

Poughkeepsie-Dutchess County Transportation Council
Planning Committee Meeting Summary

Wednesday, July 27, 2016, 10:00 – 12:00 p.m.
Dutchess County Central Services (1st Floor), 27 High Street, Poughkeepsie, NY

1. **Introductions** – See attached list.
2. **Announcements**

Mark Debald (PDCTC) announced that that NYSDOT will soon provide staff with the submitted applications for the FFY 2016 [Federal Transit Authority \(FTA\) Section 5310](#) program. This program supports the transportation needs of the elderly and persons with disabilities where public transportation services are unavailable, insufficient, or inappropriate. The [Mid-Hudson Valley Transportation Management Area \(TMA\)](#), consisting of Dutchess, Orange, and Ulster counties, has \$85,622 available. Since there will be strong interest in this program, the TMA will likely need to prioritize projects. Funding falls into two categories: capital and operational costs. Capital costs require a 20 percent match from the human service agency, while operational costs require a 50 percent match. The state intends to hold another call in 2017 and then move to a biennial schedule (e.g. 2019; 2021).

Mark also announced that on June 20, 2016, the Governor announced a Statewide Pedestrian Safety Initiative that will provide \$110 million for pedestrian safety improvements across New York State during the next five years. The program will utilize a three-pronged approach: Engineering, led by the NYS Dept. of Transportation; Education, led by NYS Dept. of Health; and Enforcement, led by the Governor’s Traffic Safety Committee. The initiative includes a new safety website at: www.ny.gov/pedsafety. The plan calls for communities with the highest number of crashes from 2009 to 2013 (outside of New York City) to be given extra attention and more specialized resources to improve pedestrian safety. Of note, the City of Poughkeepsie is one of the 20 focus communities and Dutchess County is a focus county. There will be a local project solicitation in 2017 (focus communities will have some priority). There will also be a corridor analysis for five corridors over the next five years; one could be in the Hudson Valley. Emily Dozier (PDCTC) added that the engineering aspect of this plan will initially be focused on improvements for signalized crosswalks and unsignalized crosswalks on State roads.

Mark also explained in a recent effort to align with the federal statute, the USDOT, FHWA, and FTA are trying to enhance how MPOs function through the ‘MPO Coordination Notice of Proposed Rulemaking.’ The intent of this rulemaking is to reconnect MPOs and their planning products to the boundaries of their respective urbanized areas. The Poughkeepsie-Newburgh NY-NJ urbanized area stretches into Orange and Ulster Counties in New York, and Passaic County in New Jersey. The PDCTC is uniquely positioned as a result of this effort because multiple MPOs operate in the urbanized area. Although preliminary, some implications of this rulemaking could be merging the various MPOs or creating joint planning documents for the entire urbanized area. The public comment period regarding this rulemaking is open until August 26th. (An email was subsequently sent from Mark Debald stating that the three County Executives from Orange, Ulster, and Dutchess

counties will likely issue a joint comment letter to USDOT, outlining their concerns about the MPOs potentially merging and the implications it would have on local planning efforts.)

Mark noted that NYSDOT has indicated that they will issue a statewide call for projects for the TAP program, potentially this summer, which supports bicycle and pedestrian projects. This process will likely follow the process used for the 2014 solicitation. Dutchess County has fared well with this program in the past, as four projects in Dutchess County communities were selected in the 2014 iteration of this program. PDCTC staff will notify communities of available funding when ready.

Emily Dozier (PDCTC) informed the group that the Bicycle-Pedestrian Advisory Committee (BPAC) will be meeting tomorrow afternoon (June 28th) at Dutchess Community College at 3:00 p.m. The public is encouraged to attend.

Mark stated that an email was distributed to municipal highway superintendents regarding the [Cornell Local Roads Program](#) (CLRP) workshop entitled 'Combating Highway Departures,' which will take place on August 16th at the Dutchess County Cooperative Extension in Millbrook. The Cornell Local Roads Program provides training, technical assistance, and information to municipal officials and employees responsible for the maintenance, construction, and management of local highways and bridges in New York State.

3. Public Participation

Mark Figliozzi (Town of Pleasant Valley) inquired about the ability of the Town to use signs at an uncontrolled crosswalk on Route 44. Tom Weiner (NYSDOT) stated that NYSDOT must issue a highway work permit, since it is on a State road and signs can be installed and maintained by the Town.

Bob LaColla (Town of Fishkill) added that Jackson Street in the Village of Fishkill is challenging to cross and could be eligible for some improvements though the State's new pedestrian plan implementation. Bob also added that the Town of Fishkill and City of Beacon are working with Metro-North Railroad (MNR) to gather more information and to select a consulting engineer for work on the Maybrook Trail line connection.

