

Dutchess County Transportation Council
Planning Committee Meeting Summary

Wednesday, June 27, 2018, 10:00 a.m. – noon

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

1. Introductions – See attached list.

2. Announcements

- Mark Debald (DCTC) welcomed everyone to the meeting. Mark began by mentioning that everyone should have received the meeting materials with the meeting notice. Copies are available if needed.
- TMA Federal Certification Review: Mark indicated that the TMA received its final Certification Report last week. The final report (which is posted on the DCTC website) is mostly unchanged from the draft from April, though we were recognized for our safety planning work. Mark reiterated that the TMA received two corrective actions:
 - *Unified Planning Work Program (UPWP) End-of-Year Reporting* – The three MPOs need to report their year-end expenditures for each UPWP. We believe we have addressed this requirement in our end-of-SFY semi-annual progress report to NYSDOT, which included a spreadsheet of expenses by task for the year. The three MPOs are awaiting confirmation from NYSDOT that we have met this requirement, so that we can send the reports to FHWA and FTA.
 - *Congestion Management Plan (CMP) Update* – The three MPOs must revise the CMP, specifically with regard to addressing multimodal measures, implementation, and periodic assessment. We are currently identifying the most appropriate congestion measures for our region and have started to update the CMP report itself. At our next meeting, we will try to provide an overview of the University of Albany’s AVAIL dashboard, which is the primary data source for the CMP. The team is finalizing its updates to the dashboard. We are also revising our CMP work plan, which will be sent to FHWA and FTA prior to October 1th, in order to satisfy the corrective action.

Transportation Alternatives Program (TAP) and Congestion Mitigation & Air Quality Improvement (CMAQ) program: On May 18, 2018, NYSDOT announced a statewide solicitation for TAP/CMAQ. \$100 million is available (\$56 million under TAP and \$44 million under CMAQ). Funding will be available to support bicycle, pedestrian, multi-use path and transportation-related projects, as well as programs/projects that reduce congestion and will help meet the requirements of the Clean Air Act. Project awards shall be no less than \$250,000 and no greater than \$5 million. Projects in Dutchess County are eligible for CMAQ funding under this call. Mark noted that we are one of only 19 eligible counties, so recipients will be selected from a smaller

pool than many other funding programs. Mark asked whether any attendees were considering an application. Ray Oberly (Town of Clinton) said that a Town Board member viewed the webinar, and thought that TAP was oriented towards school areas. Mark clarified that the funds can be used for a range of eligible projects, including:

- Planning, Design and Construction of infrastructure related projects to improve non-driver safety and access to public transportation and enhanced mobility;
- Planning, design, and construction of on-road and off-road facilities for pedestrians, bicyclists and non-motorized transportation users;
- Safe Routes to School (enables and encourages children to walk or bike to school);
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists and non-motorized transportation users; and
- Planning, design, and construction of boulevards and other roadways largely in the right-of-way of former divided highways.

Mark Figliozi (Town of Pleasant Valley) intends to apply for the next round of funding, in 2020, for the West Road sidewalk project. Emily Svenson (Town of Hyde Park) stated that the Town, after receiving funding in the last two cycles, would not be applying this year, but was happy to offer moral support to other applicants. Sandra Jobson (NYSDOT) noted that NYSDOT-Region 8 was considering possible CMAQ projects.

Staff attended the in-person TAP workshop on June 6, 2018. Applications will be accepted through **August 16, 2018**, via the State's Grants Gateway portal. Application pre-review requests are due by **June 28**. Pre-Application review is highly recommended. Mark noted that applicants should write their applications as though the reader does not know the area, as the review team could be from other parts of the state.

- 2019-2020 UPWP Call for Projects: In an attempt to formalize the selection of planning projects for the upcoming 2019-2020 State Fiscal Year, we are finalizing an application form to solicit planning projects for next year. Applications will be due **August 1st**. We are trying to get a head start on the next UPWP, due to the county's budgetary requirements and a slightly accelerated UPWP approval schedule. We are seeking planning proposals that relate to the goals in our long-range transportation plan. We expect to support one or two projects for the program year. Depending on the subject matter, we may solicit consultant support for a project. We may also require a monetary contribution from the municipality. Mark noted that if we have to push up our long-range plan update by one year (i.e. March 2020), we may not have the resources to complete a large-scale planning study.

