

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

**Wednesday, August 28, 2019, 10:00 a.m. – Noon**

**Fishkill Town Hall (Supervisor's Meeting Room)**  
**807 Route 52, Fishkill, NY 12524**

**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. Mark thanked the Town of Fishkill for hosting the meeting and noted that we will continue to rotate future meetings around the county.

Mark alerted the Committee to several [Cornell Local Roads Program workshops](#) that will be held in the region during the fall: 1) Tools for Practical Communications, 9/24/19, in Orange County, 2) Solutions for Safer Roads and Streets, 10/17/19, in Ulster County, and 3) Snow and Ice Control, 9/12/19, in Columbia County. DCTC and DCDPW staff attended the recent 'ADA in the Public Right of Way' workshop that was held on August 7 in Dutchess.

**Review of 2019 NYSAMPO Conference**

Mark reported on some of the highlights from the 2019 NYSAMPO conference that was held in Syracuse on July 16-17. This was the biennial conference of the 14 MPOs in NYS, and also included representatives from a variety of federal and state agencies, private consultants and related industries. Mark noted that the new FHWA NY Division Administrator, Rich Marquis, provided some strategic guidance to the MPOs, urging MPOs to use their MTPs to identify key policies (e.g. for key corridors, access changes, etc.) and indicated that FHWA will review future projects for consistency with the MTP. He also mentioned three FHWA focus areas: 1) Safety, including pedestrian safety; 2) Right-sizing infrastructure; and 3) Transportation performance measures.

Maria Chau (FHWA) noted two additional FHWA focus areas: [planning and environmental linkages](#) and fiscal constraint.

At one of the conference's plenary sessions, Dr. Alain Kornhauser, from Princeton University, reviewed the current state of smart-driving cars/technology in the U.S., first noting that individual mobility and accessibility are still essential components in people's quality of life. Dr. Kornhauser noted that safety doesn't sell, but that comfort and convenience do. He opined that safe-driving cars (i.e. safety technology) may gradually become mandated or encouraged by insurance companies through discounts (or inversely, through increased premiums for

legacy/non-tech cars). He also pointed out that driverless cars (where the occupant is a passenger, much like in an elevator) may encourage shared rides, perhaps increasing average occupancy from 1 to 2+ and reducing energy use. This could also disincentivize individual ownership, though VMT could potentially increase. He also stated that services such as Uber/Lyft should not be considered ride-sharing services; they don't incentivize actual ride sharing, and are more like chauffeurs. However, if the human driver was removed, they could promote ride sharing. He also stated that the pedestrian fatality in AZ was a major stumbling block for public acceptance of AVs. The U.S. needs a successful demonstration of driverless vehicles in a real environment, without an attendant.

Emily Dozier (DCTC) highlighted the public engagement session and discussed a few of the takeaways. Maria Chau added that a separate session was also held on virtual public involvement. Bob LaColla (T/Fishkill) stated that the Town was looking to improve its outreach and asked for more information. Emily and Maria agreed that they would follow up.

### America's Transportation Infrastructure Act of 2019

Mark briefly reviewed highlights from the draft transportation reauthorization bill recently unveiled by the Senate's Environment and Public Works (EPW) Committee. The America's Transportation Infrastructure Act (ATIA) of 2019 is the largest amount of funding provided for highway reauthorization legislation in history. The bill authorizes \$287 billion from the Highway Trust Fund over five years in investments to maintain and repair America's roads and bridges. It includes a new competitive grant for bridges (\$6 billion), a supplemental safety program (\$500 million), and a new program to reduce wildlife-vehicle collisions (\$250 million). Mark noted that the bill is not paid for, and it is unclear if it will gain any real traction. The bill only covers highway and safety programs; transit, freight, rail, etc. fall under other Senate committees.

Bob LaColla asked if anyone had researched how much it would cost to bring the nation's infrastructure to a state of good repair. Dylan Tuttle (DCTC) stated that the American Society of Civil Engineers (ASCE) has done so, and that the most recent number he had heard was \$2 trillion. *[Emily Dozier followed up, finding that the ASCE's overall estimate was \$2 trillion, of which [about \\$1.1 trillion is surface transportation-related.](#)]*

Mark also noted that ATIA would repeal the \$7.6 billion rescission in the FAST Act, which takes effect on July 1, 2020. The FAST Act expires September 30, 2020. If a reauthorization bill is not passed, the FAST Act would be extended.

