

Poughkeepsie-Dutchess County Transportation Council
Planning Committee Meeting Summary

Wednesday, January 25, 2017, 10:00 a.m. – 12:00 p.m.
Dutchess County Planning Department (2nd Floor), 27 High Street, Poughkeepsie, NY

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

Mark Debald (PDCTC) welcomed everyone to the meeting. He noted that applications for the Transportation Alternatives Program (TAP) and Congestion Mitigation & Air Quality Improvement (CMAQ) program are still under review by NYSDOT Main Office, with awards expected by this winter.

Mark also noted that NYSDOT recently announced awards for the BRIDGE NY program. One project was in Dutchess County: CR 19 (Bulls Head Rd.) over the Wappinger Creek (Bridge S-37, BIN 3343850) in the Town of Stanford for a total of \$1.688 million in FHWA funding (intent is to fund only construction and construction inspection). This project will have to be added to TIP Amendment #17-02 for approval at the March 15th Council meeting, after a 15-day public comment period.

At our previous meeting, Mark noted that staff was looking into a possible FHWA-supported program for a Speed Management Action Plan for the county. In December 2016, FHWA announced that they did not have enough funding for this effort, so this has been suspended for the time being. However, if made available in the future, the PDCTC will try to pursue this initiative again.

Mark announced that on December 8, 2016, the Dutchess County Supervisors and Mayors Association re-designated the Town of Clinton and Pine Plains Supervisors as PDCTC voting members, each serving two-year terms effective January 1, 2017.

Mark alerted the Committee to the Governor's recent announcement in his State of the State address about the creation on the [Empire State Trail](#). The trail would include 350 miles of new trail, to create a 750-mile long trail comprised of the Hudson River Valley Greenway and the Erie Canalway Trail. In the Hudson Valley, it would come north on the Putnam Trailway through Brewster, and connect to the Dutchess Rail Trail at Hopewell Junction, with a new trail on the Beacon Line rail alignment. It would cross into Ulster County using the Walkway Over the Hudson, go north through Kingston, and then return to Dutchess County on the Kingston-Rhinecliff Bridge. It would then follow State Bike Route 9 north (using on-road facilities). Bob LaColla (Town of Fishkill) added that the Town is interested in potentially pursuing a commuter trolley along the trail/Beacon/Maybrook line to Global Foundries. Aileen Rohr (Town of Hyde Park) suggested that a secondary route could be proposed to include a connection to the Central Dutchess area along Route 9.

Mark noted that Ms. Elaine Chao will likely be confirmed as the new USDOT Secretary. Mark also noted that rumors of a large infrastructure program continue to be mentioned. On January 24th, the Senate released a 10-year, \$1 trillion plan titled "Blueprint to Rebuild America's Infrastructure," which includes \$200 billion for roads and bridges and \$130 billion for transit; although, no funding source has been identified for the plan. PDCTC staff will continue to monitor proposals.

Mark also alerted the group to the new [2017 PDCTC meeting schedule](#). Mark highlighted the Council meeting on Wednesday, March 15th at 1:30 p.m. at Locust Grove and encouraged all to attend. In addition, Mark Figliozi (Town of Pleasant Valley) noted that there is an Association of Towns meeting in New York City on February 22nd that could affect the attendance of the next Planning Committee meeting.

3. Public Participation

Aileen Rohr (Town of Hyde Park) announced that the Town of Hyde Park TAP grant (pedestrian improvements on Route 9) is scheduled to commence this spring. She also thanked Martin Evans (NYSDOT-Region 8) for their assistance with the project.

4. Federal Rulemakings

Mark noted that USDOT recently issued information on several rulemakings:

a. Performance Measures

On January 18, 2017, FHWA published two rulemakings related to federal performance measures. One rule establishes regulations to assess the condition and performance of bridges on the National Highway System (NHS) and of pavements on the Interstate and non-Interstate NHS. The second establishes regulations to assess the performance of the NHS, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Bridge and Pavement Final Rule - The six measures in the final rule are:

- i. Four measures of pavement condition:
 - Percentage of pavements on the Interstate System in Good condition
 - Percentage of pavements on the Interstate System in Poor condition
 - Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
 - Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
- ii. Two measures of bridge condition:
 - Percentage of NHS bridges in Good condition
 - Percentage of NHS bridges in Poor condition