Ray Oberly asked if any work was being considered to improve the Routes 44/55/9 interchange by the Mid-Hudson Bridge. The group discussed funding options for such a project, including BUILD grants and public/private partnerships. Sandra Jobson noted that applicants may only apply for two BUILD grants per cycle, so NYSDOT must choose among many priorities from across the state. The group discussed the possibility of a planning and engineering study as the first step—possibly a joint effort between the City of Poughkeepsie and NYSDOT, with DCTC

assistance with planning funds. Sandra estimated that a study might cost \$300,000, but would significantly increase the likelihood of a successful application for construction funding, and would certainly be necessary to attract any private investment.

▪ Other Announcements

- South Coast Air Quality Management District v. EPA decision: Mark reminded the Committee about the D.C. Court of Appeals decision concerning a lawsuit filed by the South Coast Air Quality Management District (California) v. EPA. The initial guidance from EPA and FHWA still stands for our MPO – one of 82 “Orphan Areas” in the nation. These areas are in attainment for the 2008 ozone standard, but were in nonattainment or maintenance status for the 1997 standard. For us, current guidance is that transportation conformity for the 1997 standard is required prior to any Plan, TIP, or STIP update or amendment involving non-exempt projects. STIP approvals and amendments that include TIPs or non-exempt projects from the 82 areas cannot proceed until a transportation conformity determination is made for the 1997 standard. None of the projects on our current TIP are non-exempt. We are trying to arrange training on the EPA’s MOVES model in early July.
- Pedestrian Safety Action Plan (PSAP): Last week, NYSDOT announced its PSAP awards for 2018. The City of Poughkeepsie was awarded \$2.43 million to implement pedestrian safety packages on key downtown corridors. This new project will need to be added to the TIP.
- 2018 BUILD Grant Program: Mark reminded members about the BUILD grant program, which replaced TIGER. Total funding nationwide is \$1.5 billion, with a minimum size of \$5 million in urban areas and \$1 million in rural areas. More info is available on the [USDOT website](#). Sandra noted that NYSDOT was submitting two applications in other areas of the state.
- 2018 Greenway Conservancy Trail Grant Program Application: Mark reminded the Committee that the Greenway announced its annual trail funding call for municipalities and not-for-profit corporations. The program is dedicated to funding recreational trail projects, with \$500,000 available and a maximum of \$50,000 per project. Special consideration is given to projects that seek to implement the goals of the Greenway Trail Program and projects that emphasize connections to the Empire State Trail. The application deadline is **August 10, 2018**. Eligible project categories include Trail Construction, Planning and Design, Trail Rehabilitation or Improvement, and Trail Education or Interpretation. Please see the link below for more information: <http://hudsongreenway.ny.gov/trailgrants.aspx>. Mark Figliozzi noted that Pleasant Valley is considering an application for this program.
- DCTC is continuing to review best practices for autonomous and connected vehicles. We anticipate producing a white paper this summer.

- The Cornell Local Roads Program is holding a Low-Cost Safety Improvements course on **August 9** in Greene County. Registration is required. See <http://www.clrp.cornell.edu/workshops/workshops.htm>

3. Public Participation – Mark opened the meeting for public comment and general announcements.

- a. Anthony Ruggiero (City of Beacon) stated that Beacon received a DEC grant for two electric vehicle charging stations, as well as a second grant for electric vehicles, and would appreciate input from other municipalities who have made such purchases. Emily Svenson said that Hyde Park had made progress on this, and would be happy to share what it knows. They received a NYSERDA grant for a charging station at Town Hall. Mary Aldrich stated that County DPW has purchased four charging stations, two of which have been installed at County office buildings in Poughkeepsie and Beacon. Dylan Tuttle (DCTC) noted that DCTC is compiling a white paper on EVs in Dutchess County, and will be sending a survey to municipal leaders in the next few weeks.
- b. The group also discussed the need for better information about County DPW projects. Dick Thurston (Town of Wappinger) noted that there are three major County road projects in Wappinger this summer, the actual timing of which came as a surprise to the municipality. Sandra Jobson told the group about NYSDOT’s [“Projects in My Neighborhood”](#) web page, and that a “Pleased to Announce” letter is sent to municipal leaders before a capital project goes out to bid. They also host a short pre-construction workshop to inform municipalities and residents of the planned schedule and local impacts. She stated that NYSDOT has gotten much better at communication with municipalities over the last several years, but that routine maintenance projects can occur without public notice. Bob LaColla (Town of Fishkill) noted that paving and other maintenance is still an opportunity for roadway improvements, and the municipality should be notified enough ahead of time to provide such input on a project. Sandra agreed, and stated that her office would also like to see that happen. The group wondered if DCDPW could set up a webpage similar to NYSDOT’s platform. Mark agreed that it was a good idea, and stated that he will discuss the issue with County staff. Mark asked whether MTA should be part of such a site. Marc Albrecht (MTA) stated that MTA already has [a “traffic light” site, similar to NYSDOT’s](#), which could be linked to from a potential County platform.

