

## Transportation Multi Modal Program Funding

Transportation Multi-Modal (MM) funding is limited to Highway (including bridges), Airport, Railroad, Port, and Fixed Ferry Facility “modal” categories. Each has its own capital project work type and sponsorship eligibility requirements. MM funding is not available for Transit (e.g., bus, trolley, intra-city subway) or Maritime (e.g., ferry boat or marine vessel) transportation projects. All projects must be primarily for an eligible public transportation purpose and use. It is not sufficient that certain transportation capital projects merely be “open to public access” or otherwise provide only partial or minor public use. Examples of eligible and ineligible projects and sponsorship follow.

### **Highway/Bridge Mode Project Eligibility**

Transportation Multi-Modal funding is for project costs of construction, reconstruction, enhancement, improvement, replacement, reconditioning, restoration, rehabilitation and preservation of State, county, town, city and village roads, highways, parkways and bridges where continuous service life is ten (10) or more years following project completion and NYSDOT reimbursement. Transportation Multi-Modal Program funds cannot be used for the required local match on Federally funded projects.

| Eligible Projects  | Not Eligible  |
|--|---|
| <p><b>Roads:</b> 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). Work within a highway right-of-way (ROW), including necessary highway storm drainage work, surveys and similar highway-related work. Specific types of eligible work include: hot mix asphalt overlay, cold asphalt overlay, pavement recycling, new concrete or asphalt pavement, widening, realignment, relocation of roads, highway embankment stabilization. Major rehabilitation or replacement of a bridge or culvert. State highways, including locally maintained State arterials in cities, principal on bonds or notes issued to finance project costs.</p> <p><b>Parking:</b> State or Municipally-owned commuter parking facilities which <u>directly</u> benefit a State or Local highway by supporting the public transportation purpose of <u>reducing</u> vehicular highway traffic volume, such as a train station, airport, or commuter Park and Ride lot. <u>Eligible</u> projects are limited to those lots or garages which serve this <u>primary</u> purpose.</p> <p><b>Traffic Control*/Safety Devices:</b> New signs, traffic signals and other traffic control devices, replacement of guiderail, shoulder improvements, new drainage systems, storm sewers, highway lighting, curbs.</p> <p>* Must conform to <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></p> <p><b>Sidewalks, Bicycle &amp; Pedestrian paths/bridges:</b> Eligible projects must have a primary public transportation objective and demonstrate a direct benefit to a local highway or street.</p> <p><b>Note:</b> "Municipally-owned" is limited to highway ownership by a City, County, Town or Village entity.</p> | <p><b>Roads:</b> 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.</p> <p><b>Utility Costs:</b> (e.g., sanitary sewers, water lines, electric).</p> <p><b>Parking:</b> 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 are not eligible, <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 shopping, employment setting, or those providing only incidental access to a bus stop).</p> <p><b>Streetscape:</b> 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.</p> <p><b>Traffic Control/Safety Devices:</b> 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></p> <p><b>Sidewalks, Bicycle &amp; Pedestrian paths/bridges:</b> Projects which <u>do not</u> meet a primary public transportation objective or which <u>do not</u> demonstrate a direct benefit to an eligible Local highway or street.</p> |

## Aviation Mode Project Eligibility

Transportation Multi-Modal funding is for construction, reconstruction, improvement, reconditioning and preservation of capital facilities of Municipal owned Airports and Privately-owned public use airports. In addition to the general requirements, a qualified Aviation Capital project must result in a continuous service life of ten (10) or more years following project completion and reimbursement.

Project Sponsor Certification must include any information necessary to maintain, if applicable, the Federal tax exempt status of bonds, notes, or other obligations issued by the New York State Thruway Authority for such purposes. The NYSDOT Commissioner shall request the Project Sponsor to furnish such information as may be necessary.

All Transportation Multi-Modal funded airport projects must also be consistent with a NYSDOT approved Airport Layout Plan and one for which Federal funding is not available.

| Eligible Projects   | Not Eligible   |
|---|--|
| <p>Projects which aid in operating revenue generation for general aviation and small airports where commercial service is limited to commuter services.</p> <p>Projects that aid in compliance with state and federal regulations.</p> <p>Typical projects include the design and construction/rehabilitation or purchase of:</p> <ul style="list-style-type: none"><li>• Hangars and T-Hangars.</li><li>• Airfield Pavements (runways, taxiways, aprons).</li><li>• Terminal Area Development.</li><li>• Fuel Facilities.</li><li>• Airfield Lighting and Navigational Aids.</li><li>• Access Roads.</li><li>• ROW Fencing.</li><li>• Parking Lots.</li><li>• Equipment (aircraft rescue and fire fighting, snow removal, ramp, fueling and emergency power generation).</li></ul> | <p>Airport Projects that are not for a public passenger or freight transportation purpose.</p> <p>Planning studies or design work which do not result in a program-funded capital project with a minimum 10 year service life.</p> <p>Maintenance or general repairs normally considered an operating expense.</p> |

## Railroad Mode Project Eligibility

Transportation Multi-Modal funding is for rail freight facilities and intercity rail passenger facilities and equipment where the completed project service life is at least ten (10) years. Capital project costs for construction, reconstruction, improvement, reconditioning and preservation are eligible for reimbursement.

