

Dutchess County Transportation Council Meeting

June 27, 2019
Thursday, June 27, 2019
1:30 p.m.

Locust Grove Estate (West Gallery)
2683 South Road (Route 9)
Poughkeepsie, NY 12601

Meeting Summary

1. **Call to Order:** County Executive Mr. Marcus Molinaro welcomed everyone and called the meeting to order at 1:40pm.
2. **Public Participation:** Mr. Molinaro opened the meeting for public comments; none were received.
3. **Adoption of Minutes:** Mr. Molinaro presented the minutes from the February 26, 2019 meeting for approval and asked for any discussion or corrections. There were none.

MOTION: To approve minutes was moved by Mr. Ray Oberly (T. of Clinton) and seconded by Mr. Mark Figliozzi (T. of Pleasant Valley). All others were in favor.

4. **New Business:** Five (5) resolutions were on the agenda for Council approval.

Resolution 19-04: Adoption of the DCTC FFY 2020-2024 Transportation improvement Program

Mr. Molinaro asked for a motion to approve. MOTION: To adopt Resolution 19-04 was moved by Mr. Oberly and seconded by Mr. Figliozzi. Mr. Debald reviewed the Resolution as follows:

Mr. Debald briefly reviewed the Draft TIP, stating that it was our prioritized listing of federally funded transportation projects in Dutchess County and noting that it is developed as part of our metropolitan planning process and serves as one of our core products. It is a required document of all MPOs, regardless of size or location. Mr. Debald noted that we typically update the TIP every three years, in conjunction with the other 13 MPOs in the state.

Mr. Debald stated that the [Draft FFY 2020-2024 TIP](#) covers the period from October 1, 2019 through September 30, 2024. It identifies the project sponsor, scope, schedule, cost, and fund source for each project, and was developed in cooperation with state and local officials, regional and local transit operators, and other planning agencies. It addresses all modes: highways, bridges, transit, and walking and biking.

As a federally required document, the TIP must follow the provisions set forth in the current federal transportation law, the Fixing America's Surface Transportation (FAST) Act, which authorizes the funding programs used for the projects in the TIP. It must also address items such as Title VI/Environmental Justice and Performance Monitoring (safety, highway/bridge conditions, highway operations, and transit). These requirements are addressed in the TIP narrative itself or as appendices to the narrative. Projects must also be consistent with the goals and recommendations identified in the DCTC's 25-year Metropolitan Transportation Plan and meet federal fiscal constraint requirements – meaning projects and targets must be balanced, specifically for the four-year STIP.

Mr. Debald stated that we began developing the TIP in late 2018, after NYSDOT issued its initial federal targets for each of the 11 regions in the state. The Regions then issued targets for their local MPOs. The targets addressed two basic revenue streams: the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

1. FHWA: Our region's 5-year target (for 7 counties) is approximately \$817 million. One FHWA program, the NHPP, accounts for 56% of this target, and is dedicated to National Highway System roads (usually systemwide maintenance projects). The STBG program, which is mostly targeted for county and local agencies, makes up 32% of the Region 8 target; this totals about \$232 million. It's this amount that we (the four MPOs in our area) have the most discretion in programming, since it covers a wider scope of federal-aid eligible roads. The Dutchess share of this STBG target is about 8% (\$18.6 million). Most of it (63%) is targeted to Westchester, Rockland, and Putnam.
2. FTA: Transit targets were based on past allocations to the UZA and totaled over \$61 million for the Mid-Hudson Valley. The MPOs then sub-allocated the targets to their respective transit providers. For 5307 funding, the Dutchess share is about 11% or \$12.3 million for the 5-years.