Anesta Vannoy-Kwame (SDNAACP) informed the Committee that the County buses have a new fare box system that is sometimes challenging to use; Mark noted that Cynthia Ruiz, Dutchess County's Transit Administrator, is aware of the problem and is working to improve it. She also noted that it would be great if the bus system could be marketed more; Emily noted that Cynthia has been able to dedicate some funds to marketing bus service in the upcoming transit budget.

4. PAVE NY & BRIDGE NY:

Mark Debald (PDCTC) stated that NYSDOT had announced that Dutchess County and its local municipalities were awarded over \$1.6 million (\$686,000 to Dutchess County and its municipalities) through the [PAVE-NY](#) program, which supports the rehabilitation and reconstruction of local highways and roads. PAVE-NY is a new program included in the SFY 2015/16 to 2019/20 State Transportation Plan (STP). It provides \$100 million annually through SFY 2019-20. PAVE-NY will

follow the same program and reimbursement requirements that is used for CHIPS, except eligible project activities are limited to Highway Resurfacing and Highway Reconstruction (not equipment purchases).

Mark added that NYSDOT also announced the availability of \$200-million statewide through the [BRIDGE NY](#) program, which supports the rehabilitation and replacement of local bridges and culverts. Applications are due **September 9, 2016**. Approximately \$19.5 million is available to the Hudson Valley region, and only \$20 million statewide for culverts. Bridge projects must be on a public roadway; eligible for federal aid; and need to follow the federal aid process. On the other hand, culvert projects must be on a public highway and need to follow the State-aid process, but do not need to be eligible for federal aid.

For PAVE NY, Tom Weiner (NYSDOT) added that the ability to carryover funds from fiscal year to year is still being determined at the State level. He also added that a bridge is considered to be 20 feet or longer.

Bob Balkind (DCDPW) noted that in order to use these funds for BRIDGE NY, obligation would likely have to occur in 2018 with construction phases in 2019. Bob Balkind (DCDPW) said he would forward the County Dept. of Public Works' Capital Program to the Committee to easier identify eligible roadways for these programs that DPW will not be repaving.

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

Mark DeBald (PDCTC) urged project sponsors to obligate programmed federal highway funds in FFY 2016, as the FFY 2014-2018 TIP is beginning the close-out process and the new FFY 2017-2021 TIP will be in effect. NYSDOT-Region 8 has indicated that September 13th is the latest they can request obligation for 2016 funds. The following projects are projects that should be obligated in 2016:

- PIN 875782: Creek Rd./Smith/Little George St. roundabout project in the City of Poughkeepsie (total 2016 federal share is \$1.4 million). Mark noted that that an amendment was passed at the June Council meeting to obligate more funds for this project.
- PIN 875586: CR 93 (Middlebush Rd.) realignment in the Town of Wappinger (total 2016 federal share is \$1-million). Bob Balkind (DCDPW) noted that this project is under construction.
- PIN 875592: CR 14 (Hollow Rd.) bridge in the Town of Clinton (total 2016 federal share is over \$1-million). Bob Balkind (DCDPW) stated that there are some property issues regarding this project that they are trying to remedy before obligating funds.
- PIN 875726: CR 78 (Broadway) bridge in the Village of Tivoli (total 2016 federal share is over \$1-million). Bob Balkind (DCDPW) stated that information regarding this project is being sent to Martin Evans at NYSDOT-Region 8 (Local Project Unit).

Bob Balkind (DCDPW) also inquired if there are any outstanding project sponsor request forms; he will verify and update the group as needed.

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

Mark Debald (PDCTC) thanked member agencies for their cooperation in developing the new TIP, which will go into effect on October 1st – the start of the 2017 FFY. The new TIP was sent to NYSDOT for inclusion in the [Statewide Transportation Improvement Program \(STIP\)](#). NYSDOT will hold a public comment period for the STIP this summer. (Subsequently, an email was sent to the public information group regarding this public comment period).

Additionally, Mark announced that on July 22, 2016, NYSDOT issued a Memorandum of Understanding (MOU) governing the Department's five-year capital program. The MOU details capital projects to be undertaken by the State and local governments to improve infrastructure conditions. Region 8 successfully included the CR 93 (Myers Corners Rd.) realignment project (PIN 8755.45-CR 94 to Route 376) into the State's 5-year capital program: \$7.17 million total in SFY 2017/2018. It was one of the few supplemental projects that Region 8 received; this represents a 20% increase in STBG-Large Urban/Flex for our program). Due to the fact that the Draft STIP is locked for public comment, schedule changes for this project will occur after October 1st. DPW is proceeding with the current design and right-of-way phases and aim for construction in 2017-2018.

