

Dutchess County Transportation Council
Planning Committee Meeting Summary

Wednesday, January 30, 2019, 10:00 a.m. – noon

Poughkeepsie Town Hall (Main Board Room)
1 Overocker Road, Poughkeepsie, NY 12603

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 Poughkeepsie for hosting the meeting and noted that future meetings will likely rotate among municipalities.

Mark briefly reviewed the rotational changes to the 2019 roster of voting members for the DCTC. These changes are an annual occurrence for the partially Urbanized Towns and Urbanized Villages. Effective Jan. 1, 2019, the Town of Pleasant Valley will represent the partially urbanized towns and the Village of Pawling will represent the urbanized villages; both are one-year terms.

Mark indicated that the Transportation Alternatives Program (TAP) and Congestion Mitigation & Air Quality Improvement (CMAQ) applications were still under review by NYSDOT. No date has been established for the award announcements. DCTC staff will inform members as soon as they hear anything.

Mark updated the Committee on DCTC's revised 2019 meeting schedule. Mark also reported that the new Planning Department office was a great success and that the Department was looking into holding an Open House to introduce the space to local officials.

Mark reviewed the impacts that the federal shutdown had on the transportation program:

- FHWA: All operations continued, since all FFY 2019 contract authority had already been provided; there are enough appropriations from prior years from the Highway Trust Fund to keep FHWA reimbursement to states at the full amounts for about six months.
- FTA: All FTA employees were furloughed, and no grants or reimbursements were processed. This means transit agencies such as DCPT were not reimbursed or able to have grants obligated during the shutdown.
- Mark noted that we will continue to monitor these issues should the shutdown recommence.

Mark noted that the Cornell Local Roads Program (CLRP) will be holding a training session in

Dutchess County on 'Identifying and Reducing Legal Liabilities' on April 17, 2019. Registration is required; see <http://www.clrp.cornell.edu/workshops/workshops.htm>. Mark recommended the course, as a past participant. Mark Figliozzi (Town of Pleasant Valley) asked whether a time and place was known. Mark stated that he believed it would be held at Bowdoin Park, but would look into it [*Mark subsequently verified that the location is actually at the Cornell Cooperative Extension in Millbrook*]. Ray Oberly (Town of Clinton) noted that he had also attended this course and found it valuable, though he finds the legal issues surrounding maintenance limits on Town road shoulders to be unclear.

3. Public Participation – Mark opened the meeting for public comment and announcements. None were received.

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

a. Draft SFY 2019-2020 UPWP: Mark reviewed the Draft 2019-2020 UPWP, which serves as the DCTC's annual statement of work. The UPWP provides a description and budget for planning activities to be carried out during the State Fiscal Year (April 1- March 31). Mark highlighted two formatting changes: a new table that walks through FAST Act planning factors and an appendix that includes the most recent year-end expenditure report. Both were added in response to federal guidance concerning the content of UPWPs. Mark also noted that the new UPWP includes a more robust use of hyperlinks to help readers learn about agencies, programs, and practices.

Mark again 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, the Draft UPWP outlines two consultant projects that would use some of these backlog funds: 1) Route 9/44/55 Planning Initiative to develop design concepts for the interchange and arterials, and 2) Arlington Main Street Redesign Initiative to develop a detailed design concept for the corridor. Both projects have their own time codes in the new UPWP. Sandra Jobson (NYSDOT) noted that 'Planning Initiative' may not be an appropriate term for the 9/44/55 project; from NYSDOT's perspective, the interchange element is more of an alternatives analysis or concept development. Mark noted that this title is largely for internal time accounting purposes, but that we could consider alternative wording and that the actual project title will likely change. He noted that the scope is currently being finalized and the RFP should go out by April. The Draft UPWP also identifies three in-house planning projects – a Pleasant Valley Hamlet Walkability Study and two safety assessments in Clinton – that will be completed by staff. Ray Oberly and Mark discussed changing the location of the CR 17 (Salt Point Turnpike) assessment to a segment of CR 19 (Slate Quarry Road), based on local feedback. Ray noted that an official letter will be sent to the DCTC.

