

Dutchess County Transportation Council
Planning Committee Meeting Summary

Wednesday, October 24, 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. Mark also noted the revised agenda, which removed the item concerning the new website, which is still under development.

Mark reminded the Committee that the Planning Dept. is moving its office to 85 Civic Center Plaza (Poughkeepsie Journal Building), Suite 107 in early December. We're still not sure if we'll be able to hold future Planning Committee meetings in the new facility.

Mark noted that Central Hudson is holding an Electric Vehicle Summit on October 30th at Lake Katrine. The summit will include presentations and demonstrations on electric vehicles, related technologies and available incentives. The event is geared towards municipalities, businesses and other facilities interested in incorporating electric vehicles and related infrastructure to their locations. RSVPs were due October 23rd, but you might still be able to attend.

Mark also alerted the Committee to a new Governors Traffic Safety Committee (GTSC)-funded pedestrian safety education program that staff is working on in conjunction with the Dept. of Behavioral and Community Health (DBCH). The GTSC encouraged us to work with the City/Town of Poughkeepsie as they were designated by NYSDOT as focus communities (one of 20 within the State) based on the number of pedestrian crashes. We are working on three elements:

- Youth: We are starting with a pilot this fall at Morse E.S., which includes a 4-session Walk Safe curriculum developed by the New York Bicycling Coalition. We are also working with the City Police to incorporate pedestrian safety education in their work with students at Morse E.S.
- Seniors: We are also working with Office for the Aging to adapt NYSDOT's pedestrian safety presentation for seniors, to be tested in T/Wappinger in November (due to a request there) and then presented at the City and Town of Pok senior centers, likely this spring.
- Transit riders: We are also working with Dutchess County Public Transit to install more *Watch Out For Me* ads on buses and possibly at City bus shelters.

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

Mark Albrecht (MTA) informed the group that this would be his last meeting before retirement. He introduced Mr. Olu Folarin, who will be the new contact from MTA, noting that Mr. Folarin formerly worked for NYMTC, and is very familiar with MPO procedures.

Bob LaColla (Town of Fishkill) noted that southwest Dutchess municipalities have been working together on a number of issues, including alternatives to heavy salt use on roads. The group discussed various pilot programs and ideas.

4. Draft SFY 2019-2020 Unified Planning Work Program (UPWP)

- a. Review planning proposals: Mark briefly reviewed the status of the planning proposals that were discussed at the September meeting. Mark reminded the Committee that we are being urged to spend down our savings backlog, so as to avoid the potential loss of funds. To that end, we have agreed in principle to initiate two consultant projects in 2019-2020 that would use some of these backlog funds: 1) the Route 9/44/55 Interchange and Arterials Alternatives Analysis, and 2) Arlington Main Street Redesign. Three other projects – Pleasant Valley Hamlet Pedestrian Study, and the CR 14 (Hollow Rd.) and CR 17 (Salt Point Turnpike) safety assessments in Clinton – will be completed by staff. Actual work on these would not occur until after the UPWP goes into effect on April 1, 2019. In the meantime, staff will begin to lay the groundwork for progressing these projects as the new UPWP is established. This will include the development of draft scopes of work.
- b. Planning Budget: Mark noted that we are awaiting the final planning budgets from NYSDOT, which should be available in November. In the meantime, we will use this year’s allocation from the 2018-2019 UPWP to develop the Draft 2019-2020 UPWP. Accordingly, in 2018-2019, our annual allocation totaled \$665,907. This included \$540,527 from the FHWA PL program and \$125,380 from the FTA MPP program. We also have, at a minimum, an additional \$536,000 in backlog funds that are available for programming; this may be higher, but we should know more in November, when we receive our current backlog number. Mark noted that the DCTC did spend down a sizeable piece of the backlog, by well over \$100,000, during the 2017-2018 UPWP.