System Performance Final Rule: the seven measures in the final rule are:

- i. Three measures of system performance:
 - Percentage of reliable person-miles traveled on the Interstate
 - Percentage of reliable person-miles traveled on the non-Interstate NHS
 - Percent change in CO2 emissions from 2017, generated by on-road mobile sources on the NHS
- ii. One measure to evaluate truck travel-time reliability on the Interstate system (average truck reliability index)
- iii. Three measures that will assess the CMAQ program:
 - Total emission reductions for applicable criteria pollutants, for non-attainment and maintenance areas
 - Annual hours of peak hour excessive delay per capita
 - Modal share; specifically, the percent of non-single occupancy vehicle travel, including travel avoided by telecommuting

b. MPO Coordination and Planning Area Reform

On December 15, 2016, USDOT issued a Final Rulemaking on MPO Coordination and Planning Area Reform. The rule stipulates that an MPO's Metropolitan Planning Area (MPA) must include, at a minimum, the Census-defined urbanized area (UZA) and any additional contiguous areas expected to become urbanized within 20-years. The MPA boundary must be agreed upon by the MPO and Governor(s), and the MTP and TIP are required to cover the MPA. The Final Rule also requires:

- i. There may be more than one MPO in a UZA, but only when the Governor(s) and affected MPOs demonstrate that the complexity of the region makes it impractical to have a single MPO. In that case, the MPOs must cooperate to develop a single unified Metropolitan Transportation Plan, TIP, and performance targets. There must be written agreements that spell out the coordination process.
- ii. An exception to the requirement for unified planning products in a UZA with multiple MPOs may be granted upon application to the Secretary of Transportation. The request must explain: (1) explain why it is not feasible, for reasons beyond the reasonable control of the Governor(s) and MPOs, for the multiple MPOs in the MPA to produce unified planning products; and (2) demonstrate how the multiple MPOs in the MPA are effectively coordinating with each other and producing consistent MTPs, TIPs and performance targets, and are, therefore, already achieving the goals of the rule through an existing coordination mechanism. An approved exception is permanent.
- iii. The effective date for all of the required boundary modifications is established as two years after the Census Bureau releases its list of Qualifying Urban Areas from the 2020 Census. As a result, the effective deadline for implementing this rule is 2024.

The Mid-Hudson Valley TMA and NYSDOT have not yet assessed our next steps, but there is the possibility that this will be placed on the backburner until after the 2020 Census. However, there are a number of scenarios: 1) the three MPOs (PDCTC, OCTC, and UCTC) merge into a single MPO at a yet-to-be determined host agency, 2) the three MPOs stay separate, but produce unified planning products such as a joint MTP and TIP, or 3) the three MPOs merge with NYMTC as a possible “Mid-Hudson North TCC.” Mark stated that it is too early to tell where this will go.

5. Draft SFY 2017-2018 Unified Planning Work Program (UPWP)

Mark noted that the UPWP is the PDCTC’s annual statement of work for the upcoming year, outlining the planning tasks/budgets to be completed by the MPO and member agencies. The PDCTC worked on a variety of planning initiatives, data collection, and capital programming activities during the 2016-2017 program year, completing the following major tasks:

- a. Approved the new [FFY 2017-2021 Transportation Improvement Program \(TIP\)](#), programming almost \$86 million in federal transportation funding for highway and transit projects in Dutchess County.
- b. Completed the [Upper Route 9G Corridor Management Plan \(CMP\)](#), which identifies short- and long-range recommendations to improve vehicular and non-vehicular safety and access along a section of NYS Route 9G from CR 78 (Broadway/West Kerley Corners Rd.) in the Village of Tivoli to NYS Route 199 in the Town of Red Hook, as well as CR 78 (Broadway) through Tivoli and CR 103 (Annandale Rd.) through Bard College.
- c. Completed the [Arlington Town Center Pedestrian Plan](#), which identifies ways to improve pedestrian access to the Arlington Town Center and enhance the pedestrian experience in the Town Center.
- d. Completed an analysis of speeding patterns on county and local roads, based on data collected from the annual traffic count program.
- e. In coordination with the Dutchess County Department of Public Works, initiated a county-wide pavement scoring program for all local roads (i.e. county, city, town, and village roads) within Dutchess County.
- f. Continued to lead the County’s inter-departmental Complete Streets Committee, which developed a [Complete Streets Policy](#) that was adopted by the County Legislature in October 2016.
- g. Completed the Transportation Council’s annual pavement condition monitoring program for local federal-aid eligible roads and annual traffic count program.