Mark reviewed several of the task codes for the upcoming year. Under MP 13, the DCTC website is being updated as part of a county-wide website update. Under MP 24 (GIS/Database Management), Mark discussed DCTC's proposal to develop two new applications: a map of vehicle, bicycle and pedestrian traffic counts; and a mobile app for conducting bicycle and

pedestrian counts. Bob LaColla (Town of Fishkill) asked whether a consultant had been considered, noting that a contractor could potentially develop something that would be useful to groups beyond DCTC. Mark and Emily Dozier (DCTC) agreed, but noted OCIS's desire to try an internal approach first. Mark also discussed MP 27, Countywide Vehicle Speed Analysis, noting that this year's edition had recently been sent to members and police agencies. The analysis focuses on roads where at least 15% of drivers are traveling more than 10 mph over the speed limit, and includes an analysis of speed-related crashes along those roads. Mark highlighted several notable findings in the report. Ray Oberly recommended that a hyperlinked Table of Contents be added to future editions. Mary Aldrich (DCDPW) recommended that the study be sent to school districts for use in their drivers' education classes. Under MP 61, DCTC will be working on a TIP update, to be discussed later in the meeting. Mark reminded members that actual work on tasks will not occur until after the UPWP goes into effect on April 1, 2019.

- b. Planning Budget Estimates: Mark reviewed the federal funding estimates for the UPWP, which total \$670,986 for 2019-2020. This represents an increase of about \$5,000 from 2018-2019. Our 2019-2020 estimate includes \$543,314 from the FHWA PL program and \$127,671 from the FTA MPP program. We also have approximately \$382,000 in backlog funds that are available for programming; this may be higher, but we should know more by April, when we reconcile the current program. We are proposing to use \$225,000 from our backlog to support the 2019-2020 UPWP. Mark mentioned that the DCTC did spend down over \$134,000 of its backlog during the 2017-2018 program year.
- c. Public Comment Period: Mark stated that our federal and State partners require a 30-day review period for the Draft UPWP, prior to adoption by the Council. They will also require a 30-day review period for the approved UPWP. NYSDOT has requested that MPOs approve their UPWPs by March 1, 2019. We will therefore seek approval at the Feb. 26, 2019 Council meeting. We are in the midst of a 30-day public comment period, which started on Jan. 24, 2019 and ends Feb. 22, 2019. Mark noted that this is a slightly accelerated schedule compared to past years.

5. Transportation Improvement Program (TIP)

- a. Draft TIP Amendment #17-07: Based on updates from project sponsors, we are proposing an Amendment to the current FFY 2017-2021 TIP. Mark noted that the TIP is our five-year capital program that assigns federal funds to transportation projects located in Dutchess County. The DCTC periodically updates the TIP to add new projects, remove existing projects, or change a project's cost, schedule, or scope. We classify significant TIP changes as Amendments, which require member approval. Draft Amendment #17-07 involves actions on three highway projects:
 - PIN 876031: Resurfacing of Old Route 55 in the Town of Pawling – *Remove project and repurpose High Priority Project (HPP) funds to PIN 876236.*
 - PIN 876236: Repaving and drainage work on Hurds Corners Road in the Town of Pawling – *Add as a new project using repurposed HPP funds from PIN 876031.*
 - PIN 882355: I-84 Park-and-Ride Expansion and Improvements in Southern Dutchess County

– *Remove project due to location constraints.*

As per our Bylaws, we will hold a 15-day public comment period for the Amendment, likely starting on Feb. 8, 2019 and ending Feb. 22, 2019 – which is the closing comment day for the Draft UPWP. Mark noted that this will be an agenda item for the Feb. 26, 2019 meeting. Sandra and Mark discussed the status of PIN 882355 (Park-and-Ride Expansion). Sandra stated that it would likely remain on the TIP and be removed from the Amendment.

- b. Administrative Modification #17-R: A number of other projects require minor changes to their schedules and cost, which are being processed through an Administrative Modification. The changes involve seven projects: two local highway bridges, a Metro-North bridge program, three linear reconstruction projects, and a State pedestrian safety project. Mark reviewed the project details in the proposed TIP strip.
- c. Draft TIP/STIP Guidance: Mark stated that NYSDOT issued its TIP/STIP guidance last month, and for the most part, it follows previous practice. Mark highlighted the following key points from the guidance:

- Fiscal Constraint: This is defined as having a TIP/STIP where the amount of total FHWA funding programmed in each year does not exceed the total planning targets for that year. A fiscally constrained fund type can be over-programmed in a year provided:
 - The total of all fiscally constrained funding programmed in that year does not exceed the planning targets.
 - The total amount of fiscally constrained fund type that is programmed in the four-year STIP period does not exceed the amount of that fund's planning target during the four-year STIP period.

