

Poughkeepsie-Dutchess County Transportation Council
Planning Committee Meeting

Wednesday, December 23, 2015, 10:00-12:00 p.m.
Dutchess County Planning Department, 27 High Street (2nd Floor), Poughkeepsie, NY

Meeting Summary

1. Introductions – See attached list.

2. Announcements

Mark Debald (PDCTC) announced that on December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act that authorizes \$305 billion for Federal highway, highway safety, transit, and rail programs from 2016 through 2020. The FAST Act is the first long-term comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005. This legislation is based on the Surface Transportation Reauthorization and Reform (STRR) Act of 2015 (passed in the House of Representatives in October) and the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act (passed in the Senate in July). The FAST Act added two new planning factors that MPOs should address through their planning process (ten total; two new italicized):

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- *Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.*
- *Enhance travel and tourism.*

Other key takeaways from the FAST Act include:

- The TAP program was integrated into the Surface Transportation Block Grant

Program (STBGP) Set-aside.

- The National Highway Performance Program (NHPP) funding can now support non-NHS, federal-aid eligible bridges.
- The Congestion Management Process (CMP) was renamed the Congestion Management Plan (CMP) and is no longer a requirement; Mark noted that the PDCTC, in conjunction with the OCTC and UCTC, will continue to look at this in the future.

Bob LaColla (Town of Fishkill) inquired if this new bill raised the weight limit on freight trucks; Mark will verify and report back at the next meeting.

Mark also discussed the Statewide Transportation Improvement Program (STIP) obligation rates for the 14 MPOs in New York. He noted that these rates are solely based on highway projects and do not include non-state or transit projects. The PDCTC had a 57% un-amended obligation rate for FFY 2015; the average for the NYS MPOs was 40%. The PDCTC had an 80% amended obligation rate for FFY 2015; the average for the NYS MPOs was 86%. Tom Weiner (NYSDOT) noted that a project-based list versus a fund-based list could be a useful way to display this data. Tom also noted that Martin Evans (NYSDOT – LPU) will be discussing projects with project sponsors this summer to obligate projects currently on the FFY 2014-2018 TIP for FFY 2016.

Mark announced that the PDCTC is awaiting data to complete the Annual Listing of Obligated Projects for FFY 2015. This federally-required report is due 90 days into the new FFY and outlines projects, project sponsors, and fund sources for projected obligated in a given year. Mark noted that the PDCTC has received data from Dutchess County Public Transit (DCPT) and is waiting for data from NYSDOT. Marleen Stein (MTA) said she will verify MTA obligated projects and will report back at the next meeting.

Mark restated that the NYSDOT legal counsel has determined that the PDCTC is not required to comply with NYS Open Meetings Law (OML). This means that the PDCTC can use mail/email/fax ballots, as done in the past. Mark noted that an executive decision would have to take place at an in-person meeting. The proposal to amend the 'Decision Making' section of our Bylaws will be on the agenda for the mid-March 2016 Council meeting; other items that will be on the agenda will be approval of *Moving Dutchess 2*, the SFY 2016-2017 Unified Planning Work Program (UPWP), PDCTC portions of the TMA sub-allocations for FTA 5307 and 5339 funding, and possibly a TIP Amendment.

Mark added that the Town of Pleasant Valley and the Village of Pawling are the new voting members from the partially urbanized towns and the urbanized villages, respectively; they are replacing the Town of Pawling and the Village of Fishkill. Mark noted that the rotating members are nominated to their positions by the Dutchess County Mayors and Supervisors Association.

3. Public Participation – Mark opened the meeting for public comment or general announcements; none were received.

4. PDCTC Metropolitan Transportation Plan (MTP) – *Moving Dutchess 2*

Mark informed the committee that the PDCTC is still targeting mid-March 2016 for Council approval of the MTP. The PDCTC has completed second drafts of Chapters 1-6, first drafts of Chapters 7-8, and all of the chapter maps; these materials are posted on the [MTP website](#).

Mark reiterated that the PDCTC updated Ch. 7 – Performance Measures, which identifies and catalogs the progress/status of the short-term (2020) and long-term (2040) goals set within the plan; statuses are represented by red (goal not met), yellow (goal almost met), green (goal met), and white (no comparable data) circles. The goals cover a variety of categories, including: highway performance, bridge performance, transit performance, multiple occupant vehicle use, bicycle and pedestrian transportation, transportation safety, natural resources, livability/smart growth, public participation, and project delivery. Within these ten general categories are 22 more specific goal-oriented categories, which provide the basis for the plan's seventy-seven (77) performance measures. Marleen Stein (MTA) noted that the goals set for 2015 are quite aggressive; she advised the committee to be prudent in determining goals, as performance-based awarding could be used in the future. Bob LaColla (Town of Fishkill) suggested that the PDCTC integrate with the Local Government Efficiency Program in the future for an interim progress report.

