

Dutchess County Transportation Council Planning Committee Meeting Summary

Wednesday, April 25, 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.
- Mark reported that the Council approved DCTC Resolutions #18-01, 02, and 03, which addressed the new 2018-2019 UPWP, TIP Amendment #17-05, and a FTA funding loan to Ulster County Area Transit. Mark thanked voting members for their patience concerning the March 8, 2018 meeting cancellation due to inclement weather. Mark noted that we might look at the month of February for this meeting, given the poor March weather in the past two years.
- TMA Federal Certification Review: The Mid-Hudson Valley Transportation Management Area (TMA), comprised of the DCTC, Orange County Transportation Council, and Ulster County Transportation Council – received a draft of its Federal Certification Review report, which included two corrective actions:
 1. *Unified Planning Work Program (UPWP) End-of-Year Reporting* – The three MPOs have been instructed to report their year-end expenditures for their UPWPs. This has been a statewide corrective action for other MPOs in NYS. Accordingly, NYSAMPO and NYSDOT developed a statewide standard for reporting end-of-year UPWP expenditures. It consists of a spreadsheet that each MPO will complete to show the budgeted and expended amounts for individual tasks at the end of each program year. We plan to include it in our upcoming semi-annual progress report to NYSDOT.
 2. *Congestion Management Plan (CMP) Update* – The three MPOs must revise the CMP, specifically with regard to addressing multimodal measures, implementation, and periodic assessment. Knowing this was going to be an issue, the TMA began work on the CMP earlier this year, starting with the formation of a TMA working group. This group completed a Work Plan that the three MPOs agreed to pursue. Accordingly, over the past two months, the working group has conducted regular conference calls to review the CMP, including calls with staff from the University at Albany’s AVAIL team to identify how we can use data from the National Performance Management Research Data Set (NPMRDS) to update the CMP. We are currently identifying the most appropriate

congestion measures for our region and have started to update the CMP report itself. We are asking FHWA/FTA to clarify the due date for the CMP update.

Bob LaColla (Fishkill) asked whether the CMP would consider future transportation needs, including the impact of autonomous vehicles (AVs). Mark stated that these topics would be reflected in the next long-range Transportation Plan. The group engaged in a discussion about the role of MPOs and local government in preparing for AVs, ride-sharing (such as Uber and Lyft), and other mobility options. Mark noted that other regions are also dealing with this, and we could do some research to identify best practices. Emily Dozier (DCTC) raised the possibility of studying the issue through a shared cost initiative through New York State Association of MPOs (NYSAMPO). Marty Burke (First Transit) noted that First Transit is pilot-testing AVs at several locations around the country. He offered to share more information with Mark. Discussion concluded with an understanding that staff will investigate the matter further and report back.

The Certification Review also included recommendations for the TMA and each individual MPO, but many of these will be addressed during our routine updates of the Transportation Plan, TIP, and UPWP. We expect the final report in May.

- South Coast Air Quality Management District v. EPA decision: In Feb. 2018, the Court of Appeals for the District of Columbia issued a decision concerning a lawsuit filed by the South Coast Air Quality Management District (California) vs. EPA. In this decision, the court vacated portions of a 2015 final rule that established procedures for transitioning from the 1997 National Ambient Air Quality Standard (NAAQS) for ozone to the stricter 2008 standard. The EPA's 2015 rule included a provision that areas designated as nonattainment for the 1997 standard (including Dutchess County) would not be subject to conformity requirements if they met the stricter 2008 standard. The Court's decision overturned this provision, holding that non-attainment areas for the 1997 standard, but attainment for the 2008 standard, must remain subject to conformity requirements for the 1997 standard to avoid "backsliding." A number of MPOs in NYS could be affected by this decision. We are awaiting further guidance from the EPA and FHWA before proceeding in response to this decision.
- BRIDGE NY: Mark reminded the Committee that the BRIDGE NY call for projects ends this Fri., April 27. Bob LaColla (Fishkill) indicated that a potential bridge project had been brought to his attention, and he was considering whether to submit an application.
- Transportation Alternatives Program (TAP): The statewide TAP call for projects will occur this spring. We expect minimal changes (if any) to be made to the previous TAP-CMAQ guidelines and application process. Mark noted the following:
 - NYSDOT will be using the State's Grants Gateway tool, so folks might want to research the platform now to ease the learning curve.
 - The application period will be about 2.5 months, likely starting in mid-May.
 - About \$100 million will be available (two years of funding, so next call would be 2020).

