

South Junction Enterprises Expansion #3 Project Budget

Construction

New Construction Track, Materials, Labor Crossing	359067.61
Storage Plan with railcar pit system, receiving and reclaim drag conveyors, and silo	529703.28
Prepare site for 110,000 square foot of subbase and asphalt and build 30x60 storage garage for equipment	379500
Concrete work for pit system, storage, and silo project and 30x60 garage slab	48500
1100 tons of ballast stone for surfacing and alignment of track installation	14300
Site work to accommodate the preliminary grade needed to install correct subbase for track construction	75000
Final Design Planning & Administrative Cost (not added to total cost) (sub-receipt cost)	<u>25000</u>
Total Project Cost	1,406,070.89



Department of Transportation

Passenger and Freight Rail Assistance Program Section 130 Railway-Highway Grade Crossing Program Application Instructions

APPLICATION GUIDELINES:

Prior to completing this form, please review the Program Guidelines and Application Instructions for the program you intend to apply under at www.dot.ny.gov/railgrants.

REQUIRED FIELDS:

Fields identified with a red highlight are required fields. You will not be able to submit the form without providing a response to these questions.

THRESHOLD QUESTIONS:

In Part A - Project Short Title and Description, you will select the funding program you are applying for. This will customize the application for to the funding program. The form contains additional threshold questions where your answer may reveal or hide additional follow-up questions. These can be found in Part B - Applicant Information, Part G - Project Evaluation and Part H - Environmental Reviews and Permits.

FILE ATTACHMENTS:

All required and optional attachments must be submitted via e-mail to rail@dot.ny.gov. Files should be of common business formats such as PDF, JPG, MS Word, MS Excel, etc... There is no limit on file size for attachments, but be advised that large attachments may affect your ability to submit your application, based on your e-mail service provider. Separate e-mails may be used to send large attachments. Be sure to include the Short Title of your application in the subject line of any e-mail transmitting attachments. Materials received after the application deadline will not be considered in the New York State Department of Transportation's (NYSDOT's) evaluation of your application.

SUBMITTING YOUR APPLICATION TO NYSDOT:

When you have completed the application, you will be asked to digitally sign the Attestation. When the entire form is complete, select the "Create Transmittal E-mail to NYSDOT" button at the bottom of the last page. This will automatically create an e-mail message to rail@dot.ny.gov with your application attached. Check your e-mail system to ensure the e-mail was sent. An auto-generated reply will be sent to verify receipt of your application.

All applications must be received by Thursday, April 22, 2021.

Questions on the application process can be addressed to:

Raymond F. Hessinger, P.E.
Freight & Passenger Rail Bureau
New York State Department of Transportation
50 Wolf Road, POD 54
Albany, New York 12232
(518) 457-7331 or rail@dot.ny.gov

PART A: SHORT PROJECT TITLE AND DESCRIPTION

SELECT FUNDING PROGRAM FOR THIS APPLICATION

Passenger & Freight Rail Assistance Program

PFRAP PROJECT PRIORITY:

1 of 1

SHORT TITLE OF PROPOSED PROJECT (75 characters max)

South Junction Enterprises Transload Expansion Project #3

SHORT PROJECT DESCRIPTION (300 characters max)

In two sentences, describe what will be constructed and the beneficial outcome of the project.

This expansion project will add commodity and equipment storage capacity, asphalt, and an additional rail spur to the facility. The benefit of the expansion will be to allow additional rail capacity for more customers, paved area for heavy truck traffic, and commodity

PART B: APPLICANT INFORMATION

APPLICANT FULL LEGAL NAME:

DBA, IF APPLICABLE

APPLICANT'S MAILING ADDRESS:

Address 1:

Address 2:

City: State: Zip Code:

Phone #: Fax Number:

NAME, TITLE AND ADDRESS OF PERSON TO CONTACT ABOUT THIS APPLICATION:

Salutation: First Name: Last Name:

Title:

Check here to use the same contact information as entered above. If different, please complete the following:

Address 1:

Address 2:

City: State: Zip Code:

Phone #: E-mail Address:

APPLICANT TYPE:

Not-For-Profit

APPLICANT SUB-TYPE:

Other

NYS GRANTS GATEWAY ID:

RAIL COMMON CARRIER STATUS:

SFS VENDOR ID:

Are you applying on behalf of a sub-recipient? Yes

AFFILIATED COMPANIES:

Please identify any companies under common ownership or control with the Applicant that are also submitting applications for funding in response to this solicitation.