Project Sponsor Certification must include any information necessary to maintain, if applicable, the Federal tax exempt status of bonds, notes, or other obligations issued by the New York State Thruway Authority for such purposes. The NYSDOT Commissioner shall request the Project Sponsor to furnish such information as may be necessary.

| Eligible Projects   | Not Eligible  |
|---|---|
| Design activity resulting in an eligible capital project with a 10 year service life.   | Projects that are not for a public passenger or freight transportation purpose.   |
| Construction of new track and railbed or spur, track and railbed rehabilitation, rehabilitation of switches and ties, construction or reconstruction of rail bridges, construction or rehabilitation of railroad grade crossings.         | Planning studies or design work that does not result in an eligible capital project with a minimum 10 year service life, maintenance expenditures.  |
| Station improvements, parking lots for train stations, acquisition of right-of-way for rail, purchase of rail equipment and/or rail rolling stock.  | Design, land acquisition, storage and warehouse facilities, or equipment costs <u>not</u> physically and functionally related <u>directly</u> to rail. Such resources are normally acquired for a purpose which is related only indirectly to rail transportation (e.g., equipment within a privately owned building or facility) on an adjacent industrial site. |
| Engine houses/rail car facilities and freight handling equipment that is directly related to rail transportation (e.g., includes transload equipment used to load/unload product <u>directly</u> to and from rail freight rolling stock). | Mobile materials handling or other portable equipment (regardless of service life).   |
|   | Construction or reconstruction of private access roads and/or driveways.  |

## Port Mode Project Eligibility

Transportation Multi-Modal funding is for construction, reconstruction, improvement, reconditioning and preservation of all State, municipal, or privately-owned ports.

NYSDOT's Multi-Modal Program Policy defines an eligible Port as *“any shoreline-based commercial cargo operation used for import/export navigation by deep water vessels engaged in international trade or interstate commerce, or the shoreline-based facilities which support a public transportation service (e.g., public ferry or water taxi service)”*.

| Eligible Projects   | Not Eligible   |
|---|--|
| Equipment (e.g., cranes) with a 10 year service life, design activity costs resulting in an eligible capital project with a 10 year service life. | Projects that are not for a public passenger or freight transportation purpose.                                    |
| Construction or reconstruction of docks, dredging, rail rehabilitation.   | Planning studies or design which do not result in an eligible capital project with a minimum 10 year service life. |
| Construction or reconstruction of storage buildings and/or staging areas.   | Construction or reconstruction of private access roads and/or driveways.   |
| Construction or reconstruction of public access roads at commercial cargo ports.  | Maintenance or general repairs normally considered an operating expense.   |

## Fixed Ferry Facility Mode Project Eligibility

MM Funding is for construction, reconstruction, improvement, reconditioning and preservation of fixed ferry landing based facilities of municipal and privately-owned ferry lines used for public transportation purposes.

| Eligible Projects  | Not Eligible   |
|--|--|
| Design activities resulting in an eligible capital project with a 10 year service life.  | Ferry vessels, boats, or other water carriers.   |
| Equipment (e.g., Lifts, cargo-handling and loading systems, weigh stations, or other land based equipment serving a ferry line, provided it meets a 10 year service life). | Projects that are not for public transportation purposes.  |
| Construction or reconstruction of docks.   | Planning studies or design work which does not result in a program-funded capital project with a minimum 10 year service life. |
| Dredging.  | Maintenance or general repairs normally considered an operating expense.   |
| Construction or reconstruction of terminal or storage buildings.   |  |
| Construction or reconstruction of access roads and parking lots.   |  |

For more information, eligible applicants should contact Diane Kenneally, New York State Department of Transportation, Consolidated Funding Application, c/o Policy and Planning Division, POD 6-4, 50 Wolf Road, Albany, NY 12232, call (518) 457-2320, email [cfa.nysdot@dot.state.ny.us](mailto:cfa.nysdot@dot.state.ny.us) or visit <https://www.nysdot.gov/programs/RegionalEconomicDevelopmentCouncils>