- Extra points will be awarded to applications pre-reviewed by a P.E.
- As of now, projects will still be evaluated by other MPOs, but the “home” MPO will also have an opportunity to review the applications, though it’s still undecided how this will happen. Regardless, applicants should write their applications so that someone unfamiliar with the area can understand the scope, local context, supporting plans, etc.

Sandra Jobson (NYSDOT) noted that TAP projects are expected to be constructed quickly, so the program is best suited for projects without complicated right-of-way or environmental issues.

- Federal Funding: Mark made the Committee aware of a pending \$7.6 billion rescission (cancellation) of federal-aid highway funding in the current transportation law (the FAST Act). The rescission, scheduled for July 1, 2020, will take back unspent federal highway funding authority across the states. New York’s share of this rescission is approximately \$415 million. New York will have insufficient unobligated contract authority to absorb the decrease. Current estimates indicate that the State will be required to reduce its obligation of new federal-aid highway projects by approximately \$371 million. This may result in the longer-term deferral of programmed projects across the State. Mark noted that the underlying cause for much of this is the continued insolvency of the Highway Trust Fund.
- Cornell Local Roads Program (CLRP) Workshop: Mark noted that CLRP will be holding a Pavement Maintenance workshop on **May 22, 2018** at the Cornell Cooperative extension in Millbrook. Registration is required. The course will discuss appropriate maintenance techniques for local highway departments.
- Website: We are updating the DCTC website in concert with the Planning Department and eventually the entire Dutchess County website. We are working to use Plain Language guidance (<https://www.plainlanguage.gov/>): be concise, use short paragraphs, use less technical language, etc. Mark asked Committee members to let staff know if they have any suggestions to make the site more readable or easier to navigate. He recommended that members visit www.boston.gov to get a sense of what the County’s new website might look like.

3. Public Participation – Mark opened the meeting for public comment and general announcements. Ray Oberly (Clinton) thanked Emily for the traffic volume analysis and data that she sent to municipalities.

4. Federal Performance Monitoring Requirements

Mark noted that the previous federal transportation law, MAP-21, and the current law, the FAST Act, have placed a great deal of importance on developing and implementing various performance measures (PM’s) for State DOT’s and MPOs. There are currently four sets of federally-required measures:

- a. Safety Performance Measures: This was first PM established by the State as it had the nearest deadline for implementation. It includes five components: Number of Fatalities, Rate of

Fatalities (per 100 million VMT), Number of Serious Injuries, Rate of Serious Injuries, and Number of Non-motorized Fatalities and Non-motorized Serious Injuries. NYSDOT established its statewide targets in 2017 for 2018, which DCTC endorsed through a resolution late last year.

- b. Pavement and Bridge Condition Measures (PM-2 Rule): The FAST Act requires performance measures for State DOTs and MPOs to use in managing pavement and bridge performance on the National Highway System (NHS). For pavement, the components focus on % of Interstate pavements in Good condition, % of Interstate pavements in Poor condition, % of non-Interstate NHS pavements in Good condition, and % of non-Interstate NHS pavements in Poor condition.

States must establish 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018. They may adjust targets at the Mid Performance Period Progress Report (October 1, 2020). MPOs may support the State 4-year target or establish their own within 180 days after the State target is established (Nov. 2018).

For bridges, the PM components are % of NHS bridges by deck area classified as Good condition and % of NHS bridges by deck area classified as Poor condition. The rule applies to bridges carrying the NHS, including bridges on on-and off-ramps connected to the NHS.

- c. System Performance Measures (PM-3 Rule): The PM-3 measures addresses three areas, focused on the National Highway System (NHS): Travel Time Reliability; Truck Travel Time Reliability; and Traffic congestion and on-road mobile source emissions. State DOTs will need to establish targets by May 20, 2018. MPOs will have an additional 180 days to establish their targets if they choose. NYSDOT and the MPOs are working with the [AVAIL labs](#) at U Albany on a tool for these measures.
- d. Transit Asset Management/State of Good Repair: A capital asset is in a state of good repair when that asset: 1) is able to perform its designed function, 2) does not pose a known unacceptable safety risk, and 3) its lifecycle investments have been met or recovered. The DCTC approved transit measures for DCPT and MTA last year, though they may need to be updated this year for 2019.

Included in the FAST Act is a requirement 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. The draft agreement that was included in the meeting notice is based on that template, but has been modified for our purposes – most importantly by naming Dutchess County and MTA as agencies (similar to the 2011 written agreement we did for a broader range of agencies and purposes). NYSDOT has agreed to sign the agreement as is. However, we are awaiting input from the MTA. The MPOs are on an aggressive schedule, because STIP changes cannot be made after May 27, 2018 if these agreements are not in place.