Mr. Debald indicated that the Draft TIP programs approx. \$175 million in federal transportation funding in Dutchess County, with almost \$113 million for highway projects and almost \$62 million for transit. About 25% of the TIP total is block funding for the 5339 program used by the MTA. Mr. Debald then review local project highlights:

1. A new roundabout at the NYS Route 376/CR 94 (All Angels Hill Rd.)/CR 104 (New Hackensack Rd.) intersection in the Town of Wappinger – this is a new CMAQ project.
2. Repaving of US Route 44 from NYS Route 55 in Poughkeepsie to Quaker Hill Rd in Pleasant Valley.
3. Three bridge replacements over the Fall Kill Creek – Washington St., Garden St., and Mansion St. – in the City of Poughkeepsie.
4. A bridge replacement on Carol Dr. in the Town of East Fishkill.
5. Reconstruction of Fishkill and Teller Avenues in the City of Beacon.
6. Purchase of 19 new buses for Dutchess County Public Transit.
7. 5-years of preventive maintenance and operating assistance for Dutchess County Public Transit.

8. Available STBG block funding in 2023 and 2024 for future programming.

Mr. Debald then reviewed changes to the draft project listing, identified in an Addendum that was presented to voting members. The Addendum covered changes to four projects that were made to the original project listings dated May 24, 2019:

1. PIN 8062.52 (Correct pavement deficiencies on six miles of I-84 in East Fishkill): Revised the federal/state funding split from 80/20 percent to 90/10 percent since work is on an Interstate. New amounts are approx. \$11 million federal and \$1.2 million state.
2. PIN 8814.06 (Preventive maintenance initiative on select state highways): Revised the project description and funding to solely reflect work on Route 44 from Quaker Hill Rd in Pleasant Valley to Route 55 in Poughkeepsie. Project cost now totals \$4.4 million.
3. PIN 8TDO.19 (Purchase of six heavy-duty buses by Dutchess County Public Transit): Moved purchase from FFY 2023 to 2022.
4. PIN 8TRD.88 (Purchase of two support vehicles by Dutchess County Public Transit): Moved purchase from FFY 2023 to 2020.

Mr. Debald noted that the TIP includes multi-county projects that support routine maintenance projects across the seven counties in Region 8, including Dutchess. These projects can address traffic signal and sign improvements, guiderail repairs, culvert replacements, and pavement markings.

Mr. Debald stated that the DCTC held a 30-day public comment period from May 24-June 24, 2019. No comments were received, though we did receive some minor text edits from Region 8. We also posted the Draft TIP on our website and held a public information meeting on June 5, 2019 at the Adriance Library in Poughkeepsie. Projects were also shown on our online TIP Viewer.

Upon approval, our TIP will be incorporated into the Statewide Transportation Improvement Program (STIP). Mr. Debald declared that the DCTC was closing out the 2017-2021 TIP in very strong fashion. For FFY 2019, Dutchess County DPW alone is progressing six federal-aid projects: CR 9-Beekman Rd., CR 93-Myers Corners Rd., CR 28-Old Hopewell Rd., CR 28/94-Old Hopewell/All Angels Hill Rd, CR 19-Bulls Head Rd. bridge, and Phase IV of the Harlem Valley Rail Trail.

Mr. Molinaro asked if there were any comments. Mr. Oberly stated that a weight limit had recently been reduced on a bridge along Fiddlers Bridge Rd., raising concerns about access for emergency vehicles from a nearby firehouse. Mr. Molinaro replied that he would forward the concern to Dutchess County DPW. No other comments were noted.

All were in favor. Resolution approved as amended.

Resolution 19-05: Adoption of the 1997 Poughkeepsie Ozone Non-Attainment Area Transportation Conformity Determination Statement

Mr. Molinaro asked for a motion to approve. MOTION: To adopt Resolution 19-05 was moved by Mr. Nicholas D'Alessandro (T. of East Fishkill) and seconded by Mr. Figliozzi. Mr. Debald reviewed the Resolution as follows:

Mr. Debald noted that the DCTC, Orange County Transportation Council (OCTC), and New York Metropolitan Transportation Council (NYMTC) completed a joint transportation conformity process for their Draft FFY 2020-2024 TIPs. The Clean Air Act requires that federally funded or approved highway and transit activities will not cause or contribute to new air quality violations or worsen regional air quality. Mr. Debald reviewed the conformity history of the DCTC, noting that we had routinely demonstrated conformity up until 2012, when the EPA re-designated our area as attainment. However, this changed in February 2018, when the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Management District v. EPA* ("South Coast II") held that transportation conformity must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS, and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. The Poughkeepsie Ozone Nonattainment Area was in an attainment status at the time of the 1997 ozone NAAQS revocation in 2015 and was also designated attainment for the 2008 ozone NAAQS in 2012. Areas such as ours are referred to as 'orphan areas.' Per the South Coast II decision, we had to make a conformity determination for the draft TIP 1997 ozone NAAQS as it relates to the new TIP. The DCTC followed a template developed by FHWA and endorsed by NYSDOT. This conformity process did not require a regional emissions analysis.