Mark noted that we do not have five years to balance our program. We must balance the four-year STIP period. Mark reminded the Committee that FHWA, FTA and NYSDOT consider TIP years beyond the first four years as informational only.

- Year of Expenditure (YOE): Project costs on the TIP must be shown in year of expenditure dollars. We will use inflation factors recommended by NYSDOT: approximately two percent per year.
- Transportation Conformity: Mark noted that the DCTC will need to demonstrate conformity for the 1997 ozone standard. This will be done in conjunction with OCTC and NYMTC as part of the Poughkeepsie Ozone Non-attainment Area. Mark noted that this requirement stems from the South Coast II decision and subsequent EPA guidance. The guidance applies to 'orphan areas' such as ours and requires us to demonstrate conformity for the 1997 ozone standard of 0.080 parts per million (ppm), even though we currently meet the more stringent 2015 standard of 0.070 ppm. A significant component of the guidance is the removal of the need for orphan areas to use a regional emissions model.
- Self-Certification: As in previous TIP documents, we will need to include a self-certification of our metropolitan planning process, summarizing how we are meeting federal transportation planning requirements.
- Visualization: Mark noted that the TIP viewer will be used once again to present the Draft TIP to the public.

Mark noted that the current timetable is to have the draft TIP ready by the end of April, hold a 30-day public comment period in May, and approve the TIP and Conformity Statement in June. Most of the 14 MPOs in NYS are on track to meet the June 28, 2019 deadline for adoption, which will enable NYSDOT to assemble and then issue the Draft Statewide Transportation Improvement Program (STIP) during the summer. This will allow the new TIP to take effect on October 1, 2019 – the start of FFY 2020.

- d. Highway Planning Targets: Mark indicated that the MPOs received their funding targets for the federal highway programs, which were provided in the meeting materials. For the most part, and as expected, many of the programs have stayed flat for the FFY 2020-2024 TIP.
- Statewide: Approx. \$1.75 billion in FHWA funding annually across the State for a five-year total of \$8.8 billion for the entire TIP period. This compares to \$1.5 billion annually and a five-year total of \$7.6 billion for the previous (i.e. current) TIP period. The new TIP targets reflect about a 16% increase over the old TIP. Mark noted that the NHPP program, which applies only to State and Interstate highways, made up 53% of the statewide target, totaling almost \$4.7 billion over the five-year TIP period, and was by far the largest single FHWA program. The other programs range from 5-12% of the total target (e.g. Large Urban is only 11%). Mark also noted that Region 11 (NYC) had the highest share of the State's total target at almost 36%, compared to 9% for Region 8.
 - Region 8: Approx. \$146 million in 2020 and \$154 million for 2021-2024 in FHWA funding annually for a five-year total of \$762 million. This compares to \$145 million annually and a five-year total of \$726 million for the previous TIP. This reflects a 5% increase from the old TIP. Mark indicated that this essentially meant funding was flat for the Region.
 - MPOs: Approx. \$39.5 million annually in combined FHWA targets and over \$197 million total during the five-year TIP period. The DCTC share of the combined Region 8 target is 13%, compared to 56% for MHSTCC, 17% for OCTC, 9% for UCTC, and 5% for Columbia County.
 - DCTC: The DCTC's annual target is \$2.6 million in 2020 and \$2.8 million in 2021 and beyond. This target is solely based on the Large Urban program. The DCTC currently does not have targets for any other FHWA fund source, though we expect to receive a target for the Off-System Bridge program. Sandra Jobson confirmed that she also believed this to be the case. Compared to our old TIP, the DCTC's annual target is about \$400,000 or 13% less than what we used in 2016 for the 2017-2021 TIP. This is due to us no longer being allocated STP-Flex funds; instead, our understanding is they are being held as a regional reserve, and could be used to expedite projects nearing construction. Mark remarked that the hard work of sponsors to progress projects and reprioritize work will likely allow us to absorb the decrease in our targets. Regarding transit funding, Mark noted that we have not received targets from FTA but assume they will remain flat.
- e. Local Federal-aid highway project review for FFY 2020-2024: Mark reviewed an updated project listing of the local federal-aid highway projects in the upcoming TIP. Mark noted that

we currently have a very small TIP with only nine local federal-aid projects. Two of these are High Priority Projects (HPP) (i.e. federal earmarks), which essentially leaves us with seven active local highway projects: four bridge replacements, two road reconstructions, and a pedestrian safety project. Mark noted that the City of Poughkeepsie agreed to remove two linear projects (Academy St. and Grand Ave. reconstructions); this will help considerably with our ability to demonstrate fiscal constraint. As of now, the new 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 reflect the latest cost estimates for the projects, and in some cases, have been adjusted by YOE. Mark stressed that the proposed local project list was subject to change and a work in progress. Sandra Jobson, Nicole Farmer (NYSDOT) and Mark discussed the tables and compared them to NYSDOT's calculations. Mark and Sandra agreed to discuss the fiscal constraint calculations further, to ensure that DCTC and NYSDOT remain on the same page.