Ray Oberly (Town of Clinton) asked whether other MPOs had similar savings backlogs. Mark replied that it varied across the 14 New York MPOs, with some operating year-to-year while others keep backlogs such as ours.

- c. Long-Range Plan: Mark noted that our MTP will need to be updated in 2020, and that preliminary work on that will begin in 2019.

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

- a. Transportation Alternatives Program (TAP) and Congestion Mitigation & Air Quality Improvement (CMAQ) program: Mark stated that applications are still under review by NYSDOT and that no date has been established for the award announcements.
- b. Highway Planning Targets: Mark indicated that the MPOs have been told to assume flat highway funding targets for the upcoming FFY 2020-2024 TIP. We are scheduled to approve a new TIP by June 2019. We are still finalizing our targets for the next TIP, but for background, the current TIP used an annual planning target of approx. \$18 million in federal highway funds. This amount included \$11 million from the National Highway Performance Program (NHPP) and \$1 million for Highway Safety Improvement Program (HSIP), two programs not typically available to local agencies. Our working Surface Transportation Block Grant target, including the off-system bridge program, ranges from \$3-\$6 million. Again, we're still finalizing these targets. The targets shown on the spreadsheet represent a worst case scenario. At \$3 million annually we run into shortfalls in FFY 2020 and 2022, and overall for the five-year program. A \$6 million annual target eliminates the overall shortfall, though projects in 2020 would need funds shifted in from other years. If we end up using the \$6 million targets, we will likely reserve any un-programmed funds as a block PIN in the TIP and then issue a call for projects; perhaps in late 2019. Mark and Olu Folarin (MTA) discussed options for shifting funds between years on the TIP.
- c. Local Federal-aid highway project review for FFY 2020-2024: Mark provided an overview of the local federal-aid highway projects in the upcoming TIP. Based on the hard work of sponsors to progress projects, coupled with flat funding over the years, the projected TIP will only include 11 local federal-aid projects. Two of these are long-standing High Priority Projects (HPP) (i.e. federal earmarks) that seem unlikely to occur in the near future. This leaves us with nine active highway projects: four bridge replacements, four road reconstructions, and a pedestrian safety project. Mark highlighted the fact that the new TIP may not contain any DCDPW projects, the first time since 1985 that this has occurred. In its current form, the TIP will only have three local project sponsors: the cities of Beacon and Poughkeepsie, and the Town of East Fishkill. The amounts shown on the table include the latest cost estimates and increases, notably for the City of Beacon Fishkill/Teller Ave. projects and the City of Poughkeepsie Garden St. Bridge project. Mark reiterated that the proposed project list was subject to change, and a work in progress.

The group discussed the earmarks, and whether there was any possibility of removing them from the TIP. Sandra Jobson (NYSDOT) stated that DOT's Local Projects Unit has been in discussions with the project sponsors. Mark noted that Old Route 55 in Pawling may not need funding due to a recent repaving.

Bob LaColla (Town of Fishkill) asked about options for covering shortfalls if there is not enough money. Mark discussed how DCTC could potentially work with NYSDOT to address this issue if it should arise. This includes looking at the targets and available offsets.

Emily Svenson (Town of Hyde Park) asked whether funds would need to be shifted if Hyde

Park's Transportation Alternatives (TAP) project needs to be delayed. Mark stated that TAP/CMAQ funds were not tied to our TIP caps and are safe.

Olu Folarin asked whether the projects with only construction funding listed on the TIP spreadsheet were design-build, or whether design had already occurred. Mark stated that they were not design-build.

