DCTC Planning Committee – 05/26/21 Meeting Agenda

1. Introductions

2. Announcements

3. Public Participation

4. New Business
   a. Draft TIP Amendment #20-04: PIN 812749-TSP repaving in Pleasant Valley & Clinton

5. Moving Dutchess Forward (2021 Transportation Plan)
   a. Plan update & schedule
   b. Public engagement
   c. Vision statement
   d. Goal 4 – Invest review

6. Project Updates
   a. Poughkeepsie 9.44.55
   b. Traffic Count Program
   c. Mid-Hudson Valley TMA (S307 funds; Freight planning)

Next Meeting: Wed., June 23, 2021 at 10:00 a.m.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- Former TIGER & BUILD programs
- Competitive program for projects that will have a significant local or regional impact
- Deadline is **July 12, 2021**
- Capital & Planning projects eligible
- Urban & Rural categories
  - $5 million - $25 million for urban
  - $1 million - $25 million for rural
- Local match of 20%
- New: Areas of Persistent Poverty
- Obligate by FFY 2024

For more information: [https://www.transportation.gov/RAISEgrants](https://www.transportation.gov/RAISEgrants)
FHWA Mentoring, Assistance, Training, and Communication Help (MATCH) Program

- Free, broad-based technical assistance to locals with road safety challenges
- Connects agencies with volunteers that have specific expertise to help address safety issues
- Requests must be submitted directly by a public agency
- Includes phone calls, email exchanges, web-conferences, or site visits (on a limited basis)

https://safety fhwa dot gov/local_rural/match/
## Draft TIP Amendment #20-04

### Likely adding two more projects for County Public Transit:
- **Support Vehicles & Maintenance Equipment**

<table>
<thead>
<tr>
<th>AQ CODE</th>
<th>COUNTY</th>
<th>TOTAL PROJECT COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>AQC:A10</td>
<td>DUTCHESS</td>
<td>$12.5-$19 M</td>
</tr>
<tr>
<td>AQC:A10</td>
<td>DUTCHESS</td>
<td>$12.5-$19 M</td>
</tr>
</tbody>
</table>

### From
- **Project Description**: Repaving the Taconic State Parkway from Route 44 to Willow Lane, Towns of Pleasant Valley and Clinton in Dutchess County
- **AQC Code**: A10
- **Fund Sources & Obligation Date**
  - SDF 05/2021: 1.760
  - NHPP 10/2021: 1.408
  - PIT BOND 10/2021: 0.352
  - NHPP 10/2021: 9.385
  - PIT BOND 10/2021: 2.346
- **Total 5yr Cost**: 15.251

### To
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- **5-Year Program (FFY) Starting October 01, 2019**
  - FFY 2020: 1.760
  - FFY 2021: 1.408
  - FFY 2022: 0.352
  - FFY 2023: 9.385
  - FFY 2024: 2.346

### Ballot Comment:
- DCTC20-4 TO ADD PROJECT WITH STATEWIDE FUNDS.
Draft Plan Update

Public outreach
- In person presentations
  - May 19th (Fishkill Town Board)
  - June 24th (East Fishkill Town Board)
  - Others (your community)?
- Funding Priority Tool
- Virtual Meeting:
  - June 16th 4-5 p.m. (TENTATIVE)

Plan content
- Goal 4 – Invest (soon)
- Performance measures (soon)
- Conformity (underway)
  - ICG Concurrence (5/21/21)
- System Performance Report (underway)
Funding Priority Tool

If you had $100 to invest in transportation, to remove barriers to access and support economic opportunity, environmental preservation, and improved quality of life, how would you divide up your investment dollars? Would you prioritize one project category or spread the funding around?

https://movingdutchessforward.com/funding-priorities/
Funding Priority Results

- Road & Bridge Maintenance: 22
- Safety Improvements: 11
- Walking & Bicycling Improvements: 15
- Shared-use Paths & Rail Trails: 9
- Bus Service: 15
- Train Access: 8
- Electric Vehicle Charging: 5
- Complete Streets Studies: 16

Planning for our transportation future.