Mr. Debald stated that the DCTC held a 30-day public comment period on the Draft Conformity Statement from May 24-June 24, 2019. No comments were received. The Draft Conformity Statement was also made available on our website and enclosed with the briefing packet.

Mr. Molinaro asked if there were any comments. None were noted.

All were in favor. Resolution approved.

Resolution 19-06: Apportionment of FFY 2019 FTA Section 5307 Formula Funds in the Mid-Hudson Valley TMA

Mr. Molinaro asked for a motion to approve. MOTION: To adopt Resolution 19-06 was moved by Mr. Figliozzi and seconded by Mr. Oberly. Mr. Debald reviewed the Resolution as follows:

Mr. Debald noted that this resolution seeks approval for the allocation of FFY 2019 FTA Section 5307 formula funds in the three-county Mid-Hudson Valley Transportation Management Area (TMA). This action is a routine occurrence that takes place after the FTA apportions 5307 funds to the TMA (also known as UZA 89). FTA Section 5307 funds flow to the TMA, responsibility for which is shared by the Dutchess, Orange, and Ulster County Transportation Councils. The three

MPOs must first agree to the TMA allocation, prior to distributing the transit funds to their respective transit operators. The OCTC and UCTC must approve similar resolutions. Funds flow to public operators and private operators (inter-county commuter) that provide regional transit services. Mr. Debald noted that the funding formula is based on 2017 operating statistics (e.g. share of bus vehicle revenue miles) and 2010 Census data. The TMA total is about \$22.5 million for 2019. Dutchess County Public Transit will receive a total of \$2,049,396, while the Metropolitan Transportation Authority (MTA) will receive a total of \$3,135,240.

Mr. Molinaro asked if there were any comments. None were noted.

All were in favor. Resolution approved.

Resolution 19-07: Apportionment of FFY 2019 FTA Section 5339 Formula Funds in the Mid-Hudson Valley TMA

Mr. Molinaro asked for a motion to approve. MOTION: To adopt Resolution 19-07 was moved by Mr. Oberly and seconded by Mr. Figliozi. Mr. Debald reviewed the Resolution as follows:

Mr. Debald noted that this resolution seeks approval for the allocation of FFY 2019 FTA Section 5339 formula funds in the Mid-Hudson Valley TMA. These funds stem from federal authorizations to our urbanized area (also known as UZA 89), under the Bus and Bus Facilities Program. As with the 5307 funds, Section 5339 funds flow to the TMA, and the three local MPOs must agree to the allocation in order to distribute the funds to their respective public bus operators. The OCTC and UCTC must approve similar resolutions. The TMA total is about \$2.3 million for 2019. Using a funding formula based on vehicle fleet sizes, Dutchess County Public Transit would receive a total of \$848,986 for the year.

Mr. Molinaro asked if there were any comments. None were noted.

All were in favor. Resolution approved.

Resolution 19-08: Amendment #1 to the SFY 2019-2020 Unified Planning Work Program

Mr. Molinaro asked for a motion to approve. MOTION: To adopt Resolution 19-08 was moved by Mr. Figliozi and seconded by Mr. Oberly. Mr. Debald reviewed the Resolution as follows:

Mr. Debald stated that this action relates to a budget amendment for our recently approved 2019-2020 Unified Planning Work Program (UPWP): our annual statement of work identifying the federally funded planning activities to be carried out by us for the State Fiscal Year. It's not frequent, but we do occasionally amend the UPWP to reflect new planning priorities or make budget changes based on new funding estimates.