- 3. Public Participation** – Mark opened the meeting for public comment and announcements. Bill Gallagher (T/Milan) stated that the Town had met with NYSDOT staff about safety improvements on NYS Route 199. NYSDOT agreed to remove the passing lane just west of the Taconic parkway, and to change the yield sign at the Taconic off-ramp to a stop sign. The Town is also pursuing a speed limit reduction on 199 at the western edge of the Town.

Bob LaColla informed the group that he received notice that NYSDOT would be installing

crosswalks, pedestrian signals, and signage on NY Route 52 near I-84. The Town has also been working with MTA to ensure that adequate space is available along the Beacon-to-Hopewell rail line for the trail, rubber-tire trolley, and potential future rail uses desired by the Town, the City of Beacon, and MTA. Mr. LaColla also noted that communication about detours for the Route 9 bridge project had been very good, enabling emergency services to plan for new routes and staging areas. Finally, Mr. LaColla noted that the Fjord Trail project is progressing, despite a cost increase.

Mark Figliozzi (T/Pleasant Valley) informed the Committee that work on the NYS Route 115 (Salt Point Turnpike) Bridge was progressing well despite issues discovered with an adjoining culvert. He commended the contractors and NYSDOT for how they have handled a complicated project. He also noted that a NYSDOT crew had done extensive work to improve sightlines at Lake Shore Drive and US Route 44, and residents there are very pleased. Finally, Mr. Figliozzi noted that he has been speaking to NYSDOT about staggering upcoming paving work on US Route 44 (PIN 881406), so that water lines under the road can be completed before paving occurs.

Mr Figliozzi also brought to the Committee's attention a policy change for NYSDOT concerning speed limit change requests. Municipalities seeking a speed limit change on a local or county road will be responsible for providing a speed study, an engineer's report, and other evidence. NYSDOT would then review and approve or deny the request. Sandra Jobson (NYSDOT) noted that this topic had come up at the Ulster County Transportation Council meeting as well, and that UCTC may host a seminar on road safety later this fall. Sandra will forward more information on what NYSDOT is requiring.

#### **4. Old Business**

- a. Draft FFY 2020-2024 Transportation Improvement Program (TIP) – Mark thanked everyone for their participation in the recent TIP development process.
  - i. Revised narrative – Mark noted that the DCTC's FFY 2020-2024 TIP document was finalized and posted on our website after the June 27, 2019 DCTC meeting.
  - ii. Draft Statewide Transportation Improvement Program (STIP) – On August 20, 2019, NYSDOT issued its Draft FFY 2020-2023 STIP for 30-day public comment. The STIP includes the urban/MPO and rural programs (except for NYMTC). Comments are due September 20, 2019. The STIP is posted on the NYSDOT website.
  - iii. PONA Conformity Statement – The air quality conformity statement was issued by NYMTC and OCTC for public comment on June 24, 2019. Mark noted that the DCTC approved it on June 27, 2019.

The group discussed ongoing TIP projects and the need to obligate funding as scheduled. Maria Chau noted that FHWA is very focused on obligation rate, especially in the first year of a TIP. She reminded the Committee of the importance of checking in regularly with

project sponsors. The group discussed having sponsors and consultants give presentations on their project's status at future planning committee meetings. Bob LaColla asked if Complete Streets concepts have been integrated into the current TIP projects, particularly DCDPW's CR 28 (Old Hopewell Rd) and CR 9 (Beekman Rd) projects. Emily noted that these are older projects, but that DCTC intends to ask TIP project sponsors to complete the County's Complete Streets checklist moving forward.