Mark added that staff had updated Ch. 8 – Recommendations, which includes a spreadsheet listing recommended projects and associated planning-level funding estimates based on short-, mid-, and long-range priorities. The project-level recommendations span a variety of categories, including: bridge maintenance, highway maintenance, highway operations, safety, pedestrian/bicycle, travel demand management, transit, and planning studies. Mark stated that 70% of needs over the 25 year planning horizon are bridge- and highway-based. Mark added that Table 8.5 – *Number of Bridges Projected to be Deficient by Facility Type and Time Period (2016-2040)* is a new table that estimates how many bridges will become deficient over time; this was developed by creating unique degradation rates for each bridge, by comparing the change from 2011-2015 and then applying that rate through 2040. Mark also added that federal funding cannot support all of the highway operations projects, especially projects reconstructing roadways, and that other means of funding (e.g. state Beyond Preservation, federal TIGER grant, etc.) will need to be identified. Mark restated that most of the bicycle and pedestrian recommendations were taken from the county's bicycle and pedestrian plan, *Walk Bike Dutchess*. Mark noted that future funding estimates will need to be lowered from the 2011 Transportation Plan, since the PDCTC has not received increased funding or even amounts that track inflation. He also noted that a 30-day public comment period for the new MTP will likely occur in February 2016.

5. FFY 2014-2018 Transportation Improvement Program (TIP)

Mark stated that the PDCTC is working with local project sponsors to update the costs and schedules for existing highway projects. Mark distributed Administrative Modification 14-T, which reflects some of those changes:

- 875538 – CR 9 (Beekman Rd.) – Right-of-way acquisition moved to 2016 from 2014.
- 875545 – CR 93 (Myers Corners Rd.) – Right-of-way acquisition moved to 2016 from 2015.
- 875586 – CR 93 (Middlebush Rd.) – Construction and Construction inspection funds moved to 2016 from 2015.
- 876126 – Wappinger Falls Pedestrian Safety Improvements – Preliminary Engineering moved to 2016 from 2015.

6. Draft FFY 2017-2021 Transportation Improvement Program (TIP)

Mark noted that Council approval for the FFY 2017-2021 TIP is still expected to occur in June 2016 with a formal public comment period in May 2016. For the five-year period, the PDCTC has a total target of \$13.9 million for STP Large Urban and Flex combined, and \$2.2 million for STP-Off System Bridges, for a total amount of \$16.1 million federal available. This is assuming that projects scheduled for construction in 2016 will be completed in 2016, including two DPW bridge projects (PIN 875591-Bridge C-19 & 875726-Bridge RH-25) and the City of Poughkeepsie's Little George/Creek/Smith Rd. roundabout (PIN 875782). Not counting HPP, SRTS, or TAP projects, there are 12 local projects on the 2017-2021 TIP (6 DPW, 4 City of Poughkeepsie, and 2 City of Beacon). NYSDOT has entered balanced revisions into PSS. Bob Balkind requested an updated draft of the FFY 2017-2021 TIP which reflects the changes made by NYSDOT; Tom will forward the information to Bob and Mark.

7. Draft SFY 2016-2017 Unified Planning Work Program (UPWP)

Mark noted that the UPWP is the PDCTC's annual statement of work for the upcoming SFY, outlining the planning tasks and budgets to be completed by the MPO and member agencies. Mark reviewed the major changes in the upcoming UPWP:

- TJ 26 – Pavement Condition Monitoring Program (Local Federal-Aid Roads) was renamed to be distinct from TJ 27 – Cornell Local Roads Program (CLRP) Pavement Management Program.
- TJ 29 – County-wide Vehicle Speed Survey is a new task.
- TJ 31 – Metropolitan Transportation Plan (MTP) (*Moving Dutchess 2*) Implementation was renamed to reflect the completion of the plan update.
- TJ 34 – Congestion Management Plan was renamed to reflect the new term created by the FAST Act.
- TJ 43 – City of Poughkeepsie Transportation Planning Activities was renamed to capture

all varieties of transportation planning/implementation in the City, not solely waterfront redevelopment.

- TJ 45 – Complete Streets Implementation is a new task code.
- TJ 74 – Regional Transit Planning was renumbered.

The PDCTC 2016-2017 Program Budget is \$1,139,023. Mark noted that a portion of the savings backlog will be programmed in the new 2016-2017 UPWP. Mark added that the staff had finalized the first draft of the 2016-2017 UPWP, which is posted on the PDCTC website; he encouraged committee members to reach out to the PDCTC if there are any transportation planning projects that they would like to do in the upcoming year.

8. Project Updates

Mark stated that the [Upper Route 9G Corridor Management Plan \(CMP\)](#) project consultant, VHB Engineering, has almost finished Draft Tech Memos #1 (Existing Conditions), #2 (Crash Analysis), and #3 (Safety Assessment). A Study Advisory Committee meeting will be held in February. A second public workshop is expected to be held next March, and a third in May, which would complete the project.

9. **Public Participation** – Mark opened the meeting for public comment or general announcements; none were received.

10. **Upcoming Meeting: Wednesday, January 27, 2016** at 10:00 a.m. at the Dutchess County Department of Planning and Development, 27 High Street, 2nd Floor Conference Room, Poughkeepsie, NY.

Attendance List

	First Name	Last Name	Organization	Phone
1	Barbara	Zulauf	Town of Beekman	845-724-5300
2	Shelby	Tompkins	PDCTC	845-486-3600
3	Mark	Debald	PDCTC	845-486-3600
4	Tom	Weiner	NYS DOT	845-431-5723
5	Marleen	Stein	MTA	212-878-2080
6	Don	Beer	Town of Poughkeepsie	845-790-4736
7	Bob	Balkind	DCDPW	845-486-2925
8	Bob	LaColla	Town of Fishkill	845-831-7800
9	Leah	Mosall	MTA (by phone)	212-878-4605