Mr. Debald noted that this amendment is the product of a pending rescission in the current federal transportation law – the FAST Act, which contains a \$7.6 billion rescission that will take

effect on July 1, 2020. This rescission will apply to unobligated balances of contract authority apportioned under the federal highway program. In New York, this may require the State to reduce its obligation of new fed-aid highway projects by approx. \$371 million. Some programs, like the Highway Safety Improvement Program (HSIP) and Surface Transportation Block Grant Program, are exempt from the rescission. This means that smaller programs such as TAP/CMAQ, Off-System Bridge, and Metropolitan Planning may feel the brunt of the pull-back. There have been rescissions in the past, but not to this extent.

Mr. Debald stated that the rescission will force us to protect our unprogrammed federal planning backlog, which currently stands at \$505,912 – recently verified by NYSDOT Main Office. We therefore propose to move these backlog funds into the 2019-2020 UPWP, under the long-range planning and consultant budgets. This must be done prior to October 1, 2019, which is the date that FHWA will use to calculate the actual rescission amounts. This does not mean that we must spend the funds by then. The funds will be considered obligated (i.e. protected) once we program them in the UPWP.

As per our bylaws, a 15-day public comment period was held from June 6-20, 2019. No comments were received.

Mr. Molinaro asked if there were any comments. None were noted.

All were in favor. Resolution approved.

5. **Communications and Reports:** Members were given a handout before the meeting describing current DCTC projects. Mr. Debald reviewed these projects, a list of which is attached to this summary. Mr. Oberly inquired about timing for a previously-discussed Safety Assessment along Hollow Rd in the Town of Clinton. Mr. Debald stated that the Slate Quarry Rd study, also in Clinton, would be first, with the Hollow Rd study to follow.
6. **Call for Announcements:** Mr. Molinaro asked for any announcements from members. There were none.
7. **Adjourn:**

MOTION: To adjourn was moved by Mr. Oberly and seconded by Mr. Figliozzi. All others were in favor.

Attendees: June 27, 2019 DCTC Meeting

Name	Organization	Address or Email	Phone
Mark Debald	DCTC	mdebald@dutchessny.gov	845-486-3600
Emily Dozier	DCTC	edozier@dutchessny.gov	845-486-3600
Dylan Tuttle	DCTC	dtuttle@dutchessny.gov	845-486-3600
Lance MacMillan	NYS DOT	lance.macmillan@dot.ny.gov	845-431-5739
Nicole Farmer	NYS DOT	nicole.farmer@dot.ny.gov	845-431-7930
Ray Oberly	Town of Clinton	townsupervisor@townofclinton.com	845-266-5721
Mark Figliozzi	Town of Pleasant Valley	pvs@pleasantvalley-ny.gov	845-635-3598
Don Beer	Town of Poughkeepsie	dbeer@townofpoughkeepsie-ny.gov	845-485-3638
Bob LaColla	Town of Fishkill	supervisor@fishkill-ny.gov	845-831-7800
David Ray	Town of Hyde Park	dray@hydeparkny.us	845-518-4299
Eoin Wrafter	DC Planning Department	ewrafter@dutchessny.gov	845-486-3600
Robert Mortell	NYMTC	robert.mortell@dot.ny.gov	845-431-5710
Oluseye Folarin	MTA	ofolarin@mtahq.org	212-878-7080
Nicholas D'Alessandro	Town of East Fishkill	dalessandron@eastfishkillny.org	845-221-4303
Randy Casale	City of Beacon	mayor@cityofbeacon.org	845-838-5010
Glenn Butler	Town of Milan	highway@milan-ny.gov	845-752-5164
Jack Campisi	Town of Milan	supervisor@milan-ny.gov	845-758-5133
Jeffrey Wright	NYSBA	jwright@nysba.ny.gov	845-681-4077
Michael Grattini	DCPT	mgrattini@dutchessny.gov	845-473-8521
Nick Page	Dutchess County Legislature	npage@dutchessny.gov	617-335-4446
Joe Chenier	City of Poughkeepsie	jchenier@cityofpoughkeepsie.com	(845) 451-4192
Marcus Molinaro	County Executive	countyexec@dutchessny.gov	845-486-2000

The following is a summary of recently completed or ongoing DCTC work activities (as of June 2019):

Local Planning

▪ **Village of Pawling Pedestrian Plan**

The DCTC is finalizing the Village of Pawling Pedestrian Plan, which will identify ways to improve pedestrian access and safety in the Village and nearby destinations in the Town. As part of the plan, staff completed a GPS inventory of pedestrian infrastructure, hosted public outreach events to gather feedback on walking issues, and consulted with key stakeholders to vet preliminary recommendations. Staff, in consultation with an active and engaged volunteer Task Force, helped steer the project and identify recommended priorities. Staff presented the final draft plan to the Village Board on June 17, 2019.