PART B: SUBRECIPEINT INFORMATION

SUBRECIPEINT FULL LEGAL NAME:**DBA, IF APPLICABLE**

South Junction Enterprises LLC

SUBRECIPEINT'S MAILING ADDRESS:

Address 1: 382 South Junction Road

Address 2:

City: Plattsburgh

State: NY

Zip Code: 12901

Phone #: (518) 534-2830

Fax Number: (518) 834-7169

NAME, TITLE AND ADDRESS OF PERSON TO CONTACT ABOUT THIS APPLICATION:

Salutation: Mr.

First Name: Troy

Last Name: Baraby

Title: managing member

 Check here to use the same contact information as entered above. If different, please complete the following:

Address 1: 382 South Junction Road

Address 2:

City: Plattsburgh

State: NY

Zip Code: 12901

Phone #: (518) 534-2830

E-mail Address: troybaraby@gmail.com

SUBRECIPEINT TYPE:**SUBRECIPEINT SUB-TYPE:**

For Profit

Limited Liability Corporation

PART C: PFRAP PROJECT LOCATION

FACILITY NAME:

South Junction Enterprises

FACILITY ADDRESS (if applicable):

382 South Junction Road

PROJECT COMMUNITY:

Village / Town / City:

Zip Code:

Plattsburgh

12944

PROJECT COUNTY:

Use Control and Shift keys to select multiple counties.

Bronx
Broome
Cattaraugus
Cayuga
Chautauqua
Chemung
Chenango
Clinton
Columbia

PROJECT COORDINATES:

Provide approximate mid-point for linear projects. You can obtain Latitude and Longitude data from [Google Maps](#) by clicking any point on the map. All Longitude figures should be negative.

Latitude:

Longitude:

44.635501

-73.48284

PROJECT LIMITS: For linear projects, provide begin and end locations:

From:

To:

PART D: PFRAP PROJECT DESCRIPTION AND JUSTIFICATION

PROJECT TYPE:

Freight Rail Infrastructure

PROJECT STATUS:

Final Design

FULL DESCRIPTION OF PROPOSED PROJECT: Concisely describe the project, indicating the location, what will be planned, designed, and / or constructed, the issues or opportunities to be addressed, and expected outcomes and deliverables.

This project is to further the rail capacity, volume, and functions of the 55 acre South Junction Enterprises transload facility in the town of Plattsburgh, NY in Clinton County. Since it's inception just under 5 years ago SJE started with one Canadian Pacific (CP) leased track on its property and has since filled in and developed all the leased usable track as well as SJE built its own second rail siding last year (2020) and has quadrupled overall railcar volumes since 2017. This project will continue the additional development of the site and better the industrial growth of the community and its businesses.

In this project a third rail siding for transloading would be constructed coming off CP track on to SJE property, switching, and then running parallel to the 2nd existing track. Proper site work and grade would be done to appropriately accommodate this third rail siding that would span 1750' track feet like the first two. With the third rail siding constructed this would add another 12 railcar spots to the total capacity that SJE could accommodate for existing or new customer railcars.

Storage is also a large part of this project. Since all the volume thus far out of the SJE facility has been all immediate rail to truck traffic, railcars often sit until loads get schedules assigned to trucks. With this storage plan a pit system would be constructed on the south side of the 1st rail siding Track ID #R3101, which would allow feed ingredients and agricultural products to flow out the bottom of these railcars into a drag line conveyor which would feed into a storage silo. The storage silo would hold 600 tons (6 railcars) of product. This storage part of this project suits many current needs of the facility. Having storage capacity, railcars will circulate more frequently which would equate to increased carload volumes and less ancillary fees from the railroad for cars not moving. Also, we can have a transload system that can load trucks off of the silos or the railcars simultaneously. A more efficient rail siding will also lend itself to opening ways to new commodities. This newly constructed storage project could easily be added to over time with more storage capacity and silos.

The third part of this project covers the paving and asphalt of the upper transload area where tractor trailers are loaded in-between tracks 1&2 as well as a 30x60 garage building for storage and in climate weather housing of equipment. The paving of the upper transload roadway that trucks travel to get loaded from railcars would be a drastic improvement. This gravel pathway gets worn down and used daily by the tractor trailer traffic picking up loads within the facility. Paving this area would allow for a professional, long term solution that a heavy duty asphalt road would accommodate. A 30x60 garage with a full concrete slab would allow storage for our rail car conveyors for repairs as well as in climate weather. During the changing seasons in upstate ny storing our railcar unloading equipment inside would allow for longer use of this equipment. Storing our unloading equipment and conveyors inside would mean that a below freezing day would not be an issue for unloading commodities during the harsh winter weather. We have one 30x60 garage now that has been a huge improvement on overall yard operations from repairing equipment to reduced downtime during harsh weather.



PART D: PFRAP PROJECT DESCRIPTION AND JUSTIFICATION

EXISTING CONDITIONS AND NEEDS:

Describe existing conditions intended to be remedied by this project. Submit photographs, inspection reports, or other supporting documents as necessary to support your application. Applications for bridge or culvert rehabilitation or replacement must include a copy of the most recent inspection report for each structure.

The SJE transload facility requires more overall track and railcar capacity for continued growth. Since the inception of the SJE railcar transload facility has had to build every year for customer and facility growth. Another rail siding would be able to accommodate at least 12 railcars. Adding capacity to the facility would fix issues of product congestion and would alleviate railcars and businesses of surcharges by rail company for moving unnecessary loads.

PROJECT OBJECTIVE:

Describe what the project is intended to accomplish.

The project is intended to facilitate more opportunity to increase carload volumes and an attractiveness for more companies to use rail to ship products inbound or outbound. The SJE site is already in the process of becoming a substantial facility village where it is cost effective for businesses and shippers to take advantage of the benefit of rail shipping commodities. Bulk distributed industry as well as a full service transload yard and facility village fits the larger mold of a working piece of the industrial development of a community. We want to do our part to grow the resurgence of the Town of Plattsburgh, Clinton County, and upstate Ny as a whole. There are not many transload railyards and facility villages in our area. SJE facility is located 1.5 miles from I-87, only 28 miles from the NY/CANADA border, and also close proximity to Vermont and many other counties who have sourced loads from our railyard that help support the Ny state economy.

PART D: PFRAP PROJECT DESCRIPTION AND JUSTIFICATION

PROJECT ALTERNATIVES:

Describe the methods considered to achieve the project objectives. Submit plans, drawings, reports or other supporting documents, as necessary to support your application and demonstrate project readiness.

As we continue to develop the SJE rail yard site plan and bulk facility village we will also be able to increase volume carload activity. The alternatives to this expansion project would mean not having ample capacity needed for immediate future growth of the facility. The developments of paving transload areas and adding storage and an additional garage area would further the capabilities and overall flow of the yard with tractor trailer traffic which is a necessity as the yard continues to grow.

PROJECT SCHEDULE:

Provide a project schedule in months. List all major project milestones, including design, environmental review, permitting and construction.

The South Junction Enterprises expansion project could be ready to bid out with contractors within 2-3 weeks. Engineering and preliminary site plan for the storage would be commence immediately with detailed site plan following thereafter. After review and approval of bids solicited for the project we would be give a approval and NTP within 30 days. Site work and grading could begin within 30 days as well. There is already an preliminary approval with the Town of Plattsburgh For the third rail siding.

All materials for the track install, storage silo and pit system, as well as building materials for equipment storage could be available within 2 months.

Construction could begin after that and would take 2-4 months. Estimated time from award of project to completion would be 6-8 months.

PART E: PFRAP PROJECT BUDGET AND FUNDING SOURCES

Provide a budget breakdown for the estimated project costs, including other fund sources such as: local matching funds, current state or federal share (i.e., previous state and/or federal funding awards), and amount of funding requested in this application. The value of any salvaged materials shall be shown as a credit in the estimate.