6/1/2021 Dutchess County Long Range Transportation Plan
Plan Schedule

Draft Goal 1 - LEARN

Draft Goal 2 - ASSESS

Map Viewer Video & Survey Website Launch

Draft Goal 3 - ADVOCATE

Transportation Equity

Draft Goal 4 - INVEST

- June 16th
- Conformity
- System Performance Report

Final Plan

Final Plan

Dutchess County Long Range Transportation Plan

Draft Plan

Plan Schedule

6/1/2021

Dutchess County Long Range Transportation Plan
By 2045, Dutchess County’s transportation system will be safer, more reliable, resilient, and equitable.
Goal 4 (Invest)

How should we invest?

• How does transportation funding work?
• How much is available?
• How much is needed?
  • State of Good Repair (roads, bridges, sidewalks, buses, etc.)
• Transformative Projects & Packages
How does transportation funding work?

• We look at three levels...
  o Federal, State, & County/Local

• We look at three ‘buckets’ of funding
  o Highway, Transit, & Planning

Includes roads, bridges, walking, & bicycling programs
Goal 4 (Invest)

How much is available?

• Highway, Transit, & Planning
• Assumes flat funding
• Short term (2022-25)
• Long term (2025-45)
• Planning period (2022-45)
## Draft Goal 4 (Invest)

### Estimated Highway Funding ($ in millions)

<table>
<thead>
<tr>
<th>Source</th>
<th>Planning Period (2022-2045)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core federal programs (NHPP, STBG, HSIP)</td>
<td>$605</td>
</tr>
<tr>
<td>State multi-county federal funds (DCTC portion)</td>
<td>$282</td>
</tr>
<tr>
<td>Competitive federal programs (TAP/CMAQ, HSIP, BRIDGE NY)</td>
<td>$176</td>
</tr>
<tr>
<td>State Dedicated Funds</td>
<td>$113</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,176</strong></td>
</tr>
</tbody>
</table>

- Includes non-federal matches as required
- Subject to change prior to Final Draft
### Draft Goal 4 (Invest)

**Estimated County Transit Funding ($ in millions)**

<table>
<thead>
<tr>
<th>Source</th>
<th>Planning Period (2022-2045)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core federal programs (5307/5340, 5339)</td>
<td>$71</td>
</tr>
<tr>
<td>Competitive federal programs (5310)</td>
<td>$9</td>
</tr>
<tr>
<td>State Operating Assistance</td>
<td>$89</td>
</tr>
<tr>
<td>County funds</td>
<td>$43</td>
</tr>
<tr>
<td>Local revenue</td>
<td>$34</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$247</strong></td>
</tr>
</tbody>
</table>

- Subject to change prior to Final Draft

6/1/2021

Dutchess County Long Range Transportation Plan
### Draft Goal 4 (Invest)

**Estimated MTA Transit Funding ($ in millions)**

<table>
<thead>
<tr>
<th>Source</th>
<th>Planning Period (2022-2045)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core federal programs (5307/5340, 5339)</td>
<td>$242</td>
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</tbody>
</table>

* Regional total
## Draft Goal 4 (Invest)

### Estimated Planning Funding ($ in millions)

<table>
<thead>
<tr>
<th>Program</th>
<th>Planning Period (2022-2045)</th>
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</thead>
<tbody>
<tr>
<td>Core federal programs (FHWA-PL, FTA 5303)</td>
<td>$16.2</td>
</tr>
<tr>
<td>Carryover federal</td>
<td>$0.7</td>
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<tr>
<td>Matches</td>
<td>$3.8</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$20.7</strong></td>
</tr>
</tbody>
</table>
How much is needed?