Bob LaColla (Town of Fishkill) suggested coordinating with Central Hudson/Dutchess County Water & Wastewater Authority when doing pavement condition reporting/pavement work.

Mark reviewed the major projects in the upcoming UPWP. Some notable highlights include:

- a. Updating the PDCTC TIP viewer and bicycle parking application with the County’s IT

department.

- b. Analyzing speeding patterns on county and local roads, based on data collected from the annual traffic count program for 2013-2017.
- c. Continuing the county-wide pavement scoring program for all local roads (i.e. county, city, town, and village roads) within Dutchess County, done in coordination with the Dutchess County Department of Public Works.
- d. Initiating a City of Poughkeepsie Downtown Parking Study.
- e. Conducting a Village of Millerton Pedestrian Plan.
- f. Performing safety assessments on high-crash corridors throughout the County; Mark asked the group to send any ideas for potential locations to PDCTC staff.

The PDCTC 2017-2018 Program Budget is \$1,134,473. Mark added that a portion of the savings backlog will be programmed in the new 2017-2018 UPWP. Mark noted that the PDCTC typically does not spend the total programmed amount. Mark encouraged Committee members to review the UPWP and to reach out to the PDCTC if there are any transportation planning projects that they would like to perform in the upcoming year. The PDCTC will hold a 30-day public comment period for the new UPWP starting on or about Feb. 1, 2017 through March 3, 2017.

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

Mark stated that the PDCTC periodically updates the TIP to add new projects, remove existing projects, or change a project's cost, schedule, or scope. Major changes (e.g. adding a new project or adding funds in excess of 25% of the total project cost) are classified as amendments and require that the PDCTC approve the changes by ballot or in-person voting; minor changes (e.g. minor cost increases or schedule change) are classified as administrative modifications.

- a. Amendment 17-01: the Council approved the Amendment on December 21, 2016. This was our first use of a written ballot since 2010 and it seemed to work well. The Amendment made the following changes:
 - i. PIN 875545: CR 93 (Myers Corners Rd.) realignment in the Town of Wappinger. Rescheduled the right-of-way and the construction/construction inspection phases from FFY 2017, and added \$2-million in additional federal funding from NYSDOT's five-year capital program.
 - ii. PIN 875983: Washington St. bridge over the Fallkill Creek in the City of Poughkeepsie (BIN 2262670). Rescheduled the preliminary/detailed design phases and right-of-way incidental phase to FFY 2017, right-of-way acquisition to FFY 2018, and construction/construction inspection to FFY 2019, and added \$1.3 million in additional federal funding from NYSDOT's five-year capital program.

- b. Administrative Modification PDCTC 17-B: involves a slight decrease in funding (by approx. \$157,000) for an existing NYSDOT highway project: PIN 806244 – installation of ITS equipment on I-84 from Route 9 to TSP. The change will not delay or affect implementation and the funds will support similar work on I-84 in Orange County. No objections to the change were noted.
- c. Amendment 17-02: addresses four highway projects (one new and three existing):
 - a. Adding the CR 19 (Bulls Head Rd.) bridge project that was selected through the recent BRIDGE NY program.
 - b. Adding repurposed earmark funding for the Wassaic Trail to Train project in Amenia.
 - c. Adding the City of Beacon HSIP project.
 - d. Adding \$3.5 million in repurposed earmark funding for the Harlem Valley Rail Trail.

As required by our Bylaws, we will hold a 15-day public comment period beginning on or about February 16, 2017-March 3, 2017. The Amendment will be placed on the agenda for our March 15th meeting at Locust Grove.