Use of Funds	Grant Funding Requested	Other State Funds	Federal Funds	Applicant or Sub-recipient Match	Non-Participating Funds	TOTAL
Scoping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Prelim. Design	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Final Design	\$0.00	\$0.00	\$0.00	\$15,000.00	\$0.00	\$15,000.00
Right-of-Way	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Vehicles	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	\$1,068,270.80	\$0.00	\$0.00	\$157,938.54	\$0.00	\$1,226,209.34
Administration	\$0.00	\$0.00	\$0.00	\$10,000.00	\$0.00	\$10,000.00
Other <input type="checkbox"/> Site Work/Paving	\$337,800.09	\$0.00	\$0.00	\$89,370.00	\$0.00	\$427,170.09
TOTAL PROJECT COST	\$1,406,070.89	\$0.00	\$0.00	\$272,308.54	\$0.00	\$1,678,379.43

While no minimum match is required, the ability to leverage public funds through matching contributions constitutes 15% of your application score. The match must be a cash or material contribution that is provided after the grant agreement is approved by the Office of the State Comptroller. **The maximum award will be limited to \$5.0 million. Applications for larger amounts will be considered non-responsive.**

Qualifying Match %: 16.22%

Describe the source of "Other State Funds" included in the budget above.

Describe the source of "Federal Funds" included in the budget above.

Describe the source of "Other Funds" included in the budget above.

Site work, Paving of High Truck Traffic areas, concrete slabs for grain pits, elevators, and silo storage.

PART F: PFRAP PERFORMANCE MEASURES

PERFORMANCE MEASURES:

Identify the performance measures the applicant will report on to NYSDOT which will demonstrate the success of the project relative to the public benefits claimed in this application. You may select one or use the Control and Shift keys to select more than one of the predetermined Performance Metrics or provide your own in the space below.

Jobs Created reported in Job-Years
 New Carloads Generated reported in Carloads / Year
 Other (Specify below)

Other Performance Measure:

PART G: PFRAP PROJECT EVALUATION

PROJECT PLANNING: Describe the relationship of this project to the **State Rail Plan** and the **REDC strategic plans** adopted by the Regional Economic Development Councils (REDCs) or other statewide planning document. Describe the relationship of this project to any municipal land use plan, local waterfront revitalization plan and/or brownfield opportunity plan. Describe how your project addresses climate change.

This project follows the ideas set forth in the State Rail Plan by supporting the identified overall goods transported through NY state. The continued development of this project also supports trade and goods through Canada as we currently do with many of the commodities that we currently unload at SJE.

The facility operates under the applicable commercial industrial zoning codes within the Town of Plattsburgh.

This expansion project is beneficial to addressing climate change by utilizing the construction and use of an additional rail siding and commodity storage by taking unnecessary truck traffic off the roads. Taking truck traffic off the roads lowers the carbon footprint by considerable fuel savings and reducing emissions. Since many tractor trailer loads fit into railcars the reduction is significant, especially over the 20-30 year life of a project.

PUBLIC BENEFIT COST RATIO: Using the instructions provided in Appendix A of the Application Guidelines, calculate the discounted public benefit cost ratio for the project and attach your supporting calculations. Applications that do not include a public benefit cost analysis will not be considered for funding. Projects with a B/C ratio less than 1.0 will not be considered for funding.

Project Benefits: Project Costs: Project B/C Ratio:

BENEFIT COST RATIO METHODOLOGY & ASSUMPTIONS: Describe the methodology used to calculate the benefit cost ratio provided above. The narrative should document the data and assumptions used to determine the project benefits.

Total initial capital construction costs consists of the additional rail siding, storage and silos, paving and an equipment storage building. The facility and project will have replacement costs over the life of the project relating to the siding costs as well as monthly track inspections to verify track conditions and safety. These represent the NPV of total costs to the project is \$1,510,260.00

There are many benefits across the spectrum of the analysis of our BCA that relate but are not limited to a time travel savings, environmental impacts, safety and accident positives, benefiting VMT, fuel consumption savings, and climate impacts from getting excess tractor trailer traffic off our roads and highways and increasing our freight rail output.

In addition to the normal equation and positive B/R ratio, it is a fair calculation that the project's success hinges on all of these factors and savings working together to increase the efficiency and productivity of transporting these bulk commodities by rail instead of truck.

