, 2022</li> <li>– DOT intends to award 50% of available funding for rural projects</li> <li>– The maximum award for all projects is \$25 million, no more than \$225 million to a single State</li> </ul>	<ul style="list-style-type: none"> <li>– Planning</li> <li>– Environmental</li> <li>– Final design</li> <li>– Construction</li> </ul>	For urban projects, federal share may not exceed 80% of total project costs; minimum of 20% non-federal match may be public and/or private sector funding, including federal financing repaid with local funds

PROGRAM/SOURCE	AGENCY	ELIGIBILITY REQUIREMENTS	APPROPRIATED/ AVAILABLE FUNDING	ELIGIBLE PHASES	MATCHING REQUIREMENTS
National Infrastructure Project Assistance (NIPA) Grants	USDOT	<ul style="list-style-type: none"> <li>— Multi-modal, multi-jurisdictional capital projects that generate national or regional economic, mobility, or safety benefits, including road, rail, transit, and intermodal improvements</li> <li>— Eligible Applicants include state, county, and local governments, transit agencies, and metropolitan planning organizations</li> </ul>	<ul style="list-style-type: none"> <li>— \$5 billion in advance appropriations between FY 2022 and FY 2026, with an additional \$10 billion in advance authorizations between FY 2022 and FY 2026</li> <li>— 50% of program funds for projects with a total cost between \$100 million - \$500 million</li> </ul>	<ul style="list-style-type: none"> <li>— <i>Details to become available following first NOFO from the federal government, release date unknown</i></li> </ul>	<p>For urban projects, federal share may not exceed 80% of total project costs; minimum of 20% non-federal match may include federal financing repaid with local funds</p>
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program Rail Transportation Grants	FRA	<ul style="list-style-type: none"> <li>— Capital projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail, including new or improved rail corridors</li> <li>— Eligible Applicants include state, county, and local governments, transit agencies, and Amtrak or another passenger rail carrier</li> </ul>	<ul style="list-style-type: none"> <li>— \$360 million appropriated in FY2021; deadline to apply was November 29<sup>th</sup>, 2021; \$1 billion authorized FY2022-2026</li> <li>— 25% of available funding is set aside for rural projects</li> <li>— At least \$25 million in grants for projects that support the development of new intercity passenger rail service routes</li> </ul>	<ul style="list-style-type: none"> <li>— Planning</li> <li>— Environmental</li> <li>— Construction</li> <li>— Equipment Procurement</li> </ul>	<p>Federal share may not exceed 80% of total project costs, with selection preference for applications where the federal share is 50% or less; minimum of 20% non-federal match may be public and/or private sector funding, including fare revenues, but excludes any federal financing</p>



PROGRAM/SOURCE	AGENCY	ELIGIBILITY REQUIREMENTS	APPROPRIATED/ AVAILABLE FUNDING	ELIGIBLE PHASES	MATCHING REQUIREMENTS
Railroad Crossing Elimination Program Grants	FRA	<ul style="list-style-type: none"> <li>– Projects that remove or make safety improvements to highway-rail at-grade crossings that are frequently blocked by trains</li> <li>– Eligible Applicants include state, county, and local governments, transit agencies, port authorities, and metropolitan planning organizations</li> </ul>	<ul style="list-style-type: none"> <li>– \$3 billion in advance appropriations between FY 2022 and FY 2026, with an additional \$2.5 billion in advance authorizations between FY 2022 and FY 2026, with a minimum award size of \$1 million</li> <li>– 20% of program funds is set aside for rural projects</li> <li>– No more than \$220 million for a single state</li> </ul>	<ul style="list-style-type: none"> <li>– <i>Details to become available following first NOFO from the federal government, release date unknown</i></li> </ul>	Federal share may not exceed 80% of total project costs



PROGRAM/SOURCE	AGENCY	ELIGIBILITY REQUIREMENTS	APPROPRIATED/ AVAILABLE FUNDING	ELIGIBLE PHASES	MATCHING REQUIREMENTS
Section 5309 Fixed Guideway Capital Investment Grants (CIG) – Small Starts	FTA	<ul style="list-style-type: none"> <li>– New fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based bus rapid transit projects</li> <li>– Total estimated capital cost of less than \$400 million and that are seeking less than \$150 million in CIG program funds</li> <li>– Eligible Applicants include state, county, and local governments and transit agencies</li> </ul>	<ul style="list-style-type: none"> <li>– \$200 million available for Small Starts Projects in FY 2021<sup>1</sup></li> <li>– \$1.2 billion in advance appropriations between FY 2022 and FY 2026, with an additional \$15 billion in advance authorizations between FY 2022 and FY 2026 for the full CIG program</li> </ul>	<ul style="list-style-type: none"> <li>– Planning</li> <li>– Environmental</li> <li>– Final design</li> <li>– Construction</li> </ul>	For urban projects, federal share may not exceed 80% of total project costs; minimum of 20% non-federal match may be public and/or private sector funding
Section 5309 Fixed Guideway Capital Investment Grants (CIG) – New Starts	FTA	<ul style="list-style-type: none"> <li>– New fixed guideway projects or extensions to existing fixed guideway systems</li> <li>– Total estimates capital cost of \$400 million or more, or that are seeking \$150 million or more in CIG funds</li> <li>– Eligible Applicants include state, county, and local governments and transit agencies</li> </ul>	<ul style="list-style-type: none"> <li>– \$1.169 billion available for New Starts Projects in FY 2021<sup>2</sup></li> <li>– \$4.4 billion in advance appropriations between FY 2022 and FY 2026, with an additional \$15 billion in advance authorizations between FY 2022 and FY 2026 for the full CIG program</li> </ul>	<ul style="list-style-type: none"> <li>– Design</li> <li>– Construction</li> </ul>	<ul style="list-style-type: none"> <li>– New Starts maximum CIG share of 60% of total project costs</li> <li>– Federal share may not exceed 80% of total project costs</li> </ul>