- b. Unified Planning Work Program (UPWP): Mark stated that we completed the draft year-end reconciliation report for the previous SFY 2018-2019 UPWP, which showed a PL savings backlog of \$348,848. Mark reminded the Committee that these unspent funds were transferred by the Council into the current 2019-2020 UPWP at the June 27, 2019 meeting. Mark has confirmed with NYSDOT Main Office that these funds, along with prior saving backlogs, have been fully programmed in the UPWP. This means that the funds are 'obligated' and should be protected from the pending \$7.6 billion rescission in the FAST Act, which will take effect in FFY 2020. The rescission applies to unobligated balances of contract authority apportioned under Title 23 USC (the highway program).
- c. Grant Opportunities: At a previous meeting, Supervisor Thurston (Town of Wappinger) asked whether a list of grant opportunities and their general deadlines could be developed for members to reference. Mark stated that staff drafted such a list, which was distributed at the meeting. The list covers federal, state, county, and non-profit grant opportunities related to transportation. Mark noted that this is a draft and asked for feedback.

The Committee members in attendance confirmed that the table was useful. Sandra Jobson asked whether an average award amount, or an award range, could be included. Maria Chau noted that the table would be a good addition to the financial plan in the DCTC's long-range plan.

## **5. Functional Classification Update**

- a. Overview of Functional Classification (FC): DCTC conducted a review of roadway function classifications across the county, using guidance from the 2013 Edition of FHWA's Highway Functional Classification: Concepts, Criteria and Procedures. Mark reviewed some highlights of the Functional Classification process, noting that a road's functional class should be an accurate reflection of the role that road plays in the transportation network, and that the designation can affect the federal-aid eligibility of roads. Mark distributed a brief fact sheet on the FC levels and current mileage by class in Dutchess County. He described the approval process, noting that it must be done separately for each road and includes several steps: letter of local concurrence, MPO resolution, NYSDOT Region RPPM letter of support, Main Office approval, and then FHWA approval.
- b. Proposed Changes (preliminary draft): Mark reviewed a list of state and county highways that could potentially see Functional Class changes. Region 8 is reviewing the proposed changes to State roads. We have not yet reached out to County DPW to discuss changes to

their roads. Mark and Sandra Jobson both emphasized that changes should not be made to make more roads federal aid eligible, but instead to more accurately represent the function of a given road.

## 6. Metropolitan Transportation Plan (MTP) Update

- a. Best practices review: Mark stated that we completed a review of MTPs from across the U.S. As discussed at our May meeting, these tend to be highly visual; some are digitally-focused (existing online rather than in PDFs); many use infographics to convey key data; and some focus on broader policies and put the details in appendices. As an example, Mark shared an outline of goals and objectives from the Chicago-area MPO. He also distributed a recent demographic and transportation profile of Dutchess County based on 2012-2016 ACS data, both in table form (from the FHWA website) and info-graphic form, developed by staff.
- b. Strategic goals discussion: Mark reviewed the draft goal statements developed by staff for the new MTP and asked the Committee for any input. Highlights of the discussion included:
  - i. The need to integrate operations and ITS issues.
  - ii. The difference between “adapting to” changes in population, economy, technology, climate, and travel behavior (as that goal statement is currently phrased) and “anticipating” those changes.
  - iii. The potential benefits of a longer time horizon. The standard for MPO long-range plans is 20-25 years; Bob LaColla noted that a much longer horizon (100 years) changes the conversation from personal goals to broader legacy.
- c. Update schedule: Mark reviewed the MTP update schedule.
- d. Public engagement strategy: Mark stated that we would produce the main document in-house, but possibly use a consultant for community engagement, and perhaps to help with digital production of the plan.

## 7. Project Updates

- a. Arlington Main Street Redesign Initiative: The project team and Advisory Committee held a kick-off meeting on July 10, 2019 at Poughkeepsie Town Hall. The initiative will create a Complete Streets design concept for CR 114 (Main Street) in the Arlington area of the Town of Poughkeepsie. We are currently working on a draft online survey and project website that we hope to issue after Labor Day. We also hope to begin traffic data collection in September, though we need to coordinate with Central Hudson’s gas main work in and around the study area.
- b. Safety Assessment, CR 19-Slate Quarry/Bulls Head Rd, Town of Clinton: Staff completed field work on the SA on July 24-25, 2019. The SA analyzes the section of road between

Eighthmyville Rd and CR 15-Milan Hollow Rd. A draft report was issued to the SA Team on August 26, 2019 for comment by September 6, 2019.

