

Background

Ulster County Transportation Council, as the Metropolitan Planning Organization for the Ulster County Planning Area, has responsibility under federal law to adopt a Transportation Improvement Program (TIP). The TIP is a five-year fiscally constrained financial plan for implementing transportation improvements in Ulster County. Pursuant to the Ulster County Transportation Council (UCTC) 2017-2021 Transportation Improvement Program, the UCTC is soliciting road resurfacing and bridge repair projects for funding utilizing Federal Surface Transportation Program funds allocated to the UCTC Metropolitan Planning Area under a fair share formula.

UCTC is soliciting projects under the following two funding categories:

- **Proposals to rehabilitate deficient off-system bridges.** An off-system bridge is a highway bridge located on a public road that is not a Federal-aid highway.
- **Proposals that address pavement rehabilitation, resurfacing and other complete streets activities** on local and county federal aid roads.

Maps of all eligible bridge and road facilities are available on the UCTC website at <http://ulstercountyny.gov/planning/transportation-improvement-plan/tip-call-for-projects>.

Eligible Applicants

Any city, county, town, or village within the Ulster County Metropolitan Planning Area with eligible facilities that are authorized to receive and administer state and federal transportation aid may apply.

Location of Projects

All eligible facilities are shown on the program maps available for viewing and download on the project website. UCTC staff will assist in identifying eligible facilities upon request. Funding is detailed on the 2017-2021 TIP under UCTC Project PIN 8T0714 “Block Program for Off System Bridges to Include Element Specific Projects” and 8T0715 “Block Program for Pavement Rehabilitation and Complete Streets Activities.”

Bridges

Eligible bridge projects must be located on local roads or rural minor collectors. Proposed projects must be within an existing right of way; Right of Way (ROW) is not an eligible expense under this solicitation.

Pavements

Proposed pavement rehabilitation projects must be on public roadways which are eligible for federal aid (refer to program map). Proposed projects must be within an existing right of way; Right of Way (ROW) acquisition is not an eligible expense under this solicitation.

Funding Availability

Estimated Funds Available for Distribution (in millions of dollars)

PIN	2019	2020
8T0714: Bridges	\$1.205	\$1.125
8T0715: Paving	\$0.706	\$0.675

Maximum Award/Matching Funds/Eligibility

Project proposals are not to exceed federal funding availability for the specified project year (assuming an 80/20 federal/local share). Applicants may submit up to two (2) applications per funding year per funding source. Any costs beyond an authorized project award shall be the sole responsibility of the project sponsor. The federal government reimburses 80% of all the eligible costs of constructing or improving a federal aid project. Local sponsors will be required to provide 20 percent of the total project costs. Matching requirements must be in accordance with those outlined under the [NYSDOT'S Procedures for Locally Administered Federal Aid Projects \(PLAFAP\) Manual](#).

Bridges

Eligible activities include bridge work that does not involve the evaluation of different alternates but addresses specific (not necessarily all) bridge deficiencies. Eligible work activities are listed on page 14 of the NYSDOT TIP/STIP Guidance Document (Part 1) for the 2016 TIP Update on UCTC's website at: <http://ulstercountyny.gov/planning/transportation-improvement-plan>:

- Vertical down repairs
- Deck replacement/repairs where deck is rated 4 or less
- Prestressed beam superstructure replacement when the Primary Member Rating ≤ 4 and the Substructure Recommendation is ≥ 5 (pier(s) and/or abutments).
- Rehab primary/secondary members
- Rehab curbs/sidewalks
- Wearing surface replacement
- Joint replacement
- Bearing replacement
- Rehab cap beams
- Rehab pier stems
- Rehab columns
- Rehab backwall
- Rehab stems (abutment)
- Rehab wingwalls
- Rehab seats
- Replace members
- Rehab stems (pier)

Pavements

Eligible work activities include all preventive maintenance, corrective maintenance and rehabilitation projects listed on page 15 of the NYSDOT TIP/STIP Policy Guidance Document (Part 1) which can be found on UCTC's website at: <http://ulstercountyny.gov/planning/transportation-improvement-plan>. Due to funding limitations, reconstruction projects will not be accepted under this call. Complete street activities include those which are generally complementary to or required of eligible paving projects,

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including shoulder and crosswalk striping, signage, and ADA accessibility and compliance. Further instruction is included under Question B-7 of the pavement application.