RIGHT OF WAY CERTIFICATION:

Select the appropriate choice that best describes the applicant's current control of the project facilities, including any locomotives. If you select "Owner," the applicant will be required to submit proof of ownership of the property upon which the project facilities will be constructed. If you select "Lessee" or "Contract Operator," provide additional information regarding the duration of the lease or contract.

Owner Lessee Contract Operator None - Need to acquire as part of project

If you selected "Lessee" or "Contract Operator" please complete the questions below.

Please identify the owner: Please provide the lease / contract term, in years:

Lease / Contract Expiration Date: Describe any extension terms:

NYS DOT grant agreements funded through this solicitation will include a minimum 10 year operation and maintenance clause beyond completion of the project. If the clause extends beyond the terms of the applicant's current lease or operation agreement, attach a statement from the host entity indicating a willingness to assume those obligations upon expiration of the current lease / agreement with the applicant. A sample letter is included in Appendix D of the Application Guidelines.

PART H: PFRAP PROJECT SERVICE LIFE

PROJECT SERVICE LIFE:

Using the instructions provided in Appendix B of the Application Guidelines, calculate the estimated service life of the project using the table below. Projects must have a minimum useful service life of 10 years.

	A	B	A x B
Work Type	Project Estimate	Service Life	\$ Years
ROW Earthwork	\$0.00	50	\$0.00
Grading / Ditching	\$75,000.00	25	\$1,875,000.00
Tunnels	\$0.00	100	\$0.00
Bridges, Trestles, & Culverts (New)	\$0.00	80	\$0.00
Bridges, Trestles, & Culverts (Rehab)	\$0.00	30	\$0.00
Shops, Engine House, Yards	\$0.00	45	\$0.00
Communication Systems	\$0.00	25	\$0.00
Signal Systems & Interlockers	\$0.00	40	\$0.00
Power Transmission Systems	\$0.00	40	\$0.00
Grade Crossings	\$20,000.00	25	\$500,000.00
Clearance Improvement	\$0.00	50	\$0.00
Ties - Wood (Includes surfacing)	\$75,000.00	30	\$2,250,000.00
Ties - Concrete (Includes surfacing)	\$0.00	45	\$0.00
Ties - Other (Includes surfacing)	\$0.00	30	\$0.00
Rail & OTM - Relay	\$0.00	30	\$0.00
Rail & OTM - New	\$313,067.61	50	15,653,380.5
Ballast	\$14,300.00	40	\$572,000.00
Surfacing (as Stand-alone work element)	\$0.00	4	\$0.00
Undercutting	\$0.00	12	\$0.00
Rolling Stock / Heavy Equipment	\$0.00	20	\$0.00
Stations and Buildings	\$179,000.00	40	\$7,160,000.00
Paving & Roadways	\$200,000.00	25	\$5,000,000.00
Other:			
Grain Elevator Machinery (MEQ)	\$318,464.28	25	\$7,961,607.00
Grain Elevator Structures, other	\$211,239.00	50	10,561,950
TOTAL	\$1,406,070.89		51,533,937.5
Weighted Average Service Life		36.65	

PART I: PFRAP ENVIRONMENTAL REVIEWS AND PERMITTING

STATUS OF ENVIRONMENTAL REVIEWS:

State Environmental Quality Review Act (SEQR):

- Not Started In-Process Record of Decision Issued

SEQR Lead Agency

National Environmental Policy Act (NEPA):

- Not Started In-Process Record of Decision Issued Not Applicable

NEPA Lead Agency

Describe any special environmental conditions:

The applicant is advised that interaction with other agencies, such as the State Historic Preservation Office (SHPO) and New York State Department of Environmental Conservation (DEC) may be necessary in order to comply with State Environmental Quality Review Act (SEQR) law. Also, it may be necessary for the applicant to provide additional documentation at later stages in the development of the proposed project.

ENVIRONMENTAL PERMITS:

Identify any required environmental permits and their status.

WHICH OF THE FOLLOWING STATEMENTS BEST DESCRIBES THE SCOPE OF THE APPLICANT'S PROPOSED PROJECT?