- c. Route 9/44/55 Analysis: The contract for this exciting project has been executed and preparations for the project kick-off meeting, to be held on Sept. 6, 2019, are underway. Mark noted that this project is the DCTC’s most extensive consultant-supported effort in its 37-year history.
  - d. Mid-Hudson Valley Regional Transit Plan: The [Connect Mid-Hudson](#) plan is continuing to move forward, with the consultant team reviewing the various capital and financial needs of public and private transit operators. The draft existing conditions report should be posted on the website soon.
- 8. Next Meeting:** Wed., Sept. 25, 2019 at 10:00 a.m. (Location TBD). Mark noted that this date may change due to conflicts with the Arlington Main Street Redesign project stakeholder meetings.

**Attendance:**

Name	Organization	Address or Email	Phone
Mark Debald	DCTC	<a href="mailto:mdebald@dutchessny.gov">mdebald@dutchessny.gov</a>	845-486-3600
Emily Dozier	DCTC	<a href="mailto:edozier@dutchessny.gov">edozier@dutchessny.gov</a>	845-486-3600
Dylan Tuttle	DCTC	<a href="mailto:dtuttle@dutchessny.gov">dtuttle@dutchessny.gov</a>	845-486-3600
Bill Gallagher	Town of Milan	<a href="mailto:supervisor@milan-ny.gov">supervisor@milan-ny.gov</a>	845-758-5133
Caitlin Holt	NYS DOT	<a href="mailto:caitlin.holt@dot.ny.gov">caitlin.holt@dot.ny.gov</a>	
Sandra Jobson	NYS DOT	<a href="mailto:sandra.jobson@dot.ny.gov">sandra.jobson@dot.ny.gov</a>	845-431-7930
Mary Aldrich	DC DPW	<a href="mailto:maldrich@dutchessny.gov">maldrich@dutchessny.gov</a>	845-486-2906
Bob LaColla	Town of Fishkill	<a href="mailto:supervisor@fishkill-ny.gov">supervisor@fishkill-ny.gov</a>	845-831-7800 x3309
Ashley Curtis	DCTC	<a href="mailto:abcurtis@dutchessny.gov">abcurtis@dutchessny.gov</a>	845-486-3600

Hans Priebe	Creighton Manning Engineering	<a href="mailto:hpriebe@cmellp.com">hpriebe@cmellp.com</a>	845-475-1696
Maria Chau	FHWA	<a href="mailto:maria.chau@dot.gov">maria.chau@dot.gov</a>	518-431-8878
Robert Mortell	NYMTC	<a href="mailto:robert.mortell@dot.ny.gov">robert.mortell@dot.ny.gov</a>	845-431-5710
Mark Figliozzi	T/ Pleasant Valley	<a href="mailto:pvs@pleasantvalley-ny.gov">pvs@pleasantvalley-ny.gov</a>	845-635-3598
Oluseye Folarin (phone)	MTA	<a href="mailto:ofolarin@mtahq.org">ofolarin@mtahq.org</a>	

# Dutchess County Transportation Council

## 2021 METROPOLITAN TRANSPORTATION PLAN

### Working Schedule

<u>Milestones</u>	<u>Date</u>
- FHWA & FTA approve MTP & Conformity	April 2021
- DCTC approves MTP & Conformity	March 2021
- 30-day Public Comment Period	February-March 2021
- Draft Final Plan/Executive Summary	January-February 2021
- Financial Plan	November-December 2020
- Draft Recommendations	October-November 2020
- Preliminary Recommendations	September 2020
- Goal/Topic 5 Chapter	June-July 2020
- Goal/Topic 4 Chapter	May-June 2020
- Goal/Topic 3 Chapter	April-May 2020
- Goal/Topic 2 Chapter	March-April 2020
- Goal/Topic 1 Chapter	February-March 2020
- Regional/County Overview (Data)	January-February 2020
- Plan Organization/Format	October-November 2019
- Plan Goals (Strategic)	August-September 2019 (current)

### Public Engagement Activities

- Ongoing and throughout – consultant support?

### Digital Production

- Use draft digital production to form basis of new plan
- Rely on post-approval digital production?