Project Application Process

Project sponsors are asked to submit a one-page summary for candidate pavement projects detailing the scope, schedule and costs of the proposal.

All applications will be reviewed by a sub-committee of the UCTC Technical Committee based on the information submitted by the applicant. While there are variations between the bridge and pavement applications, applicants are generally asked to provide the following:

- Project Sponsor: Municipality sponsoring the project; i.e. City of Kingston
- Name: Contact person for the project Sponsor
- Address, email & phone: Contact information for the project sponsor
- Project Priority: if multiple projects are submitted by a project sponsor, each project should be ranked numerically with 1 being the highest priority project.
- Construction Cost: project construction cost
- Total Cost: Construction cost plus additional project cost including design and inspection. ROW is not an allowable project expense.
- SFY Letting: The anticipated letting date; month/year (should be spring/summer of the FFY)
- Project Scope Description: Brief description of what the project will accomplish.
- Brief Statement of Need: Description of the unique elements that contribute to the merit of the project, along with other important factors that are not readily captured by the available data.

Attachments

In addition to the required application(s), project sponsors may also attach project budgets, plans, drawings, reports, environmental determinations or other supporting documentation as deemed appropriate. Attachments to the application should be included with the e-mail submission of your application form. Attached 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; however, large attachments may affect your ability to submit your application.

Project Evaluation and Selection Criteria

All projects must be consistent with the goals and objectives of the UCTC Year 2040 Long Range Transportation Plan and meet an identified federal aid eligible need. Project evaluation criteria will include:

- **Cost/Benefit Ratio**: Quantifiable project benefits divided by the annualized cost of the project will be evaluated based on information provided by the applicant in the sections above. Information is subject to verification by the UCTC TIP Subcommittee.
- **Regional Benefit**: As described here, the UCTC TIP Subcommittee will consider NYSDOT's "Preservation First" framework when considering regional benefit of project proposals. This strategy focuses on preventive, corrective and demand work using Asset Management principles and data driven decision making. The highest priority is to

preserve the functionality of the existing highway system in a manner that provides a regional benefit to all users of the system. Applicants that are able to show

- **Project Delivery:** ability of the project sponsor to deliver the project on schedule.

Additional criteria for selection of bridge projects is shown below.

Data Driven Initial Ranking – The Bridge Priority Index (BPI), Figure I, is a data driven metric aimed at prioritizing capital bridge work based on the relative importance of the structure and condition. It is similar to the index used by NYSDOT in recent years, but has been modified to more accurately reflect the local bridge system. The BPI is comprised four categories including:

- Capital Need - Reflects the condition of the bridge and an engineering assessment of whether it needs to be rehabilitated or replaced.
- Facility Importance - Includes factors such as detour length, truck and traffic volumes.
- Restrictions - Measures economic relative importance of the structure/impacts on commerce.
- Risk/Resiliency - Includes factors such as hydraulic vulnerability and structural resiliency.

Figure I

LOCAL BRIDGE PRIORITY INDEX (0 to 100)			
CATEGORY	CATEGORY POINTS	INDIVIDUAL PARAMETER	PARAMETER POINTS
CAPITAL NEED	47.5	Condition Rating	27.5
		Structural Deficiency	5
		Bridge Needs Tool (Rehab/Replace)	15
FACILITY IMPORTANCE	27.5		
		AADT	7
		% Trucks	7
		Detour Length	13.5
RESTRICTIONS	5	Postings	5
RISK/RESILIENCY	20	Fracture Critical	5
		Material Type	5
		Design Type	5
		Hydraulic Vulnerability	5
TOTAL			100

Step 2- Review of Unique & Qualitative Factors –The UCTC TIP project selection committee shall review the project rankings from Step 1 and recommend any modifications in rankings. This review will incorporate engineering judgment and a review of qualitative issues such as user benefits and context not fully captured by the available data in order to make a final selection.

Application Submission and Deadline

Application forms with detailed instructions are available on the UCTC TIP Call for Projects webpage at

<http://ulstercountyny.gov/planning/transportation-improvement-plan/tip-call-for-projects>

Applications, cover letter signed by the Chief Elected Official, along with any supporting documentation should be emailed to uctc@co.ulster.ny.us by 5:00pm on January 25, 2018.

Questions or General Inquiries may be submitted to:

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