<sup>1</sup> Source: <https://www.govinfo.gov/content/pkg/FR-2021-07-22/pdf/2021-15576.pdf>

<sup>2</sup> Source: <https://www.govinfo.gov/content/pkg/FR-2021-07-22/pdf/2021-15576.pdf>

PROGRAM/SOURCE	AGENCY	ELIGIBILITY REQUIREMENTS	APPROPRIATED/ AVAILABLE FUNDING	ELIGIBLE PHASES	MATCHING REQUIREMENTS
CIG Pilot Program for Expedited Project Delivery – 3005(b)	FTA	<ul style="list-style-type: none"> <li>– New Capital projects that utilize public-private partnerships, are operated and maintained by employees of an existing public transportation provider, and have a federal share not exceeding 25% of the project capital cost</li> <li>– Eligible Applicants include state, county, and local governments and transit agencies</li> </ul>	<ul style="list-style-type: none"> <li>– \$100 million available in FY2021<sup>3</sup></li> <li>– \$800 million in advance appropriations between FY 2022 and FY 2026, with an additional \$15 billion in advance authorizations between FY 2022 and FY 2026 for the full CIG program</li> </ul>	<ul style="list-style-type: none"> <li>– Design</li> <li>– Construction</li> </ul>	<ul style="list-style-type: none"> <li>– Federal share may not exceed 25% of project capital cost</li> </ul>
Congestion Mitigation and Air Quality (CMAQ)	FHWA	<ul style="list-style-type: none"> <li>– Transportation projects and programs that reduce congestion and improve air quality in designated air quality maintenance or non-attainment areas for carbon monoxide and/or ozone</li> </ul>	<ul style="list-style-type: none"> <li>– \$48.2 million apportioned to Connecticut and \$199.6 million to New York in FY2022<sup>4</sup></li> <li>–</li> </ul>	<ul style="list-style-type: none"> <li>– Construction</li> <li>– Procurement of Medium/Heavy-duty Zero Emission Vehicles</li> <li>– Operations and Maintenance for New Transit Services</li> </ul>	<ul style="list-style-type: none"> <li>– Federal share must not exceed 80% of total project costs</li> <li>– Minimum of 20% non-Federal match may be public or private sector funding.</li> </ul>

<sup>3</sup> Source: <https://www.govinfo.gov/content/pkg/FR-2021-07-22/pdf/2021-15576.pdf>

<sup>4</sup> Source: [https://www.fhwa.dot.gov/legregs/directives/notices/n4510858/n4510858\\_t1.cfm](https://www.fhwa.dot.gov/legregs/directives/notices/n4510858/n4510858_t1.cfm)



PROGRAM/SOURCE	AGENCY	ELIGIBILITY REQUIREMENTS	APPROPRIATED/ AVAILABLE FUNDING	ELIGIBLE PHASES	MATCHING REQUIREMENTS
Surface Transportation Block Grant (STBG)	FHWA	— A range of transportation projects including transit safety infrastructure improvements for existing services and transit capital funding for new projects	\$170.6 million apportioned to Connecticut and \$555.6 million to New York in FY2022 <sup>5</sup>	— Planning — Design — Property Acquisition — Construction —	— Federal share must not exceed 80% of total project costs (90% for projects on the Interstate System) — Minimum of 20% non-Federal match may be public and/or private sector funding

<sup>5</sup> Source: [https://www.fhwa.dot.gov/legregs/directives/notices/n4510858/n4510858\\_t1.cfm](https://www.fhwa.dot.gov/legregs/directives/notices/n4510858/n4510858_t1.cfm)