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

- a. Pedestrian Safety Action Plan (PSAP) Project Review: Mark reviewed the status of the local projects submitted in response to the recent statewide PSAP call for projects. Mark reminded the Committee that the PSAP program is focused on systemic, low-cost countermeasures at signalized intersections and uncontrolled crosswalks. \$40 million in Federal Highway Safety Improvement Program funding is available statewide. Projects have to be located within the Urbanized Area, with special attention paid to 20 focus communities, which include the City and Town of Poughkeepsie. Sandra Jobson (NYSDOT) added that the minimum project amount is \$250,000.

Mark stated that NYSDOT-Region 8 received 11 proposals for a total request of over \$15.4 million. Since the Region's funding target is approximately \$8.3 million (including almost \$5 million for focus communities), not all eligible projects will receive full funding. Region 8, in consultation with the four MPOs, agreed to follow a modified fair share formula to support eligible projects across the region. This formula looked at the amounts requested for focus and non-focus communities compared to the total amounts requested, rather than a formula based on population or lane miles. In addition, since the proposals must use prescribed countermeasures, there is little difference in the projects, besides their locations, making it difficult to do direct comparisons. Accordingly, Dutchess County is working with a funding target of over \$2.4 million or 29% of Region 8's share (more than twice what would be available if we used a population-based formula).

Two proposals were submitted for Dutchess County—City of Beacon and City of Poughkeepsie—totaling over \$4.1 million. Based on Region 8's eligibility review of the two applications, it appears many of the locations in the Beacon proposal are ineligible, while a few locations in the Poughkeepsie proposal are ineligible.

For Beacon (total request \$500,000), some of the proposed locations are under NYSDOT jurisdiction, are already STOP controlled, or requested countermeasures that cannot be applied to the location. The few locations that are eligible do not meet the minimum cost threshold of \$250,000. We therefore do not recommend moving this application forward. The City may want to pursue a TAP grant instead. For Poughkeepsie (total request \$3,651,000), approx. \$3.1 million of the total request was deemed eligible. However, our target of \$2.4 million would likely be the limit of any award.

We will forward our MPO recommendations to Region 8, who will then package the recommendations from the other MPOs and forward them to NYSDOT-Main Office for review and final award.

Sandra Jobson (NYSDOT) noted that, after a detailed NYSDOT review, the funding shortfall is not as great as initially listed, because nearly all proposed projects had ineligible elements that shrunk their scope. She was happy that so many communities within Region 8 took advantage of the program, including all seven focus communities.

Mark also commended the City of Poughkeepsie's Community Development Coordinator Paul Hesse's work on their application.

- b. TIP Project Review: Mark reminded the group that we are under pressure to improve our TIP/STIP performance – meaning that the TIP should accurately reflect project schedules, especially for construction phases, with the intent of completing projects on time. To that end, we are beginning to review existing projects, with a focus on phases in FFY 2018 and 2019. This was the impetus behind the recent TIP Questionnaire. To provide context, we looked into the history of current projects and developed the spreadsheet that was provided in the meeting notice. This was also prompted by a request from DCDPW, who was reviewing project reimbursements with the County Comptroller.

Bob LaColla (Fishkill) asked how many projects have been constructed since the listed projects first got onto the TIP, so that we could get a sense of what percentage of projects have been delayed. Mark stated that staff could look into that, and Sandra Jobson (NYSDOT) said that NYSDOT could put together a list of all non-NYSDOT let projects.

- c. Draft TIP Questionnaire: Mark reviewed the responses from the TIP Questionnaire that was issued to local sponsors in early April. We received responses from DCDPW, Beacon, the City of Poughkeepsie, and Wappingers Falls. We are following up with Hyde Park, Beekman, and Town of Pawling. The goal of the questionnaire is to have local sponsors report on the status of their current TIP projects. A fillable form was created to help with submissions. Mark stated that for sponsors of multiple projects (DCDPW, City of Beacon, and City of Poughkeepsie), he plans to organize meetings between the sponsor and NYSDOT Local Projects Unit staff.
- d. Draft TIP Amendment 17-06: Mark alerted the Committee to a Draft Amendment (#17-06) that will be in the works for this summer. Currently, it only includes one new State project (PIN 801076), to upgrade traffic signals throughout Dutchess County in FFY 2018. Mark noted that we try to bundle as many changes as possible into a single Amendment. We suspect that other changes will be needed as we start updating projects this spring/summer to right-size FFY 2019. Accordingly, we will process Amendment 17-06 as late as we possibly can, perhaps in July, so we can capture as many changes as needed. Our next approval window would be in the fall. In the interim, we will present the Committee with working drafts of the Amendment. More information will likely be presented at the May and June Planning Committee meetings, due in part to needed changes from our project review.