# Dutchess County Transportation Council

## 2021 METROPOLITAN TRANSPORTATION PLAN

### Goal Discussion

#### **Working MTP Goal Statements**

1. Prepare a transportation system that can adapt to changes in the population, economy, technology, climate, and travel behavior. [resiliency, technology]
2. Provide safe and convenient access for all people to housing, jobs, goods, services, and recreational amenities, regardless of age, ability, race, income, location, or mode of transportation. [livability, equity, accessibility, mobility]
3. Promote smart transportation and land use policies at the regional, county, and local level to support economic development and environmental preservation. [transportation/land use, sustainability]
4. Make transformative investments in our regional transportation system while maintaining fiscal constraint and leveraging private investment. [investment/funding]

#### Other ideas not directly captured in the above goals?

- Scenario planning
- Goods movement
- Data driven decision making & investment
- Performance management

#### DCTC/Best Practice Themes:

- Livability
- Mobility
- Connectivity
- Equity
- Accessibility
- Access
- Resiliency
- Sustainability
- Transportation-Land Use Connection
- New Mobility/Technology
- Action/Investment/Funding

# Dutchess County Transportation Council

## Functional Classification Fact Sheet

### **Background**

The concept of functional classification defines the role that a road plays in serving traffic flow throughout the entire network. Functional classification groups roads into classes according to their character and the role they play in the network:<sup>i</sup>

1. Interstates: the highest functional classification, these roads support long-distance travel and are officially designated as Interstates by U.S. DOT (e.g. I-84).
2. Other Freeways & Expressways: these roads have directional travel lanes that are usually separated by some type of physical barrier and have limited access and egress points (e.g. on- and off-ramps or very limited at-grade intersections) (e.g. TSP, sections of Route 9).
3. Other Principal Arterials: these roads serve major urban centers, provide a high degree of mobility, and can also provide mobility through rural areas. Unlike access-controlled freeways, abutting land uses can be served directly by these Arterials (e.g. Routes 22, 44, 52, & 55; sections of Routes 9 & 9D).
4. Minor Arterials: these roads provide service for trips of moderate length and serve geographic areas that are smaller than served by Principal Arterials (e.g. Routes 113, 199, & 376; sections of Routes 9G, 82, & 115; CR 28, 77, & 104).
5. Major & Minor Collectors: these roads serve a critical role in the network by gathering traffic from Local Roads and funneling them to the Arterial network (e.g. CR 34-Baxtertown Rd & CR 35-Osborne Hill Rd in Fishkill).
6. Local Roads: these roads are not intended for long distance travel, except at the origin or destination part of a trip, but instead provide the most direct access to abutting land uses.

### **Urban and Rural**

For each classification, a road is further identified as being urban or rural based on its location within the defined or adjusted Urbanized Area.

### **Federal-aid Eligibility**

Functional classifications directly relate to federal-aid eligibility, which determines whether a road or other facility may receive federal transportation funding. Federal-aid highways are all public roads not functionally classified as either local (rural or urban) or rural minor collector; they can include state, county, and city, town, and village roads.

Based on our current functional classification map, approximately 26 percent (648 lane miles) of centerline mileage in Dutchess County is federal-aid eligible.

**Dutchess County Functional Classification Summary (2017)**

<b>Functional Classification</b>	<b>Total Centerline Mileage</b>	<b>Total Federal-Aid Eligible</b>	<b>% Federal-Aid Eligible</b>
<b>Rural</b>			
Interstate	2	2	20%
Principal Arterial-Other Freeway	27	27	
Principal Arterial-Other	70	70	
Minor Arterial	23	23	
Major Collector	99	99	
Minor Collector	155	0	
Local	752	0	
<b>Total Rural</b>	<b>1,129</b>	<b>221</b>	
<b>Urban</b>			
Interstate	46	46	31%
Principal Arterial-Other Freeway	19	19	
Principal Arterial-Other	84	84	
Minor Arterial	72	72	
Major Collector	196	196	
Minor Collector	10	10	
Local	934	0	
<b>Total Urban</b>	<b>1,362</b>	<b>427</b>	
<b>Total</b>			
	<b>2,491</b>	<b>648</b>	<b>26%</b>

<sup>i</sup> FHWA, *Highway Functional Classification Concepts, Criteria, and Procedures*, 2013, [http://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/](http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/)