

# CONSOLIDATED FUNDING APPLICATION ECONOMIC DEVELOPMENT FUNDS - INFORMATION SHEET

## TRANSPORTATION INFRASTRUCTURE: TRANSPORTATION MULT-MODAL PROJECTS

<b>HOW MUCH IS AVAILABLE?</b>	Up to \$6.9 million
<b>WHEN IS THE DEADLINE FOR APPLYING?</b>	Applications are accepted on a continuous basis until funds are exhausted
<b>WHAT IS THE PURPOSE OF THE PROGRAM?</b>	The Multi-Modal Program is a reimbursement program for five authorized transportation capital project “modes” including Rail, Port, Fixed Ferry Facilities, Airport, and Local Highway and Bridge projects.
<b>HOW ARE FUNDS PAID?</b>	This is a reimbursement program. Reimbursements will be based on documentation of eligible projects costs incurred by the sponsor.
<b>WHEN ARE MY COSTS ELIGIBLE FOR REIMBURSEMENT?</b>	Project sponsors may begin to incur eligible costs upon execution of a contract between NYSDOT and the sponsor. Costs incurred prior to the contract, including the costs of preparing your application and any project development costs necessary to develop the contract are the sponsor’s sole responsibility.
<b>WHAT TYPES OF PROJECTS ARE ELIGIBLE?</b>	<ul style="list-style-type: none"> <li>• <u>Roads</u>: Work within a highway right-of-way (ROW), construction, reconstruction, major rehabilitation or replacement of a bridge or culvert.</li> <li>• <u>Parking</u>: State or Municipally-owned commuter parking facilities. <u>Eligible</u> projects are limited to those lots or garages which serve the <u>primary</u> purpose of reducing vehicular traffic volume.</li> <li>• <u>Traffic Control/Safety Devices</u>: New signs, traffic signals and other traffic control devices, replacement of guiderail, shoulder improvements, new drainage systems, storm sewers, highway lighting, and curbs.</li> <li>• <u>Sidewalks, Bicycle and Pedestrian paths/bridges</u>: Eligible projects must have a primary public transportation objective and demonstrate a direct benefit to a local highway or street. <b>NOTE</b>: “Municipally-owned” is limited to highway ownership by a City, County, Town or Village entity.</li> <li>• <u>Aviation projects</u>: Design and construction/rehabilitation or purchase of airport capital improvements. Project must be consistent with a NYSDOT-approved Airport Layout Plan.</li> <li>• <u>Railroad Projects</u>: Design and construction/rehabilitation or purchase of rail capital improvements.</li> <li>• <u>Port Projects</u>: <u>Equipment (e.g., cranes)</u>, construction or reconstruction of docks, dredging, rail rehabilitation, construction or reconstruction of storage buildings and/or <u>staging areas</u>, construction or reconstruction of public access roads at commercial cargo ports.</li> <li>• <u>Fixed Ferry Projects</u>: Equipment, construction or reconstruction of docks, dredging, construction or reconstruction of terminal or storage buildings, construction or reconstruction of access roads and parking lots.</li> <li>• All Project activities resulting in an eligible capital project must have a continuous service life of 10 or more years following project completion.</li> </ul>
<b>WHAT PROJECTS/ACTIVITIES ARE INELIGIBLE?</b>	<ul style="list-style-type: none"> <li>• <u>All projects</u>: All Project activities which do not result in an eligible capital project with a continuous service life of 10 or more years following project completion.</li> <li>• <u>Roads</u>: All Private roads. Publicly-owned roads not open for full time public transportation use <u>or</u> not listed in the NYSDOT LHI, bridge removals/demolitions when the removal or demolition is a stand alone project, municipal garages or storage buildings, planning studies, stand alone purchase of equipment not permanently affixed to a single capital project location, interest or indirect costs (e.g., costs of issuance) on bonds or notes issued to finance projects, general administrative overhead costs.</li> <li>• <u>Utility Costs</u>: (e.g., sanitary sewers, water lines, electric).</li> <li>• <u>Parking</u>: State or Municipally-owned parking facilities which <u>do not</u> primarily serve an eligible public transportation modal purpose, parking projects which are not State or Municipally-owned, <u>ineligible</u> parking projects include, but are not limited to, municipal parking facilities which are “open for public access or use” but <u>do not reduce overall highway traffic volume</u>, or those whose <u>primary use serves another municipal parking purpose</u> (e.g., school, park, ball field, municipal building, retail</li> </ul>