6. Federal Transit Funding

- a. Status of sub-allocation of FFY 2017 FTA S.5307 & 5339 funding: Mark stated that the TMA is still awaiting an inter-state agreement between NY and NJ concerning sub-allocation of FFY 2017 FTA S.5307 and 5339 funding. When finalized, we expect Dutchess to receive \$1,782,525 in 5307 funds and \$444,560 in 5339 funds for a total of \$2,227,085. MTA would also receive \$2,898,896. As mentioned at previous meetings, we need the interstate agreement finalized

before we can develop our sub-allocations and applicable resolutions. NYSDOT has stated that this issue is being discussed by their senior management. Mark asked Marc Albrecht (MTA) whether he had heard any updates, and Marc stated that he had not.

- b. Status of project review for unallocated FFY 2014-2015 S.5307 funding: Mark provided an update on the TMA's recent call for projects for \$5 million in unallocated FFY 2014-2015 S.5307 funding. Based on a review of the three applications received and eligibility requirements (preventive maintenance and operating assistance were ineligible), the TMA 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-through 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 innovative mobility projects and planning initiatives by allocating \$200,000 to each MPO.

7. Countywide Crash Analysis

- a. 2012-2016 Crash Data Analysis: During the past few months, we have been analyzing 2012-2016 crash data to identify possible locations for Safety Assessments. 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 across the county, on county roads and at county and local intersections. This process built upon the analysis we performed for the 2016 long-range Transportation Plan. However, we updated our approach by calculating crash rates for segments, to normalize crashes based on traffic volume.
- b. High-crash locations – future Safety Assessments: Emily Dozier (DCTC) passed around maps and tables of high-crash county road segments and county and local intersections. She noted that several locations identified were the subject of previous Safety Assessments. She asked members to consult the list and consider applying for an Assessment in their municipality. She also discussed completed and proposed improvements for some of the identified locations, and noted that post-improvement comparisons will be possible in coming years. Sandra Jobson (NYSDOT) asked whether the analysis included crash severity. Emily stated that severity was not part of the current analysis, but staff had discussed including it in the next iteration.

8. Program/Project Updates

- a. Traffic Volume Trend Analysis – Emily noted that the report was issued on April 23, 2018.

- b. Mid-Hudson Valley Regional Transit Study RFP – Mark noted that interviews of the four consultant teams will occur on May 1, 2018.
- c. Village of Pawling Pedestrian Plan – Staff is awaiting for the local Task Force to be assembled.
- d. CR 71 (West Rd.) Sidewalk Feasibility Study in Pleasant Valley – Mark Figliozzi (Pleasant Valley) stated that he met with Dylan Tuttle (DCTC) last week, and that work on the update was progressing.
- e. Poughkeepsie Downtown Parking Improvement Plan – Mark noted that an Open House was held on April 10, 2018 and a Draft Strategic Plan completed. Mark noted that this Plan will be discussed in greater detail at a future meeting.
- f. 2018 Traffic Count Program – Dylan Tuttle (DCTC) stated that DCTC traffic counts would begin the week of May 6, 2018 and that municipal members should look for notices before counts are conducted in their municipality. Mark noted that NYSDOT is also counting local roads, and has already begun laying tubes.

9. Public Participation – Mark closed the meeting with public comments. Bob LaColla (Fishkill) asked Sandra Jobson (NYSDOT) about scheduled work for an I-84 bridge across railroad tracks and the Route 9 crossing of Fishkill Creek. He stated that the Town is concerned about detour routes, especially for emergency vehicles, if both of those projects happen at once.

10. Next Meeting: Wednesday, May 23, at 10 a.m. at the Dutchess County Planning Department.

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
James Morena (by phone)	Metro-North	morena@mnr.org	212-340-4011
Marc Albrecht	MTA	malbrech@mtahq.org	212-878-7082
Sandra Jobson	NYSDOT	sandra.jobson@dot.ny.gov	845-431-7930
Nicole Farmer	NYSDOT	nicole.farmer@dot.ny.gov	845-431-5739
Ray Oberly	Town of Clinton	townsupervisor@townofclinton.com	845-266-5721
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
Jeff Aman	Citizen		
Ron Knapp	City of Poughkeepsie	rknapp@cityofpoughkeepsie.com	451-4072
Vita Dobosh	DC Public Transit		473-8638
Marty Burke	DC Public Transit	mburke@dutchessny.gov	774-400-4728