- Highway
  - Roads & bridges
  - Sidewalks & rail trails
- Transit (bus focus)

Total Needed:
- Bridges: 43%
- Roads: 28%
- Transit (bus): 27%
- Walking (sidewalks): 2%
- Bicycling (rail trails): <1%

*Subject to change
### Estimated Needs ($ in millions)

<table>
<thead>
<tr>
<th>Focus</th>
<th>Planning Period (2022-2045)</th>
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</thead>
<tbody>
<tr>
<td>Bridges (replacing 71 bridges + maintenance)</td>
<td>$314</td>
</tr>
<tr>
<td>Roads (repaving 327 miles + operations)</td>
<td>$320</td>
</tr>
<tr>
<td>Transit (bus capital &amp; operating costs)</td>
<td>$490</td>
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<tr>
<td>Walking (sidewalk replacements)</td>
<td>$17</td>
</tr>
<tr>
<td>Bicycling (rail trail maintenance)</td>
<td>$2.9</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,144</strong></td>
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</table>

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Draft Goal 4 (Invest)

Transformative Projects... we’re thinking big:

- Market Street two-way conversion – Poughkeepsie
- Arlington Main Street redesign – Poughkeepsie
- Transit Services for Northern Dutchess & Harlem Valley
- 44/55 arterials redesign - Poughkeepsie

But being realistic when it comes to financing
Draft Goal 4 (Invest)

Transformative Projects (con’t):

• Route 82 redesign – East Fishkill (Hopewell)
• Beacon-Hopewell Rail Trail – Beacon, Fishkill, East Fishkill
• 9/44/55 interchange – Poughkeepsie
• 9D/I-84 interchange – Fishkill/Beacon
Draft Goal 4 (Invest)

Transformative Packages:

- Road & bridge maintenance
- Safety improvements at high crash locations
- Walking & bicycling improvements
- Shared-use paths & rail trails
- Bus service improvements
Transformative Packages (con’t):

• Train Access Improvements
• Congestion management & operations
• Electric Vehicle charging stations
• Complete Streets corridor studies
• Land use & zoning reform incentive program
### Draft Goal 4 (Invest)

#### Fiscal Constraint ($ in millions)

<table>
<thead>
<tr>
<th>Focus</th>
<th>Available Funding</th>
<th>Transformative Projects</th>
<th>Transformative Packages</th>
<th>Balance</th>
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<tbody>
<tr>
<td>Highway</td>
<td>$1,176</td>
<td>$132</td>
<td>$1,133</td>
<td>$(89)</td>
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<tr>
<td>Transit</td>
<td>$247</td>
<td>$31</td>
<td>$313</td>
<td>$(97)</td>
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<tr>
<td>Planning</td>
<td>$21</td>
<td>n/a</td>
<td>$5</td>
<td>$16</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,444</strong></td>
<td><strong>$163</strong></td>
<td><strong>$1,451</strong></td>
<td><strong>$(170)</strong></td>
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</table>

Assumes outside federal funding (e.g. grants, economic stimulus programs, regional federal funds) will offset shortfalls.
Print Materials

Download from the project website

High-Crash Locations Analysis
Methodology

For our crash analysis, we used the most recent 5-year crash data (2015-2019 from NYSDOT) and considered high crash corridors, segments, and intersections. For each corridor, we considered State, County, and local crash severity. For the overall crash analysis, we considered all crashes, including those on state and county roads (excluding some local roads), and we did not evaluate ramps. We only included crashes within fifteen feet of a roadway.

High-Crash Corridors

We defined corridors as the entirety length of a State, County, or local road in Dutchess County, with some exceptions for special cases. On State roads:

- OW (Over-Waterport) Road from Route 214, Route 22, Route 9, and Route 18 were treated as part of a continuous corridor (i.e., Route 214, 22, 9, 18).

- Boulvards (Route 374 in Atholton, Route 31 in LaGrange, and Route 17) were treated as one continuous corridor.

- Separated medians (S1P, 164, and 441) were treated separately by direction.

- Route 16 was separated into two corridors based on different characteristics (north of Philipstown vs. south of Philipstown).

Printed content also available upon request

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