	<p>shopping, employment setting, or those providing only incidental access to a bus stop).</p> <ul style="list-style-type: none"> <li>• <u>Streetscape</u>: beautification/recreation projects, including promenades, plazas, parks, esplanades and other pedestrian enhancement or landscape amenities which are unrelated to core Highway/Bridge transportation infrastructure and a <u>primary</u> street/highway traffic mobility or safety improvement.</li> <li>• <u>Traffic Control/Safety Devices</u>: Any sign, traffic signal, or other traffic control device which does not conform to the <i>National Manual of Uniform Traffic Control Devices (MUTCD)</i> and <i>NYS Supplement</i>. See the following: <a href="https://www.dot.ny.gov/mutcd">https://www.dot.ny.gov/mutcd</a></li> <li>• <u>Sidewalks, Bicycle and Pedestrian paths/bridges</u>: Projects which do <u>not</u> meet a primary public transportation objective or which do <u>not</u> demonstrate a direct benefit to an eligible Local highway or street.</li> <li>• <u>Aviation Projects</u>: Airport Projects that are not for a public passenger or freight transportation purpose. Maintenance or general repairs normally considered an operating expense.</li> <li>• <u>Railroad Projects</u>: Projects that are not for a public passenger or freight transportation purpose. Design, land acquisition, storage and warehouse facilities, or equipment costs <u>not</u> physically and functionally related <u>directly</u> to rail. Mobile materials handling or other portable equipment (regardless of service life). Construction or reconstruction of private access roads and/or driveways.</li> <li>• <u>Port Projects</u>: Projects that are not for a public passenger or freight transportation purpose. Construction or reconstruction of private access roads and/or driveways. Maintenance or general repairs normally considered an operating expense.</li> <li>• <u>Fixed Ferry</u>: Ferry vessels, boats, or other water carriers. Projects that are not for public transportation purposes. Maintenance or general repairs normally considered an operating expense.</li> </ul>
<b>WHO CAN APPLY?</b>	<ul style="list-style-type: none"> <li>• Municipalities (Cities, Counties, Towns and Villages)</li> <li>• Public Corporations (excluding Highway Mode)</li> <li>• Private Corporations (excluding Highway Mode)</li> </ul>
<b>WHAT ARE THE APPLICANT REQUIREMENTS?</b>	NA
<b>HOW WILL PROJECTS BE SELECTED?</b>	Projects are recommended by the Economic Councils and nominated by the Governor.
<b>ARE THERE ANY OTHER PROGRAM LIMITS/ REQUIREMENTS?</b>	<ul style="list-style-type: none"> <li>• <u>LIMITATIONS</u>: Capital improvements are <u>limited to State and municipally owned highways, roads, streets, and parkways</u> reported to NYSDOT by Cities, Counties, Towns, and Villages in the official statewide Local Highway Inventory (LHI). Highway/Bridge Mode program funds cannot be used for the required local match on Federally funded projects. All projects must be primarily for an eligible public transportation purpose and use. It is insufficient that certain transportation capital projects merely be “open to public access” or otherwise provide only partial or minor public use.</li> <li>• <u>MATCHING FUND REQUIREMENTS</u>: None</li> <li>• <u>RESOLUTIONS</u>: When signing a grant agreement, public entities must submit a municipal resolution giving a government official authority to execute the agreement.</li> <li>• <u>SMART GROWTH</u>: Applications must include information needed to comply with the Smart Growth Infrastructure Policy Act of 2010.</li> <li>• <u>M/WBE REQUIREMENTS</u>: Contracts resulting from this solicitation will be required to comply with Minority/Women Business Enterprise participation requirements per changes to this legislation effective October, 2010.</li> </ul>
<b>WHERE/HOW DO I APPLY?</b>	Please visit the Consolidated Funding Application website. The CFA is a web-based application accessible at <a href="http://nyworks.ny.gov">http://nyworks.ny.gov</a>
<b>WHERE CAN I GET MORE PROGRAM INFORMATION?</b>	Contact Diane Kenneally, New York State Department of Transportation, Consolidated Funding Application, c/o Policy and Planning Division, POD 5-2, 50 Wolf Road, Albany, NY 12232, call (518) 457-2320, email <a href="mailto:cfa.nysdot@dot.state.ny.us">cfa.nysdot@dot.state.ny.us</a> or visit <a href="https://www.nysdot.gov/programs/RegionalEconomicDevelopmentCouncils">https://www.nysdot.gov/programs/RegionalEconomicDevelopmentCouncils</a>