## Existing State Funding Options Table

TABLE 2. EXISTING STATE FUNDING OPTIONS

PROGRAM/SOURCE	AGENCY/STATE	ELIGIBILITY REQUIREMENTS	APPROPRIATED/ AVAILABLE FUNDING	ELIGIBLE PHASES	MATCHING REQUIREMENTS
State Omnibus and Transit Appropriation	New York	<ul style="list-style-type: none"> <li>— Transit capital investments financed in part through federal funding</li> </ul>	<ul style="list-style-type: none"> <li>— \$18.5 million appropriated annually</li> </ul>	<ul style="list-style-type: none"> <li>— Planning</li> <li>— Engineering and Design</li> <li>— Environmental</li> <li>— Property Acquisition</li> <li>— Construction</li> </ul>	50% of the non-federal share (not to exceed 10% of the project cost), with local sponsors required to provide the remaining local share
State Multi-Modal Program	New York	<ul style="list-style-type: none"> <li>— Reimbursement funding for Intercity rail passenger facilities and equipment</li> </ul>	<ul style="list-style-type: none"> <li>— N/a</li> </ul>	<ul style="list-style-type: none"> <li>— Construction</li> </ul>	N/a
Passenger and Freight Rail Assistance Program (PFRAP)	New York	<ul style="list-style-type: none"> <li>— Capital investments in freight and passenger rail corridors</li> <li>— Eligible applicants include railroads, state agencies, and local governments</li> </ul>	<ul style="list-style-type: none"> <li>— \$85.5 million in 2020-2021.</li> </ul>	<ul style="list-style-type: none"> <li>— Planning</li> <li>— Engineering and Design</li> <li>— Environmental</li> <li>— Property Acquisition</li> <li>— Construction</li> </ul>	Up to 100% of project costs, but with preference given to applications that provide a greater local share



PROGRAM/SOURCE	AGENCY/STATE	ELIGIBILITY REQUIREMENTS	APPROPRIATED/ AVAILABLE FUNDING	ELIGIBLE PHASES	MATCHING REQUIREMENTS
<b>Public Transportation Modernization and Enhancement Program (MEP)</b>	New York	<ul style="list-style-type: none"> <li>— Vehicle rehabilitation and/or replacement, fleet enhancement, deployment of new technologies, and passenger amenities and maintenance facilities.</li> <li>— Eligible applicants include Local and county governments and transit agencies</li> </ul>	— \$41.4 million awarded in FY2021 <sup>6</sup>	<ul style="list-style-type: none"> <li>— Vehicle Procurement</li> <li>— Passenger and maintenance facility construction</li> <li>—</li> </ul>	MEP funds may not be used to supplant the required Local Share of a federally funded project.

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<sup>6</sup> Source: <https://www.dot.ny.gov/divisions/policy-and-strategy/public-transportation/funding-sources/modernization-enhancement>

## Federal Financing Options

TABLE 3. FEDERAL FINANCING OPTIONS

PROGRAM/SOURCE	AGENCY/ STATE	ELIGIBILITY REQUIREMENTS	APPROPRIATED/ AVAILABLE FUNDING	ELIGIBLE PHASES	MATCHING REQUIREMENTS
Transportation Infrastructure Finance and Innovation Act (TIFIA)	USDOT	<ul style="list-style-type: none"> <li>Any project that is eligible for federal assistance through existing surface transportation programs is eligible for the program. Additional project types include but are not limited to: intercity passenger bus and rail facilities and vehicles; publicly owned freight rail facilities; service improvements on or adjacent to the National Highway System.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum Project Costs               <ul style="list-style-type: none"> <li>\$10 million for TOD, Local, and Rural Projects</li> <li>\$15 million for Intelligent Transportation System Projects</li> <li>\$50 million for all other eligible Surface Transportation Projects</li> </ul> </li> <li>Credit Assistance limited to 33% of project costs</li> </ul>	<ul style="list-style-type: none"> <li>Planning</li> <li>Environmental</li> <li>Final design</li> <li>Construction</li> </ul>	Total federal share may not exceed 80% of total project costs; minimum of 20% non-federal match may be public and/or private sector funding

PROGRAM/SOURCE	AGENCY/ STATE	ELIGIBILITY REQUIREMENTS	APPROPRIATED/ AVAILABLE FUNDING	ELIGIBLE PHASES	MATCHING REQUIREMENTS
Railroad Rehabilitation and Improvement Financing (RRIF)	USDOT	<ul style="list-style-type: none"> <li>– Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops, and including the installation of positive train control systems;</li> <li>– Develop or establish new intermodal or railroad facilities;</li> <li>– Reimburse planning and design expenses relating to activities listed above;</li> <li>– Refinance outstanding debt incurred for the purposes listed above</li> </ul>	<ul style="list-style-type: none"> <li>– \$35 billion in financing</li> <li>– \$7 billion reserved for projects benefiting freight railroads other than Class I carrier</li> </ul>	<ul style="list-style-type: none"> <li>– Planning</li> <li>– Environmental</li> <li>– Final design</li> <li>– Construction</li> </ul>	Up to 100 percent of project costs.