Other

If "Other," please describe:

PLEASE ANSWER THE FOLLOWING THRESHOLD QUESTIONS:

- Does the project require the acquisition of any real estate?
- Will the project result in significant changes in vehicular travel patterns, traffic volumes or highway access?
- Will the project have effects on abutting properties?
- Is the project consistent with the plans or goals adopted by the local government body?
- Will the project alter more than 2.5 acres of public park land, recreation area or designated open space?
- Will the project have an effect on any district, site, building, structure or object that is listed, or may be eligible for listing on the National Register of Historic Places?
- Is the project located within 100 feet of a wetland area?
- Is the project located within a 100 year floodplain area?
- Is the project located within an agricultural district?
- Is the project located within 100 feet of a river, stream, lake or other body of water?
- Will the project have an effect on any rare, endangered or threatened species?

PART M: SMART GROWTH ATTESTATION 1 OF 3

For each of the criteria below, check:

- YES - if the project is compliant with the criterion, and explain why;
NO - if impracticable, and explain why in detail; or
Not Applicable - if the criterion is not applicable, and explain why not.

Does the proposed project use, maintain or improve existing infrastructure?

- YES NO Not Applicable

Explanation:

This project's use is to improve an existing transload facility in the Town of Plattsburgh. This industrial site fits the larger plan of the overall benefit of the industrial growth of the community in the Town of Plattsburgh. A transload rail facility is important to offer its services to the surrounding community and businesses.

Also this project will be creating new infrastructure with the additional rail siding, storage solutions, and roadways, and buildings. The need to construct and build more within this facility meets the needs of the growing demands of the businesses within the Town of Plattsburgh itself.



Is the proposed project located in a municipal center?

- YES NO Not Applicable

Explanation:

The facility is not located within any business districts or city centers. It is located however about 1.5 miles from the I-87 northway which provides easy access for trucks coming and going.

Is the proposed project located in a developed area or in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan?

- YES NO Not Applicable

Explanation:

The proposed project would happen inside a developed area for industrial growth. It fits in that developed area by its site plan and industrial commercial use.

Will the proposed project protect, preserve and enhance the State's resources, including agricultural land, forests, surface and ground water, air quality, recreation and open space, scenic areas, and significant historic and archaeological resources?

- YES NO Not Applicable

Explanation:

With the storage plan set forth in this project it should enhance the overall growth of the agricultural land and farms that surround the area. The silo and railcar storage of bulk commodities will be beneficial for getting feed ingredients into our agricultural areas easier rather than always being trucked into the local area.

While not necessarily directing contributing to to the agricultural land or the 3 programs set forth by NYS DOT to support farmland protection, we do directly support the agricultural feeds and ingredients that allow them to thrive.

PART M: SMART GROWTH ASSESSMENT 2 OF 3

Will the proposed project foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income and age groups?

- YES NO Not Applicable

Explanation:

Will the proposed project provide mobility through transportation choices including improved public transportation and reduced automobile dependency?

- YES NO Not Applicable

Explanation:

This project does not provide any public transportation choices but does provide mobility in getting truck traffic off the roads and reduces truck freight dependability with the exception of the final mile usage.

Will the proposed project involve coordination between state and local government and intermunicipal and regional planning?

- YES NO Not Applicable

Explanation:

This project and the transload facility that supports it at SJE has received widespread support from the Clinton County IDA, Town of Plattsburgh Planning board, as well as worked with the North Country Chamber of Commerce to better the rail involvements in the north country.

We have presented in front of and had support for the project and facility from the CCIDA board, they supported and sponsored us on the NBRC grant.

We have been in front of the Town of Plattsburgh Planning board for approval of an initial use of the site and rehab of the project, site work and filling in near the leased rail from CP, both supported the continued development. We also planned and engineered our 2nd rail siding and our first 30x60 garage to store railcar unloading equipment, unanimous approval was granted and construction began in

Will the proposed project participate in community based planning and collaboration?

- YES NO Not Applicable

Explanation:

SJE facility believes that with with the reduced environmental impact relating to lessened truck traffic and increased rail traffic that it is actively incorporating the SMARTGROWTH policy in its continued expansion and developments. As well, building new and improving old infrastructure is consistent with the municipal land uses as well as meeting criterion that expands economic benefit to our community and county.