Mark warned that much of this assumes that the local highway projects programmed for construction in 2019 will happen as scheduled. As reference, we currently have 10 local highway/pedestrian projects slated for construction obligation in 2019. Mark briefly listed the ten projects, which range from linear road and intersection reconstructions, a bridge, and various pedestrian improvements. These projects account for over \$30 million in federal highway funding to local sponsors (total investment is over \$37 million). Mark reiterated the magnitude of this amount, noting that it represents one of the highest annual amounts in recent TIP memory. For comparison, in FFY 2017 we had well under \$4 million in local federal obligations. This very large amount of funding makes it difficult to absorb any required offsets in FFY 2020. Mark urged sponsors to obligate the funds as scheduled, since we may not have the luxury to reschedule. Again, Mark noted that FFY 2019 will prove to be a milestone year for our program. The group discussed how 2019 came to be such a big year. Mary Aldrich (DPW) noted that the Harlem Valley Rail Trail has been obligated.

6. Program/Project Updates

- a. Mid-Hudson Valley Regional Transit Plan: Mark stated that a series of stakeholder meetings were held last week to introduce the study and garner some preliminary thoughts about what works and doesn't work in the regional transit system. The Dutchess County meeting was held at Marist College on Oct. 18 and was well attended by a variety of stakeholders. This included colleges, medical centers, business community, tourism, and human service agencies. The [project website](#) is now live. It includes [an online survey](#) that we encourage municipalities to post on municipal websites and encourage constituents to complete. Mark acknowledged the work done by Orange County staff, who managed the RFP and contract.
- b. 2018 Pavement Condition Program: Mark noted that Dylan issued the 2018 pavement reports on Oct. 12 to the 17 municipalities that were originally assessed in 2016. We have received some feedback from towns about the data. Bob LaColla asked whether there would be any way to normalize the data to account for differences in judgment between scorers. Dylan and Mark discussed potential strategies. Bob also noted that the Town is interested in determining whether road quality drops steeply at a particular point, so that the Town can better anticipate paving needs. Mark and Dylan noted that further analysis was forthcoming, including municipal maps and a crash data overlay.
- c. Village of Pawling Pedestrian Plan: DCTC held a Task Force meeting on Oct. 10 to discuss the results of public outreach efforts in Sept. and to review a preliminary set of recommendations and areas of focus.

d. Safety Planning:

- We have scheduled a Safety Assessment on Nov. 13-14 for the segment of CR 9 (Beekman Rd) from CR 29 (Carpenter Rd) to the Taconic State Parkway in the Town of East Fishkill.
- We will continue to monitor the progress on improving safety of the Route 52 corridor in Fishkill. Mark asked Bob LaColla if anything had changed on this issue; Bob stated that he spoke to Ed Goff at NYSDOT Region 8, and that they are holding off on any changes until a nearby signal project is complete. Mark and Bob discussed possible steps to take in the interim, including a crash data analysis and a walk-through.

e. Highway Project Database/Calendar: At previous meetings, the Committee inquired about the DCTC’s ability to improve the flow of project information between agencies and local municipalities. Mark indicated that for now, we should pursue this through the 511NY system.

7. Next Meeting: Wed., Nov. 28, 2018 at 10 a.m. at Dutchess County Planning Dept.

Attendance:

Name	Organization	Address or Email	Phone
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	MTA	malbrech@mtahq.org	212-878-7082
Olu Folaren	MTA	ofolarin@mtahq.org	212-878-7080
Bob LaColla	Town of Fishkill	supervisor@fishkill-ny.gov	845-831-7800
Mark Figliozzi	Town of Pleasant Valley	pvs@pleasantvalley-ny.gov	845-635-3598
Ray Oberly	Town of Clinton	townsupervisor@townofclinton.com	845-266-5721
Dick Thurston	Town of Wappinger	rthurston@townofwappinger.com	845-297-2744
Mary Aldrich	DCDPW	maldrich@dutchessny.gov	845-486-2906
Bill Gallagher	Town of Milan	supervisor@milan-ny.gov	
Robert Mortell	YMTC-MHSTCC	robert.mortell@dot.ny.gov	845-431-5710
Don Beer	Town of Poughkeepsie	dbeer@townofpoughkeepsie-ny.gov	845-790-4736
Emily Svenson	Town of Hyde Park	esvenson@hydeparkny.us	845-489-2286
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