

TO: Ulster County Highest Elected Officials
FROM: Dennis Doyle, Director, Ulster County Transportation Council
DATE : March 28, 2023
RE: Seeking Expressions of Interest for Use of FFYs 2022 and '23 Carbon Reduction Funds

UCTC is seeking Expressions of Interest (EOI) from eligible Ulster County municipalities regarding the programming of FFYs 2022 and 2023 Carbon Reduction Program (CRP) funds for new or ongoing transportation projects. Ulster County Transportation Council, as a sub-recipient of the New York State Department of Transportation, received its planning targets for CRP funds for the period 2022-2026 as authorized under the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021), which are shown below:

Fund Source	2022	2023	2024	2025	2026
Carbon Reduction Funds – Large Urban	\$100,472	\$100,472	\$100,472	\$100,472	\$100,472
Carbon Reduction Funds – Medium Urban	\$99,308	\$99,308	\$99,308	\$99,308	\$99,308
	\$199,780	\$199,780	\$199,780	\$199,780	\$199,780
	Available		Availability Pending NYS Carbon Reduction Plan		

Eligibility. Funds may be added to existing eligible projects already programmed on the UCTC 2023-2027 Transportation Improvement Program to address a funding shortfall or programmed to address a new project; projects must conform to all CRP eligibility rules as summarized in *Attachment 1*. Carbon Reduction funds require a 20% local match. Some restrictions apply to Medium Urban funds which cannot be used outside of the Kingston Urbanized Area (see maps of UAs in the 2023 Unified Planning Work Program).

UCTC, in coordination with the UCTC Technical Committee, will consider all proposals and determine eligibility and suitability; if interest is sufficient, next steps will be discussed with and determined by the Tech. Committee.

How to Apply. Interested municipalities should submit a brief Expression of Interest (EOI) letter regarding the potential project(s) and the amount of funds requested. Letters should be on municipal letterhead with signature from Highest Elected Official; no resolution is required at this time. Funds may be combined across FFYs; total CRP fund request must not exceed \$399,560; 20% local match will be required (max program amount federal + match = \$499,450). CRP funds for FFYs 2024 – 2026 may be released at a later date; however, those funds must be programmed in conformance with a statewide Carbon Reduction Plan which is presently under development by the NYSDOT.

Questions and EOIs may be submitted to Brian Slack, Principal Transportation Planner bsla@co.ulster.ny.us or by mail to the address shown below in the footer, ATTN: Brian Slack, UCTC. Deadline for submission is April 21, 2023.

Attachment 1: Eligible Carbon Reduction Program Project Categories ⁱ

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to– [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible under 23 U.S.C. 142;
- a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- 23 U.S.C. 101(a)(29) Transportation alternatives. - The term "transportation alternatives" means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation: (A) Construction, planning, and design of on-road and off- road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.). Sec. 101 TITLE 23, U.S.C. 10 (B) Construction, planning, and design of infrastructure- related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. (C) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users. (D) Construction of turnouts, overlooks, and viewing areas. (E) Community improvement activities, including - (i) inventory, control, or removal of outdoor advertising; (ii) historic preservation and rehabilitation of historic transportation facilities; (iii) vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and (iv) archaeological activities relating to impacts from implementation of a transportation project eligible under this title. (F) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to - (i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
<https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>
- a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;

Attachment 1: Eligible Projects, continued

- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including—
- acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
- purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

The Ulster County Transportation Council (UCTC) is the state designated Metropolitan Planning Organization (MPO) for Ulster County and a portion of the Poughkeepsie-Newburgh Urbanized Area. The UCTC was designated by the Governor of New York as the MPO for the Kingston Urbanized Planning Area on April 30, 2003. The UCTC was formally organized with the adoption of Operating Procedures on June 4, 2003. The purpose of the UCTC is to build a consensus on local and regionally significant transportation, transit and non-motorized improvements.

ⁱ Refer to the FHWA CRP Fact Sheet for more information at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm