

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

**Wednesday, May 23, 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.
- TMA Federal Certification Review: Mark indicated the TMA is still waiting for the final report, though we had provided comments on the initial draft on April 23, 2018. Mark reminded the Committee that the TMA received two corrective actions:
  1. *Unified Planning Work Program (UPWP) End-of-Year Reporting* – The three MPOs need to report their year-end expenditures for each UPWP. We plan to address this in our upcoming (i.e. end-of-May) semi-annual progress reports 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. We are currently identifying the most appropriate congestion measures for our region and have started to update the CMP report itself. Mark noted that at our next meeting, DCTC staff may give an overview of the University of Albany’s AVAIL dashboard, which is the primary data source for the CMP.
- South Coast Air Quality Management District v. EPA decision: Mark updated the Committee on the recent D.C. Court of Appeals decision concerning a lawsuit filed by the South Coast Air Quality Management District (California) v. EPA. In the 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.

We received initial guidance from EPA and FHWA on the implications for our MPOs such as ours - referred to as “Orphan Areas”. These 82 areas are in attainment for the 2008 ozone standard, and were in nonattainment or maintenance status for the 1997 standard. For us, current guidance is that transportation conformity for the 1997 standard is required prior to any Plan, TIP, or STP updates or amendments involving non-exempt projects in these areas. STIP approvals and amendments that include TIPs or non-exempt projects from the 82 areas cannot proceed until a transportation conformity determination is made for the 1997 standard. None

of the projects on our current TIP are non-exempt.

- EPA Non-attainment Designations for the 2015 Ozone Standard: On April 30, 2018, the EPA issued its final area designations for the 2015 Ozone standard, which indicated that Dutchess County was officially in attainment for the stricter 2015 standard.
- Transportation Alternatives Program (TAP) and Congestion Mitigation & Air Quality Improvement (CMAQ) program: On May 18, 2018, NYSDOT announced a statewide solicitation for TAP/CMAQ. \$100 million is available (\$56 million under TAP and \$44 million under CMAQ). Funding will be available to support bicycle, pedestrian, multi-use path and transportation-related projects, as well as programs/projects that reduce congestion and will help meet the requirements of the Clean Air Act. Project awards shall be no less than \$250,000 and no greater than \$5 million. Projects in Dutchess County are eligible for CMAQ funding under this call. The following are eligible projects:
  - Planning, Design and Construction of infrastructure related projects to improve non-driver safety and access to public transportation and enhanced mobility;
  - Planning, design, and construction of on-road and off-road facilities for pedestrians, bicyclists and non-motorized transportation users;
  - Safe Routes to School (enables and encourages children to walk or bike to school);
  - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists and non-motorized transportation users; and
  - Planning, design, and construction of boulevards and other roadways largely in the right-of-way of former divided highways.

Staff is reviewing our recommendations from previous plans and identifying possible projects for this TAP/CMAQ call.

Applications will be accepted through **August 16, 2018**, via the State's Grants Gateway portal. Application pre-review requests are due by **June 28**. Pre-Application review is highly recommended. NYSDOT will also be hosting a series of informational workshops/webinars for agencies interested in applying for this funding; one of the workshops will be held at NYSDOT-Region 8 (4 Burnett Blvd., Poughkeepsie) on **Wed., June 6 at 1:00 p.m.** Attendance at a workshop/webinar is required before a sponsor can apply for a grant. Sandra Jobson (NYSDOT) cautioned sponsors to pay attention to who they send to the workshop—it should be the project/operations manager. Mark noted that applicants should write their applications as though the reader does not know the area, as the review team could be from other parts of the state.

Mark noted that the proof of congestion mitigation required for the CMAQ application can make it a challenging undertaking. Sandra Jobson (NYSDOT) added that \$100 million for this biannual funding call is not actually that much, and competition is substantial. If sponsors believe a project may qualify for both TAP and CMAQ, they should check the appropriate box in the application, and they will be considered for both (though will only receive one or the other).

She also highlighted the expectation that project sponsors would have an agreement in place with the state within 3-6 months, and would need to start construction within 24 months from the date of that agreement, or the sponsor risks loss of funding and responsibility for any costs incurred to that point. She also emphasized that any cost overages would be the responsibility of the sponsor. Finally, she noted that interested municipalities should register for the Grants Gateway as soon as possible, and that applications receive five points for submitting for pre-review, and five more if a PE signs on to the project team.

Bob LaColla (Town of Fishkill) and Sandra discussed potential collaboration on safety projects along NY Route 52. A meeting will be arranged with the Town, NYSDOT and DCTC.

Emily Dozier (DCTC) asked for clarification about what kind of proof of congestion mitigation is needed. Sandra stated that it depended on the nature of the project, and that applicants should refer to the Guidebook, Appendix C.

- 2018 BUILD Grant Program: Mark reminded members about the BUILD grant program, which replaces TIGER. Total funding is \$1.5 billion, with a minimum size of \$5 million in urban areas and \$1 million in rural areas. Grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. This round of grants emphasizes rural needs in several of the evaluation criteria.
- 2018 Greenway Conservancy Trail Grant Program Application: The Greenway announced its annual trail funding call for municipalities and not-for-profit corporations. The program is dedicated to funding recreation trail projects, with \$500,000 available and a maximum of \$50,000 per project. Special consideration is given to projects that seek to implement the goals of the Greenway Trail Program and projects that emphasize connections to the Empire State Trail. The application deadline is **August 10, 2018**. Eligible project categories: Trail Construction, Planning and Design, Trail Rehabilitation or Improvement, and Trail Education or Interpretation. Please see the link below for more information:  
<http://hudsongreenway.ny.gov/trailgrants.aspx>
- Potential 2019-2020 UPWP Call for Projects: In an attempt to formalize the selection of planning projects for the upcoming 2019-2020 State Fiscal Year, we are developing an application form to solicit possible planning projects next year. We are trying to get a head start on the next UPWP, due to the county's budgetary requirements and a slightly accelerated UPWP approval schedule. We are seeking planning proposals that relate to the goals in our long-range transportation plan. We expect to support one or two large-scale projects for the program year. Depending on the subject matter, we may solicit consultant support for a project.

Bob LaColla asked if a trail feasibility study would be appropriate for this call. Mark stated that it would.

- Mark informed the group that DCTC is continuing to review local government options and best

practices for autonomous and connected vehicles. We anticipate producing a white paper this summer.

- Mark noted that the Dutchess County Planning Federation will hold a short course on Complete Streets on May 31 from 6-8 pm (please see current courses: <http://www.dutchessny.gov/CountyGov/Departments/Planning/17348.htm>; registration: <https://www.eventbrite.com/e/making-complete-streets-a-reality-local-lessons-learned-registration-44471042084>)

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

#### **4. Federal Performance Monitoring Requirements**

Mark reminded the Committee that the current federal transportation law, the FAST Act, has placed a great deal of importance on developing and implementing various performance measures for State DOT's and MPOs. There are a variety of aspects related to performance requirements that are pertinent to our MPO. These include the following items:

- a. Revised Written Agreement: Mark noted that 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. We first discussed the draft agreement at our April meeting. It has been slightly revised, with the most recent edition provided with the notice for this meeting. The major change was the addition of language pertaining to the Tier 1 (MTA) and Tier 2 (DCPT) providers, since they have different reporting requirements. NYSDOT has agreed to sign the agreement. However, we are still awaiting input from the MTA. The MPOs are on a slightly tight schedule, because STIP Amendments cannot occur after May 27, 2018 if these agreements are not in place.

Ivana Powers (NEDT) asked how North East Dutchess Transit fit into these tiers. Mark stated that they fall outside of this framework, as they are not a public transit agency.

- b. Pavement and Bridge Condition Measures (PM-2 Rule): The FAST Act requires the implementation of performance measures for State DOTs and MPOs to use in managing pavement and bridge performance on the National Highway System (NHS). The PM-2 Rule focuses on two aspects of the NHS: pavement condition and bridge condition. 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. For bridges, the PM components are % of NHS bridges by deck area classified as in Good condition and % of NHS bridges by deck area classified as in Poor condition. NYSDOT recently established its PM-2 targets, which are described in two fact sheets being provided at this meeting.
- c. System Performance Measures (PM-3 Rule): The PM-3 measures addresses three areas:

performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP) (Travel Time Reliability); Freight movement on the Interstate system (Truck Travel Time Reliability Index); and Traffic congestion and on-road mobile source emissions for carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. NYSDOT recently established its PM-3 targets, which are described in two fact sheets being provided at this meeting.

The group discussed how these standards may impact the data collection already occurring on the state and local level. Sandra Jobson stated that a NYSDOT in Albany was working hard to ensure that state and federal standards could be aligned. The performance measures used by NYSDOT and Dutchess County go beyond the federal standards, so should not need to change.

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

- a. Local Federal Aid Project Review (active projects): Mark reiterated to the Committee that the State and MPOs are under increasing pressure to improve our TIP/STIP performance – meaning that the TIP should accurately reflect programmed schedules, especially for construction obligations. The intent is to completing projects on time, which is good practice in general. For the near term, we are focusing on projects with construction phases in FFY 2018 and 2019. We have started a series of meetings with local sponsors and Region 8’s LPU to review the status of near-term projects. This will help us process any needed TIP adjustments prior to the closing of FFY 2018. We have already had such meetings with DCDPW and the City of Beacon. The spreadsheet included with the meeting materials shows the local federal-aid program.

For DCDPW’s six fed-aid highway projects, we have noted a number of relatively minor obligation date changes that will be included in an upcoming Administrative Modification. However, no major cost changes or schedule delays were noted, so the projects are on track as shown on the spreadsheet. Mark thanked DCDPW for its commitment to progress these projects. He also noted that we have a busy project schedule from 2018-2020, but that if everything goes according to plan, we will have cleared many of our older projects by 2020-2021, which will provide us with the possibility to program STBG funds for new projects.

For the City of Beacon’s four fed-aid highway projects, the Fishkill/Teller Ave. reconstruction projects are still on schedule for 2020 construction. However, they are in need of a substantial amount of additional funding (about \$4 million), which is being explored by the MPO, City, and NYSDOT. The City is also looking at how it might reduce costs for the project. The other two projects, TAP and HSIP, are on schedule for 2018 construction obligation, but will be closely monitored to make sure the funds get obligated this year.

We will be meeting with the City of Poughkeepsie tomorrow to review their five fed-aid highway projects with LPU.

- b. Past TIP Project Performance: At our April meeting, Bob Lacolla had asked if we could get a sense as to 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 linger. We are researching this topic. In the interim, we did receive PSS letting report from NYSDOT.

Mark noted that the hope is that in the next few years, enough legacy projects will have cleared that Bob asked whether there was a comprehensive list of projects that the county would like to see funded. Mark stated that DCTC's [long-range plan](#) lists over 170 such projects.

- c. Pedestrian Safety Action Plan (PSAP) Project Review: Dutchess County had one applicant, the City of Poughkeepsie, which is also a focus community for this program. Of the city's \$3,651,000 request, approximately \$3.1 million was deemed eligible. However, given our county target of \$2.4 million, that would likely be the limit of any award. Region 8 forwarded our recommendations to NYSDOT Main Office. Sandra noted that decisions are expected in June, and that NYSDOT is making progress prioritizing intersections on state roads and letting for their portion of the funding.

## 6. Safety Planning

- a. Update on 2012-2016 crash data analysis: During the past few months, we have been analyzing 2012-2016 crash data to identify possible locations for one or more Safety Assessments this fall. 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 for intersections and road segments across the county, with a focus on county and local roads. This process built upon the analysis we performed for the 2016 long-range transportation plan. However, we updated our approach by determining crash rates per VMT to normalize crashes against traffic volume. We define intersection crashes as those occurring 75 feet from the intersection. Emily presented findings from this work, reviewing the intersections rated as the worst in the county. She noted that this effort will continue to be refined.
- b. Safety Reviews: Mark noted that DCTC is interested in conducting a safety assessment of a corridor or intersection this fall, and is seeking requests from members. Bill Gallagher (Town of Milan) led a brief discussion of the Route 199/308 intersection. Sandra stated that materials from last month's meeting had been passed on to Adam Levine, and encouraged Milan to continue pursuing improvements to the site.

## 7. Transit Planning/Funding

- a. Mid-Hudson Valley Regional Transit Study RFP – Interviews of four consultants occurred on May 1, 2018. This was followed by a second round of interviews for two finalists on May 18, 2018.
- b. Status of sub-allocation of FFY 2017 FTA S.5307 & 5339 funding: Mark again noted 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 almost

\$1.8 million in 5307 funds and over \$444,000 in 5339 funds for a total of \$2.2 million. MTA would also receive almost \$2.9 million. 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 also noted that FTA issued its FFY 2018 allocations to urbanized areas.

- c. 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 (e.g. preventive maintenance and operating assistance were ineligible), the TMA project 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 thru 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 the exploration of innovative mobility projects and planning initiatives by allocating \$200,000 to each MPO.

## **8. Program/Project Updates**

- a. Website: Mark reported that the current DCTC website has been reorganized and that we continue to employ Plain Language as much as possible. We are still on track for a Department-wide redesign this summer, possibly modelled after Boston.gov.
- b. Poughkeepsie Downtown Parking Improvement Plan – Common Council presentation was made on Mon., 5/21. Mark went over a few of the plan's key findings, including that there is an excess of parking in the downtown, but management and maintenance improvements are sorely needed.
- c. 2018 Pavement Condition Monitoring Program – two CLRP interns will work with DCDPW over the summer.
- d. Village of Pawling Pedestrian Plan – We have initiated discussions to begin this project. There will be a conference call with the Village on Friday.
- e. CR 71 (West Rd.) Sidewalk Feasibility Study in Pleasant Valley – Update underway.

- 9. **Public Participation** – Mark closed the meeting with public comments. Bob LaColla asked for input on a culvert inventorying project the Town is working on. He asked members to consider what type elements of culvert condition should be part of such an inventory.

**10. Next Meeting:** Wed., June 27, 2018 at 10 a.m. at Dutchess County Planning Dept.

**Attendees:**

<b><u>Name</u></b>	<b><u>Organization</u></b>	<b><u>Address or Email</u></b>	<b><u>Phone</u></b>
Emily Dozier	DCTC	<a href="mailto:edozier@dutchessny.gov">edozier@dutchessny.gov</a>	845-486-3600
Mark Debald	DCTC	<a href="mailto:mdebald@dutchessny.gov">mdebald@dutchessny.gov</a>	845-486-3600
Dylan Tuttle	DCTC	<a href="mailto:dtuttle@dutchessny.gov">dtuttle@dutchessny.gov</a>	845-486-3600
James Morena (by phone)	Metro-North	<a href="mailto:morena@mnr.org">morena@mnr.org</a>	212-340-4011
Marc Albrecht (phone)	MTA	<a href="mailto:malbrech@mtahq.org">malbrech@mtahq.org</a>	212-878-7082
Sandra Jobson	NYS DOT	<a href="mailto:sandra.jobson@dot.ny.gov">sandra.jobson@dot.ny.gov</a>	845-431-7930
Nicole Farmer	NYS DOT	<a href="mailto:nicole.farmer@dot.ny.gov">nicole.farmer@dot.ny.gov</a>	845-431-5739
Bob LaColla	Town of Fishkill	<a href="mailto:supervisor@fishkill-ny.gov">supervisor@fishkill-ny.gov</a>	845-831-7800 x3309
Bill Gallagher	Town of Milan	<a href="mailto:supervisor@milan-ny.gov">supervisor@milan-ny.gov</a>	845-758-5133
Mark Figliozzi	Town of Pleasant Valley	<a href="mailto:pvs@pleasantvalley-ny.gov">pvs@pleasantvalley-ny.gov</a>	845-635-3598
Sean Crimmins	Town of Poughkeepsie	<a href="mailto:scrimmins@townofpoughkeepsie-ny.gov">scrimmins@townofpoughkeepsie-ny.gov</a>	845-790-4748
Ivana Powers	North East Dutchess Transit	<a href="mailto:ivana@neccmillerton.org">ivana@neccmillerton.org</a>	518-491-7086
Randy Casale (phone)	City of Beacon	<a href="mailto:mayor@cityofbeacon.org">mayor@cityofbeacon.org</a>	845-838-5010
Judith Walker (phone)	MTA		