Mark also noted that the Off-System Bridge Program is a federal funding program that provides federal funds for 80 percent of the costs associated with the rehabilitation and/or replacement of county and locally-owned bridges that are not located on a federal-aid eligible road; Mark distributed a bridge rating sheet that indicates all of the pertinent bridges in Dutchess County. A total of \$3.6 million in federal funding (i.e. combined total project cost of \$4.5 million) is available to Dutchess County. Mark noted that the PDCTC will issue a call for projects in the fall/winter, likely after award announcements are made for the BRIDGE-NY program.

7. Repurposing of Federal Earmarks

Mark Debald (PDCTC) announced that earlier this year, USDOT issued guidance on the repurposing of unobligated earmark funds from the old SAFETEA-LU transportation act, allowing State DOT's to repurpose unused federal funds. Although no official guidance has been issued at the State level, the PDCTC submitted a proposal to NYSDOT – Main Office for the use of available funds.

- Dutchess County is progressing a major safety project on a county highway in the towns of Beekman and East Fishkill. This \$5.5 million project, PIN 8755.38 - CR 9 realignment from CR 10 to the Taconic State Parkway, is slated for construction in 2017/2018. Based on an anticipated shortfall in programmed funding, the county sought additional funds through the HSIP program, but was not awarded. However, there are three unobligated earmarks (Demo ID# NY380, NY382, and NY528) totaling over \$2.2-million that are located in the two towns. This amount would cover the funds needed by the county to complete the project. It was requested that NYSDOT consider using the listed earmarks to support this project, since it will serve both communities.

- Dutchess County is also progressing a 7-mile trail extension of the Harlem Valley Rail Trail from the Village of Millerton to the Columbia county line. This project, PIN 8758.74, is slated for construction in 2018/2019. The programmed amount of TIP funding is insufficient to cover the estimated total project cost. The county submitted a TIGER grant application in the spring, but was not awarded funds. The PDCTC requested that NYSDOT consider using a portion of the county's unused earmarks (approx. \$1-million) for this important project; funding would rely on unobligated balances from already completed projects and projects not being pursued by affected communities.
- Dutchess County is progressing a linear safety project in the Town of Wappinger for FFY 2019 (PIN 8755.44). It is less certain that this project will be obligated by FFY 2019, the PDCTC requested that it be considered to receive repurposed funding. Demo ID# NY664 (\$500,738) could be repurposed to this project, since it's in the same town. This project was also submitted as part of the latest HSIP round, but not awarded.

8. Project Updates

Mark DeBald (PDCTC) noted that the Cornell Asset Management Program (CAMP) summer intern project to assess local pavement conditions began this summer. Bob Balkind (DCDPW) added that County DPW has two interns who are collecting this data; they have already completed the southwestern portion of the County and are now continuing to other parts. He anticipates to have a report of existing conditions on local roads for municipalities in time.

Emily Dozier (PDCTC) added that the Arlington Pedestrian Study is progressing. Fieldwork was completed this past spring/summer and recommendations are now being developed for a presentation to the local Business Improvement District in September. Mark added that the Village of Millerton has expressed interest in the next PDCTC sidewalk study.

Mark stated that the Upper Route 9G Corridor Management Plan (CMP) project consultant, VHB Engineering, has completed a revised Tech Memo #5 (Recommendations) and the Final Report. A final public meeting will be held at Red Hook Town Hall this September, at which public sponsors will present the recommendations to the public.

Mark also noted that the PDCTC 2016 Traffic Count Program is underway. A request-for-proposal (RFP) has been issued for the 2017 program. Emily Dozier (PDCTC) added to notify PDCTC staff if any tubes are left out or particularly noisy on roadways.

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

10. **Next Meeting: Wednesday, September 28, 2016** at 10 a.m. at the Dutchess County Planning Department (27 High St – 2nd Floor, Poughkeepsie).

Attendance List

	First Name	Last Name	Organization	Phone
1	Mark	Debald	PDCTC	845-486-3600
2	Emily	Dozier	PDCTC	845-486-3600
3	Shelby	Tompkins	PDCTC	845-486-3600
4	Ray	Oberly	Town of Clinton	845-266-5721
5	Tom	Weiner	NYS DOT	845-431-5723
6	Don	Beer	Town of Poughkeepsie	845-790-4736
7	Bob	Balkind	DCDPW	845-486-2925
8	Mark	Figliozi	Town of Pleasant Valley	845-635-3598
9	Anesta	Vannoy-Kwame	SDNAACP	845-234-9023
10	Wanda	Livigni	Town of LaGrange	845-452-8562
11	Bob	LaColla	Town of Fishkill	845-831-7860