

**Poughkeepsie-Dutchess County Transportation Council**  
**Planning Committee Meeting Summary**

**Wednesday, June 24, 2015**

**Dutchess County Planning Department (Main Conference Room)**  
**27 High Street (2nd Floor), Poughkeepsie, NY**

- 1. Introductions** — See attached list.
- 2. Announcements**

Mark announced that Congress has extended the current federal transportation law, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) through July 31, 2015. The extension will allow the federal government to continue work on a new federal transportation law. In the hopes of securing federal funding for future transportation projects, the Senate Environment and Public Works Committee unanimously passed the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act on June 24, 2015 – a six-year bill, giving State and local governments the continued stability necessary to develop national transportation infrastructure. The budget for this bill is more financially attainable than the comparable Grow America Act, proposed by the President. The DRIVE Act appropriates a slightly higher proportion of funding to surface transportation programs than the previous SAFETEA-LU, accounting for increasing inflation. It focuses on freight transportation funding and economic development. Mark stated that the bill implies no great changes to the MPO process. Mark maintains that the most challenging aspect of this new bill is finding funding sources from which to draw; the Highway Trust Fund is insolvent, as the gas tax alone can no longer support it. Work on a reauthorization bill will continue in the months ahead.

In existence for over 30 years, the FTA Section 5310 program (Enhanced Mobility of Seniors and Individuals with Disabilities) provides capital and operational assistance for projects that expand transportation options for non-profit and public agencies that serve seniors and persons with disabilities. The funding is meant for human service agencies that can exhibit a demonstrated need in their region of service. As a result of MAP-21, funding is now allocated to urbanized areas; the Mid-Hudson Valley Transportation Management Area (TMA), called UZA 89 for FTA Section 5310, consists of Dutchess, Orange, and Ulster counties. The TMA is receiving over \$1.015 million for FFYs 2013, 2014, and 2015 (partial). Mark noted that applications for FTA Section 5310 funding were due June 8<sup>th</sup> and the TMA counties will prioritize projects based on demonstrated needs. Mark stated that he had a conference call last week and will have one next week, to review the application review and prioritization process. After prioritization of funding has been sorted, the next step will be to add selected projects to the new TIP.

Mark summarized the applicants for Dutchess County — Abilities First, Inc., Anderson Center for Autism, In Flight, Inc., and North East Community Council, Inc. Funding falls into four categories: capital cost, operational costs, vehicles, and mobility management; each agency requested vehicles and North East Community Council requested funding for mobility management. Upon review of the NYSDOT spreadsheet, Marleen Stein (MTA) noted two errors: Pg. 1 – incorrect UCTC vehicle cost summation and pg. 3 – Operating Assistance column, rows 7-10 are not identified as number values. Wanda Livigni (Town of Lagrange) asked about the participation of New Jersey regarding this funding. Mark replied that the New Jersey MPO, North Jersey Transportation Planning Authority,

and the Mid-Hudson Valley TMA have an agreement to remain separate concerning federal funding allocations.

Mark informed the Committee that the Recreational Trails Program is distributing \$1.2 million statewide for the maintenance of recreational trails for both motorized and non-motorized uses. Municipalities can receive funding through the Consolidated Funding Application (CFA) process and requires a twenty percent local match; the CFA deadline is July 31<sup>st</sup>.

The PDCTC Traffic Count Program began the fourth week of May and will continue over the course of the summer and into the fall. There are approximately 275 counts scheduled this year, with 30 to 40 counts scheduled for each week. The contractor will notify agencies 14 days prior to each work week to ensure that there are no conflicts.

**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 explained that the PDCTC is in the process of updating the long-range metropolitan transportation plan, *Moving Dutchess 2*. This plan is a 25-year plan with a 2040 planning horizon. It is currently a five-year update cycle, with an anticipated approval date of March 2016. This coincides with anticipated approval date of the annual Unified Planning Work Program. Ulster County and Orange County are also simultaneously updating their long-range transportation plans. Additionally, Mark noted that the first drafts of Chapters 1-5 have already been updated and put on the County website. Six public workshops, occurring in the five sub-areas of the County, will take place in July and August and a public survey will be issued in the middle of July; these workshops and survey will help to shape the content of Chapters 7 and 8, focusing on long-term countywide recommendations.

Mark continued with an explanation of Chapter 5: Transportation and Natural Resource Overview. He began by noting that Chapter 5 focuses on existing transportation conditions on Dutchess County roadways. Through the examination of countrywide transportation conditions, hotspots can be identified and safety assessments of the County's most accident-prone locations can be programmed into the UPWP. Ray Oberly (Town of Clinton) commented that it might be beneficial to coordinate with Ron Hicks regarding the maintenance of new/existing corridors; he noted that this type of relationship could result in mutually beneficial economic growth, as well as targeted business models for our County.