We will begin work on issuing a call for projects for the STBG Off-System Bridge Funding: the FHWA 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 (see bridge rating sheet distributed with the meeting notice). A total of \$3.6 million in federal funding (i.e. combined total project cost of \$4.5 million) is available to Dutchess County. The application form is under review by the NYSDOT Local Project's Unit (LPU).

7. Project Updates

- a. The [Annual Listing of Obligated Projects for FFY 2016](#) was issued on December 27, 2016 as required by federal guidance. This report shows the amount of FHWA and FTA funds obligated in Dutchess County for FFY 2016, which ended on September 30, 2016.
- b. Mark alerted the Committee to the possibility of an Amendment to the current, SFY 2016-2017 UPWP to shift funding between certain planning tasks. This includes moving funds from Long-Range Planning (System) to Long-Range Planning (Project) and Data Development (PL) for both the PL and MPP planning budgets, and shifting funds from Transit Planning to Long-Range Planning (Project). As required by our Bylaws, we would hold a 15-day public comment period for the Amendment. If needed, the Amendment will be placed on the agenda for our March 15th meeting at Locust Grove.
- c. The three-county TMA is looking at ways to use UPWP funds to support the Regional Transit Study. The TMA is tentatively scheduled to issue the RFP in February and will

start the project in the spring. OCTC has graciously volunteered to manage the contract for this project, on behalf of the TMA.

- d. Mark noted that there is a possible unspent backlog of Section 5307 and 5339 transit funding in the City, which will need to be transferred to the County. This may require a resolution; if so, the PDCTC will add a resolution to the March 15, 2017 meeting.
- e. Emily Dozier (PDCTC) stated that the Arlington Town Center Pedestrian Plan is progressing on schedule and that she made presentations to the Town Board, Planning Board, and the Town's Business Improvement District (BID) in January. She intends to complete the plan in the coming weeks. There will be a final public meeting where stakeholders will answer questions on the proposed recommendations.
- f. An RFP was issued January 24, 2017 for the City of Poughkeepsie downtown parking analysis with a submission deadline of March 3, 2017, which should allow enough time for quality proposals. The study will analyze parking supply and demand for publically owned garages, surface lots, and on-street parking in the greater Poughkeepsie downtown. It is expected to have the consultant selected by April 1, 2017 or so – tied with the start of the 2017-2018 UPWP.
- g. Mark asked the group for feedback on a potential name change to the PDCTC to the DCTC (Dutchess County Transportation Council); there was a consensus that this would be a welcome and positive change.

8. Public Participation

Joseph Kane (City of Poughkeepsie) added that they opened the construction bid for the Little George-Smith St-Creek Rd roundabout.

9. Upcoming Meetings:

- a. Planning Committee: **Wednesday, February 22, 2017 at 10 a.m.** at Dutchess County Planning.
- b. Transportation Council: **Wednesday, March 15, 2017 at 1:30 p.m.** at Locust Grove at the Samuel F.B. Morse Historic Site (Route 9, Poughkeepsie).

Attendance List

	First Name	Last Name	Organization	Phone
1	Mark	Debald	PDCTC	845-486-3600
2	Emily	Dozier	PDCTC	845-486-3600
3	Tom	Weiner	NYS DOT	845-431-5723
4	Mark	Figliozzi	Town of Pleasant Valley	845-635-3598
5	Bob	LaColla	Town of Fishkill	845-831-7860
6	Aileen	Rohr	Town of Hyde Park	845-229-5111
7	Ray	Oberly	Town of Clinton	845-266-5721
8	Don	Beer	Town of Poughkeepsie	845-546-0797
9	Barbara	Vitale	Hudson River Housing, Inc.	845-452-5197
10	Martin	Evans	NYS DOT	845-431-5811
11	Joseph	Kane	City of Poughkeepsie	845-451-4192
12	Emily	McDaniels	PDCTC	845-486-3600
13	Shelby	Tompkins	PDCTC	845-486-3600
14	Kevin	Newman	Community Voices Heard	845-559-7008
15	Jordan	Taylor	Community Voices Heard	845-596-4889
16	Shelly	Johnston	Creighton Manning Engineering	518-446-0396
17	John	Huff	MTA (by phone)	212-878-7080
18	Marleen	Stein	MTA (by phone)	212-878-7080