- 6. Mid-Hudson Valley TMA Congestion Management Process (CMP):** Mark and Emily reviewed the updated Draft CMP for the Mid-Hudson Valley TMA, noting that some of this work had been introduced at our September 26, 2018 meeting. First developed in 2005, and expanded upon in [2006](#) and [2011](#), the CMP establishes a four-step process to define, measure, and manage congestion, and then evaluate its overall effectiveness. The 2019 CMP updates the original 2005 report based on new data, tools, and best practices, particularly those related to the [National Performance Management Research Data Set \(NPMRDS\)](#). The NPMRDS, created from wireless vehicle probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the [National Highway System \(NHS\)](#). It includes archived speed and travel time data, matched to associated location referencing data. The updated CMP includes a new mission statement and objectives, a summary of available data and tools, and new performance measures. The updated CMP stands as a joint product of the TMA's three MPOs: [DCTC](#), [OCTC](#), and [UCTC](#). The three MPOs will complete follow-up technical reports detailing various CMP-related analyses this year. Emily reviewed that process and how the results of the CMP will be used to inform future plans and projects. Mark noted that this will be an agenda item for the Feb. 26, 2019 meeting and that the OCTC and UCTC will also have to approve the CMP.

7. Program/Project Updates

- a. [Mid-Hudson Valley Regional Transit Plan](#): Mark noted that the [Connect Mid-Hudson](#) plan is continuing to move forward. The consultants have been analyzing survey results and are beginning to develop a needs assessment. Staff from DCTC, OCTC, and UCTC will join the consultants to meet with regional transit operators late next month, and will hold the second Project Advisory Committee meeting shortly thereafter.
- b. [Village of Pawling Pedestrian Plan](#): Mark stated that this project is going very well and is on track for completion this summer.
- c. [CR 9 \(Beekman Rd\) Safety Assessment](#): Mark indicated that DCTC submitted the final report for the safety assessment of Beekman Rd from CR 29 (Carpenter Rd) to the Taconic State Parkway in the Town of East Fishkill to DC DPW for their review and response.

8. Upcoming Meetings:

- a. Transportation Council –Tue., Feb. 26, 2019 at 1:30 p.m. at Locust Grove Estate, Poughkeepsie, NY
- b. Planning Committee –Wed., Mar. 27, 2019 at 10:00 a.m. (Location TBD)

Attendance:

Name	Organization	Address or Email	Phone
Mark Debald	DCTC	mdebald@dutchessny.gov	845-486-3600
Emily Dozier	DCTC	edozier@dutchessny.gov	845-486-3600
Dylan Tuttle	DCTC	dtuttle@dutchessny.gov	845-486-3600
Bill Gallagher	Town of Milan	supervisor@milan-ny.gov	845-758-5133
Nicole Farmer	NYSDOT	nicole.farmer@dot.ny.gov	845-431-5739
Sandra Jobson	NYSDOT	sandra.jobson@dot.ny.gov	845-431-7930
Ray Oberly	Town of Clinton	townsupervisor@townofclinton.com	845-266-5721
Mark Figliozzi	Town of Pleasant Valley	pvs@pleasantvalley-ny.gov	845-635-3598
Michael Welti	Town of Poughkeepsie	mwolti@townofpoughkeepsie-ny.gov	
Michael Grattini	DCPT	mgrattini@dutchessny.gov	845-473-8521
Daniel Johnson	NYMTC	daniel.johnson@dot.ny.gov	845-431-5936
Mary Aldrich	DC DPW	maldrich@dutchessny.gov	845-486-2906
Natalie Quinn	City of Poughkeepsie	nquinn@cityofpoughkeepsie.com	845-451-4047

Joe Chenier	City of Poughkeepsie	jchenier@cityofpoughkeepsie.com	845-451-4058
Bob LaColla	Town of Fishkill	supervisor@fishkill-ny.gov	845-831-7800