Mark asked the Council for any general comments regarding Chapter 5. Tom Weiner (NYSDOT) said that he would give his comprehensive comments separately via email. Tom did ask about including the measurement of vehicle miles traveled (VMT) in the MTP. Mark replied that it is challenging to access VMT on a regional scale. Tom said that he can get VMT for state highways and Mark said that he would look into the inclusion of this metric in the MTP. Mark also asked Tom about the High-Accident Location System (HALS) and Tom said he will acquire that data for him. Mark explained that Accident Location Information Services (ALIS) is state-funded – NYSDOT and NYSDMV. The data used for *Moving Dutchess 2* spans 2009-2013; he noted that this time frame will smooth out the data and remove any outliers from the results.

Mark noted that *Moving Dutchess 2* extensively uses GIS analysis to identify hotspots (high crash locations) on a countywide scope. Crashes are categorized in three different categories: Intersection crashes: All crashes within 75 feet of a road intersection; segment crashes: All crashes along a road segment from intersection to intersection; crashes per mile: All crashes along a road segment divided by road segment length. Ray Oberly (Town of Clinton) asked if the intersection crashes are absolute values or rates, and Mark responded that they are absolute values, but the crashes per mile assessments are normalized by distance. Mark summarized the most accident prone locations in Dutchess County in each category. The most accident prone locations in each category are as follows:

#### Intersection Crashes

- Route 44 (Church St)-Route 9 intersection in the City of Poughkeepsie: 267 crashes.
- Route 9-Merritt Blvd in the Town of Fishkill: 126 crashes.
- Route 9-CR 104 (New Hackensack Rd) in the Village of Wappingers Falls: 116 crashes.

#### • Segment Crashes

- I-84 (eastbound) from the Newburgh-Beacon Bridge to the toll plaza in the City of Beacon: 186 crashes.
- I-84 (westbound) from the Route 9 exit ramp (northbound) to the Route 9 overpass in the Town of Fishkill: 103 crashes.
- Route 9 (northbound) from the Alpine Commons driveway to CR 93 (Myers Corners Rd) in the Town of Wappinger: 94 crashes.

#### • Crashes per mile

- Main St from Route 9 (southbound on-ramp) to Route 9 (northbound exit ramp) in the City of Poughkeepsie: 1,130 crashes per mile.
- Route 9D ramp over I-84 in the Town of Fishkill: 994 crashes per mile.
- Route 9 (southbound) from Route 44/55 (overpass) to the Route 9 Laurel St exit ramp in the City of Poughkeepsie: 665 crashes per mile.

Marleen Stein (MTA) commented that the Route 44 (Church St) intersection in the City of Poughkeepsie is really challenging and she agrees that it is a high accident location. Bill Balkind (DC DPW) stated that the projects selected for the upcoming TIP should focus on safety; due to financial constraints, the projects that are prioritized for implementation need to have the most benefit per cost, and Bob believes that safety is the most important goal to implement. Ray Oberly (Town of Clinton) stated that it might be worthwhile to note accident differences, such as fender benders versus accidents that result in deaths. Bob Balkind (DC DPW) agreed and noted that roundabouts increase the amount of fender benders, but decrease the amount of severe accidents, equating to their overall use-value. Tom Weiner (NYSDOT) said that HALS is essentially a severity index, so these differences in accident types will be accounted for in this data.

Mark announced that the Public Survey will be issued after the Fourth of July holiday weekend and will remain open until the day after Labor Day in September. He stated that the PDCTC will rely on the online, Survey Monkey version of this survey, but will also distribute paper versions to Dutchess County Public Transit passengers. The survey is the same version as in 2011 and will focus on existing conditions of roadways, future priorities, and demographics. Wanda Livigni (Town of

LaGrange) said she would like paper copies to distribute to the citizens of LaGrange; Ray Oberly (Town of Clinton), Aileen Rohr (Town of Hyde Park), and Barbara Zulauf (Town of Beekman) also desired paper copies for their respective towns. Wanda also suggested sending the Survey Monkey link to each municipality, so that the survey can be accessed from each municipal website. Marleen Stein (MTA) agreed and thought that this might help increase participation from a younger demographic. Ray Oberly (Town of Clinton) suggested adding the option of privatizing the road to question #9 on the survey (How much do you support the use of the following revenue sources to fund transportation improvements?).