▪ **Safety Assessment of CR 19 (Slate Quarry/Bulls Head Rd), Town of Clinton**

The DCTC has scheduled a Safety Assessment (SA) of CR 19 (Slate Quarry/Bulls Head Rd) from between Eighthmyville Rd and Milan Hollow Rd in the Town of Clinton for July 24-25, 2019. The SA will provide Dutchess County DPW and the Town with a set of low-cost, short-range improvements to improve safety on the over one-mile long corridor.

▪ **Arlington Main Street Redesign Initiative**

The DCTC recently executed the consultant contract for the Arlington Main Street Redesign Initiative, which will start this summer. The redesign will culminate in a detailed, conceptual redesign plan for CR 114 (Main Street), identifying the issues, costs, and actions that will need to be considered to make the corridor a more Complete Street. A project kick-off meeting is tentatively scheduled for July 10, 2019.

▪ **Route 9/44/55 Interchange and Arterial Analysis**

The DCTC recently completed the consultant selection process for the Route 9/44/55 Interchange and Arterial Analysis, which will also start this summer. This planning initiative will span multiple years and represents the largest consultant study undertaken by the DCTC in its 37-year history. It addresses one of the most complicated and challenging highway facilities in our county. The majority of funding for this project will come from our balance of unspent backlog funds that currently totals approximately \$506,000.

▪ **Pleasant Valley Walkability Analysis**

The DCTC has initiated conversations with the Town to initiate a walkability analysis of the Pleasant Valley Hamlet in and around the Route 44 corridor. The analysis will include a GPS inventory of existing pedestrian infrastructure, hopefully to be conducted this summer.

Countywide Planning

▪ Annual Traffic Count Program

The DCTC has completed a substantial portion of the 2019 traffic count program, collecting volume, vehicle classification, and speed data at approximately 250 locations across the county. During the coming months, we will deploy tube and video counters to count walkers and bikers at locations such as the William R. Steinhaus Dutchess Rail Trail and Harlem Valley Rail Trail.

▪ Complete Streets Committee

The DCTC continues to lead the County's inter-departmental Complete Streets Committee, which is focused on carrying out the County's traffic safety education campaign, *Watch Out For Me*, and integrating the County's Complete Streets checklist into project reviews. The Committee developed the checklist to assist public agencies and private developers with achieving the County's vision for Complete Streets. Staff has also worked with Dutchess County BCH on a GTSC-funded pedestrian safety education program in the Poughkeepsie area for school-aged children and seniors.

Regional Planning

▪ Mid-Hudson Valley Regional Transit Study

The DCTC, in conjunction with the Orange County and Ulster County Transportation Councils, continues to press ahead with a regional transit study for the Mid-Hudson Valley. Titled the *Connect Mid-Hudson Regional Transit Study*, this effort is identifying ways to better coordinate and connect transit systems between the three counties, and between the Mid-Hudson and New York City and Albany areas. To date, we have completed an online survey to gather public comments, held a series of stakeholder meetings and pop-up events in each county, completed a market analysis of regional ridership, and a service assessment of regional transit routes. Next steps include work on developing a set of capital and operational recommendations.

▪ Mid-Hudson Valley TMA Congestion Management Process (CMP)

In conjunction with Orange and Ulster counties, we continue to refine the region's Congestion Management Process (CMP). Required by federal law, the CMP establishes a systematic approach to address traffic congestion and modal reliability across the region. MPO staff are currently drafting a technical memo on quantifying congestion across the TMA that will enable us to compare overall congestion in future updates of the analysis. These will then be used to identify the most congested or unreliable locations in the TMA for highways, freight, and transit.