4. Federal Performance Monitoring Requirements

Mark reminded the Committee that the current federal transportation law, the FAST Act, has placed a great deal of importance on developing and implementing various performance measures for State DOTs and MPOs. There are a variety of aspects related to performance requirements that are pertinent to our MPO. These include the following items:

- a. DCTC Written Agreement Status: As mentioned at previous meetings, the FAST Act requires that MPOs enter into an agreement with applicable agencies to share, establish, and report on

various transportation performance measures. In order to create a statewide standard for such an agreement, the NYSAMPOs, in consultation with NYSDOT, developed a template for everyone's use. We discussed the draft agreement at previous meetings and Mark reported that the agreement had been finalized and submitted to NYSDOT, thus meeting our obligation.

- b. Addendum to the TIP narrative (Safety Performance Measures): The safety performance measure addendum that was discussed at our previous meeting was posted to the website.
- c. 2019 Safety Performance Measures: Mark alerted the Committee to an update to the statewide performance measures for safety. Specifically, as required by federal guidance, the State must establish targets for 2019, which must either be supported by the DCTC or new targets established by the DCTC. Mark reviewed the fact sheet developed by NYSDOT. Mark noted that the DCTC will need to endorse the 2019 State targets through a resolution, as it did in 2017 for the 2018 targets. This will likely be an annual occurrence as new targets are set for each subsequent year. Bob LaColla noted that injury numbers had increased in 2017, and wondered why that was not reflected in the fact sheet. Mark and Emily Dozier (DCTC) stated that there was a data lag; the 2017 increase would be reflected in next year's figures.
- d. Pavement and Bridge Condition Measures (PM-2 Rule) and System Performance Measures (PM-3 Rule): The FAST Act requires the implementation of performance measures for State DOTs and MPOs to use in managing pavement and bridge performance on the National Highway System (NHS). The PM-2 Rule focuses on two aspects of the NHS: pavement condition and bridge condition. NYSDOT recently established its PM-2 targets, which were described in two fact sheets provided at the May meeting.

The PM-3 measures address three areas: system performance of the Interstate and non-Interstate National Highway System (NHS) (Travel Time Reliability) and freight performance on the Interstate system (Truck Travel Time Reliability Index). NYSDOT recently established its PM-3 targets, which were described in two fact sheets provided at the May meeting.

5. Federal Fiscal Year (FFY) 2017-2021 Transportation Improvement Program (TIP)

- a. Local Federal Aid Project Review (active projects): Mark reiterated to the Committee that the State and MPOs are under increasing pressure to improve our TIP/STIP performance – meaning that the TIP should accurately reflect programmed schedules, especially for construction obligations. The intent is to completing projects on time. We are currently focusing on projects with construction phases in FFY 2018 and 2019. In May, we held a series of meetings with local sponsors (DCDPW, Beacon, and Poughkeepsie) and Region 8 LPU to review the status of near-term projects. The goal was to identify any needed TIP adjustments prior to the closing of FFY 2018. The first set of proposed changes from this review is shown in Administrative Modification 17-N.
- b. Draft Administrative Modification #17-N: Admin Mod 17-N addresses six highway projects with minor cost and schedule changes. Mark reviewed the TIP strip that was provided with the

meeting packet. The modification adjusts the timing of bridge projects in the City of Poughkeepsie, in order to limit traffic impacts, and notes an increase in the cost estimate for the Garden Street Bridge. This additional money will need to come from a portion of the remaining bridge block funding. Rich DuPilka (City of Poughkeepsie) stated that RFQs were submitted for the Washington Street bridge project on June 26.

Emily Svenson and Sandra Jobson discussed the Dock Street bridge project in Hyde Park. Emily was under the impression that the primary roadblock was the Town's shared ownership of the bridge with the National Park Service. Sandra believed that might not be an issue, since the NPS is also a public entity. The Town and NYSDOT will continue to discuss the viability of off-system funding for this bridge.

Anthony Ruggiero updated the group on the South Avenue bridge project in Beacon. He stated that the City had come to an agreement on design—it will be a one-lane bridge. Design decisions had been complicated because the bridge is in a historic overlay district. Now that the design has been set, he expects to receive project approval from the Planning Board. Some off-system funding may be available, depending on the cost estimate and other funding sources.