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

Mark explained that the Transportation Improvement Plan is updated every two years and the current update is for Federal fiscal years 2017-2021. The PDCTC is expected to receive the Federal funding targets in the near future for a final adoption date of June 2016. He said there is the potential for a call for projects, but this is unlikely due to the current financial constraints of projects already taking place within the County.

Don Beer (Town of Poughkeepsie) stated that Spring Road is paved and the project should be completely finished by the fall of 2015.

Bob Balkind (DC DPW) continued to explain the project schedule of DC DPW through the year of 2018, highlights included the following:

- Construction on CR 21 (Noxon Rd) will begin in the coming weeks.
- Construction of the CR 78 (Broadway) bridge in Tivoli should take place in 2016.
- Construction of the CR 14 (Hollow Rd) bridge in Clinton should take place in 2017.
- Construction of CR 28 (Old Hopewell Rd) and CR 93 (Myers Corners Rd) in Wappinger should take place in 2017.

Bob noted that every County highway project on the TIP will be finished by 2018. After 2018, DC DPW will selectively be adding projects to the TIP.

Barbara Zulauf (Town of Beekman) said that they are discussing the next steps towards the construction of the Highway Garage in Beekman.

Bob Balkind (DC DPW) also suggested that the 2017-2021 TIP be updated with accurate construction costs data; this would push back/eliminate unaffordable projects from the current TIP project scope and reprioritize affordable projects for sooner implementation.

## **6. Project Updates**

Mark discussed the PDCTC's upcoming projects, including potential sidewalk studies in the Town of Poughkeepsie (Arlington Business District) and the Village of Millerton. Wanda Livigni (Town of LaGrange) inquired on the process of applying for future project studies; she noted that the Town of Lagrange would be interested in a future sidewalk study, specific to their town center. Mark noted

that the Town of Lagrange can express interest in one of the PDCTC’s studies when a Call for Project occurs; if selected, the project can be added to the UPWP and the TIP for eventual implementation.

Mark also discussed the progress of the Upper Route 9G Corridor Management Plan (CMP). The CMP focuses on the four-mile segment of Route 9G from CR 78 (Broadway/West Kerley Corners Rd) in the Village of Tivoli/Town of Red Hook to Route 199 (West Market Street) in the Town of Red Hook. The project is a response to local concerns about transportation safety along the 9G corridor in the Town of Red Hook and Village of Tivoli. The CMP will also evaluate overall safety and operations on two secondary corridors in the area: the section of CR 78 (Broadway) from the Hudson River to Route 9G in Tivoli and CR 103 (Annandale Rd) from Route 9G to Route 199 (West Market St) in Red Hook. Mark mentioned that there has already been an Open House at Bard College and Stakeholder Interviews at Red Hook Town Hall, in conjunction with this study. Additionally, the project team has collected intersection counts, processed crash analysis data, and conducted Origin-Destination surveys to better gauge the user conditions of this corridor. The [project website](#) is currently up and running; this website aims to be an open forum for the public to discuss their safety concerns on this corridor. In July, the project team will conduct a Road Safety Audit (RSA) to examine the existing conditions of the roadway. There will be another public workshop in September, centered on recommendations for the improvement of safety and mobility on the corridor. The project team anticipates a final draft plan by the end of this year.

7. **Public Participation** – Mark opened the meeting for public comment or general announcements; none were received.
8. **Upcoming Meetings:** Wednesday, August 26, 2015 at 10 a.m. at the Dutchess County Department of Planning and Development, 27 High Street, 2<sup>nd</sup> Floor Conference Room, Poughkeepsie, NY.

**Meeting Attendance List**

	<b>First Name</b>	<b>Last Name</b>	<b>Affiliation</b>	<b>Phone Number</b>
1	Ray	Oberly	Town of Clinton	845-266-5721
2	Jim	Morena	MNR	212-340-4011
3	Marleen	Stein	MTA HQ	212-878-7080
4	Tom	Weiner	NYSDOT	845-431-5723
5	Bill	Ring	Dutchess County Legislative District #7	
6	*Rich	Perkins	Dutchess County Legislative District #7	
7	Don	Beer	Town of Poughkeepsie	845-790-4736
8	Barbara	Zulauf	Town of Beekman	845-724-5300
9	Wanda	Livigni	Town of LaGrange	845-452-8562
10	Aileen	Rohr	Town of Hyde Park	845-229-5111
11	Bob	Balkind	DCDPW	845-486-2925
12	Shelby	Tompkins	PDCTC	845-486-3600
13	Mark	Debald	PDCTC	845-486-3600