PART M: SMART GROWTH ASSESSMENT 3 OF 3

Will the proposed project ensure predictability in building and land use codes?

- YES NO Not Applicable

Explanation:

Yes, this expansion project correctly fits the Industrial Zoning of the Town of Plattsburgh that the facility and project is located in. In addition, the appropriate building codes and permits will be applied for and used as the Town of Plattsburgh requires.

Will the proposed project promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation?

- YES NO Not Applicable

Explanation:

As previously stated in our overall evaluations and BCA analysis, the future sustainability of the freight rail growth of this transload facility projects lends itself to reduced emissions and greenhouse gases. Public involvement of the continued support of our town and county board, industrial development agencies, and chamber of commerces will ensure a local plan that fits the economic needs of our community and its businesses while making a sustainable living area for future generations.

Will the proposed project promote resiliency by mitigating future physical climate risk due to sea-level rise, storm surge and flooding, based on available data predicting the likelihood of future extreme weather events, including hazard risk analysis data, if applicable?

- YES NO Not Applicable

Explanation:

This project and the facility has the salmon river as an outlying river on the border of its property. The overall functioning part of the rail sidings and carload unloading and truck traffic are not in the area surrounding the river or the river banks. Furthermore, this transload facility because of its proximity and commodities unloaded would be considered non- critical transportation infrastructure and non tidal areas.

Any fluvial flooding of this river if possible and its watershed would have no impact on operations included in this project because of proximity. There seems to be little to no risk of pluvial flooding at the project in addition.

PART N: REQUIRED AND OPTIONAL ATTACHMENTS

REQUIRED ATTACHMENTS:

All required attachments must be submitted via e-mail to rail@dot.ny.gov prior to the application deadline below. Files should be of common business formats such as PDF, JPG, MS Word, MS Excel, etc... While a limit on file size has not been set for attachments, applicants are advised that large attachments may affect your ability to submit your application, based on your e-mail service provider. Please e-mail documents to rail@dot.ny.gov. Failure to submit required documents will result in the disqualification of the application.

Project Location Map

Detailed Budget

Benefit / Cost Analysis

OPTIONAL ATTACHMENTS:

Optional attachments may be e-mailed separately to rail@dot.ny.gov and must be received prior to the application deadline. Be sure to include the Short Title of your application in the subject line of any separate e-mail transmittals. Except for letters of support, materials received after the application deadline will not be considered in NYSDOT's evaluation of your application.

Plans, drawings, reports or other supporting documents

SEQR and/or NEPA Record of Decision

Letters of Support (Shippers, Elected Officials, etc...)

Maintenance Obligation Correspondence

Photographs

PART O: FINALIZE AND SUBMIT COMPLETED APPLICATION

CERTIFICATION:

By checking the box at left, I acknowledge that I have read the 2021 Program Guidelines and Application Instructions document available at www.dot.ny.gov/railgrants and understand the application instructions, the program requirements and the terms and conditions associated with the grant agreement used to implement the project.



ATTESTATION:

By entering your name in the digital signature below, you certify that you are authorized on behalf of the applicant and its governing body to submit this application. You further certify that all of the information contained in this Application and in all statements, data and supporting documents which have been made or furnished for the purpose of receiving assistance for the project described in this application are true, correct and complete to the best of your knowledge and belief. You acknowledge that offering a written instrument knowing that the written instrument contains a false statement or false information, with the intent to defraud the State or any political subdivision, public authority, or public benefit corporation of the State, with the knowledge or belief that it will be filed with or recorded by the State or any political subdivision, public authority or public benefit corporation of the State, constitutes a crime under New York State Law.

Document Signature Field

NOTICE:

Entering your digital signature in the box above locks all of the fields in the application. If you attempt to submit your application and receive an error message that at least one required field was empty on export, you may remove your digital signature by clicking the right button on your mouse and selecting "Clear Signature." This will release the fields and you can correct the the error. The document will need to be re-signed before it can be submitted.

Create transmittal E-mail to NYSDOT

Forms and supporting documents must be received by:
Thursday, April 22, 2021

Print Completed Application for Your Records