Mark noted that we are beginning to draft a TIP Amendment (#17-06) to make major changes to programmed projects (large cost increases and adding/removing projects). We will have a draft ready for our next meeting, but as of now, it will include the new PSAP project in the City of Poughkeepsie.

- c. Past TIP Project Performance: At a previous meeting, Bob LaColla had asked if we could get a sense as to how many projects have been constructed since they were first put onto the TIP, so that we could understand what percentage of projects linger. We have completed a first draft of this research and should have a final report at our next meeting.
- d. Next TIP Update: Mark reminded the Committee that we still expect to update the FFY 2020-2024 TIP early next year, focusing on a June 2019 approval. Typically, the process starts in earnest upon receipt of our MPO planning targets from Region 8, which should happen this fall. Depending on funding availability, we may have the ability to issue a call for projects.

6. Safety Planning

- a. NYSAMPO Safety Fact Sheet: NYSAMPO has produced a [Safety fact sheet](#) to educate local officials about ways to improve transportation safety in their communities. Emily Dozier reviewed the fact sheet. It includes resources for State safety plans, crash data, and state and federal partners, as well as examples of behavioral and infrastructure solutions.
- b. Crash Data Analysis: During the past few months, we have been analyzing 2012-2016 crash data to identify possible locations for one or more Safety Assessments this fall. This review was also in response to a request made by DCDPW for an updated list of high-crash locations on

their facilities. Using the State's Accident Location Information System (ALIS), we gathered and analyzed crashes for intersections and road segments across the county, with a focus on county and local roads. This process built upon the analysis we performed for the 2016 long-range transportation plan. However, we updated our approach by determining crash rates to normalize crashes against segment length and traffic volume, and also analyzed crash severity. Emily Dozier reviewed the list of high-crash rate roads, and asked committee members for input on potential locations for a safety assessment. Ray Oberly stated that Hollow Road between Creek Road and Quaker Lane would also be a good option. Bob LaColla discussed crashes along the entire length of Baxtertown Road, including multiple fatalities. Emily asked members to continue considering options for safety assessments, and stated that she would email the list of identified high-crash roads to the relevant municipalities.

- c. Echo Valley Rd Safety Assessment: Staff participated in a Safety Assessment of Echo Valley Rd. in the Town of Red Hook, which was led by David Orr from the Cornell Local Roads Program. Residents expressed concerns about speeds on the road, which is used as a north-south bypass around the Village of Red Hook. The assessment team, which included Town of Red Hook Public Works and local residents, discussed the possibility of adding striping, constructing [chicanes](#), planting more trees, and increasing enforcement. To make speeding enforceable for police, the Town plans to remove several illegal 20 MPH speed-limit signs along the road.

7. Transit Planning/Funding

- a. Mid-Hudson Valley Regional Transit Study – The TMA has selected the project consultant and we hope to have the contract signed soon, so we can start data collection this summer and hold a formal kick-off meeting in September, if not earlier.
- b. Draft Resolution #18-04 (Unallocated FFY 2014-2015 S.5307 funding): Mark reiterated that this resolution will seek DCTC approval for the programming of \$5 million in unallocated FFY 2014-2015 S.5307 funding, which has been set aside to support regional transit needs. The TMA received three applications, and the TMA project review committee determined that two of the projects warranted funding support:
 - i. Adirondack Transit Lines: Construction of an 18,000 sq. ft. expansion of the Trailways maintenance facility in Hurley, NY including a drive thru bus wash, collision repair space, and parts inventory areas. Total cost of \$3 million (\$2.4 million federal).
 - ii. DCPT: Capital needs to support transit operations. Total cost of \$762,000 (\$610,000 federal).

The TMA also agreed to support the exploration of innovative mobility projects and planning initiatives by allocating \$200,000 to each MPO.

- c. Draft Resolution #18-05 (Sub-allocation of FFY 2017 FTA S.5307 funding) & Draft Resolution #18-06 (Sub-allocation of FFY 2017 FTA S.5339 funding): Mark stated that an inter-state agreement had been signed between NY and NJ, concerning the sub-allocation of FFY 2017

FTA S.5307 and 5339 funding in the TMA. Dutchess County will receive almost \$1.8 million in 5307 funds and over \$444,000 in 5339 funds for a total of \$2.2 million. MTA will receive almost \$2.9 million. Mark also noted that FTA issued its FFY 2018 allocations to urbanized areas. As is our practice, the DCTC must approve separate resolutions to allocate the funds to the two designated recipients in Dutchess County: DCPT and MTA. Mark reviewed the two draft resolutions related to the 5307 and 5339 transit funding.

Robert Babbitt (Dutchess County Public Transit) asked whether a hold-harmless agreement could be considered to allow for distributing of most of the funding (e.g. 90 percent) should another inter-state impasse occur in the future. Mark said he would inquire with NYSDOT about the possibility.

8. Program/Project Updates

- a. Website: Mark reported that the current DCTC website has been reorganized and that we continue to employ Plain Language as much as possible. We are still on track for a Department-wide redesign this summer, possibly modelled after Boston.gov.
- b. Poughkeepsie Downtown Parking Improvement Plan – A Common Council presentation was made on May 21, 2018. Mark went over a few of the plan’s key findings, including that there is an excess of parking in the downtown, but management and maintenance improvements are needed.
- c. Village of Pawling Pedestrian Plan – Emily reported that a project kick-off meeting was held on June 20, with members from the Village’s volunteer Task Force. The Task Force reviewed the scope of work and data collection needs for the project. We expect to start data collection in July. Mark asked Marc Albrecht for the best contact at Metro-North. Marc will forward contact information.
- d. 2018 Traffic Count Program – Dylan Tuttle (DCTC) reported no issues.
- e. CR 71 (West Rd.) Sidewalk Feasibility Study in Pleasant Valley – Staff mentioned that the update was almost complete.
- f. 2018 Pavement Condition Program – Mark noted that interns at DCDPW are inventorying pavement conditions on paved County and local roads this summer (these will be the same communities inventoried in 2016).

- 9. Public Participation** –Bob LaColla noted that the Fjord Trail has a new designer. He also asked Sandra to check in with Adam Levine about follow-up items from the Route 52 safety meeting, as he has not heard from Adam. Ray Oberly noted that there were several errors in the Local Highway Inventory for dirt roads in Clinton. Mark will follow up to address these.

10. Upcoming Meetings:

- a. Planning Committee: Wed., July 25, 2018 at 10 a.m. at Dutchess County Planning Dept.
- b. **Council (voting meeting): Thur., August 23, 2018 at 1:30 p.m.** at Locust Grove in Poughkeepsie

Mark noted that the Council Meeting will address the following resolutions:

- a. 18-04: Unallocated 5307 for the TMA
- b. 18-05: Allocation of FFY 2017 S.5307 for the TMA
- c. 18-06: Allocation of FFY 2017 S.5339 for the TMA
- d. 18-07: TIP Amendment 17-06
- e. 18-08: NYSDOT Safety Targets for 2019
- f. 18-09: State of Good Repair Targets for DCPT
- g. 18-10: PM2 and PM3 NYSDOT targets for the NHS/Interstate System

6/27/18 Meeting Attendance:

<u>Name</u>	<u>Organization</u>	<u>Address or Email</u>	<u>Phone</u>
Emily Dozier	DCTC	edozier@dutchessny.gov	845-486-3600
Mark Debald	DCTC	mdebald@dutchessny.gov	845-486-3600
Dylan Tuttle	DCTC	dtuttle@dutchessny.gov	845-486-3600
Marc Albrecht (by phone)	MTA	malbrech@mtahq.org	212-878-7082
Sandra Jobson	NYS DOT	sandra.jobson@dot.ny.gov	845-431-7930
Nicole Farmer	NYS DOT	nicole.farmer@dot.ny.gov	845-431-5739
Bob LaColla	Town of Fishkill	supervisor@fishkill-ny.gov	845-831-7800 x3309
Bill Gallagher	Town of Milan	supervisor@milan-ny.gov	845-758-5133
Mark Figliozzi	Town of Pleasant Valley	pvs@pleasantvalley-ny.gov	845-635-3598
Ivana Powers	North East Dutchess Transit	ivana@neccmillerton.org	518-491-7086
Anthony Ruggiero	City of Beacon	aruggiero@cityofbeacon.org	845-838-5009
Shelly Johnston	Creighton Manning Engineering	sjohnston@cmellp.com	518-889-1814
Emily Svenson	Town of Hyde Park	esvenson@hydeparkny.us	845-489-2286
Ray Oberly	Town of Clinton	townsupervisor@townofclinton.com	845-266-5721
Dick Thurston	Town of Wappinger	rthurston@townofwappinger.com	845-297-2744
Rich DuPilka	City of Poughkeepsie	rdupilka@cityofpoughkeepsie.com	845-451-4069
Joe Chenier	City of Poughkeepsie	jchenier@cityofpoughkeepsie.com	845-451-4058
Robert Babbitt	Dutchess County Public Transit	rbabbitt@dutchessny.gov	817-721-9554
Mary Aldrich	DCDPW	maldrich@dutchessny.gov	845-486-2906