Mid-Hudson Valley Transportation Management Area

2017 FHWA/FTA Certification Review

FINAL

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Mid-Hudson Valley

Transportation Management Area

Transportation Certification Review

Dutchess County Transportation Council · Orange County Transportation Council · Ulster County Transportation Council

Certification Report: June 2018

On-site Review: September 20-22, 2017

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Preface

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to review, evaluate, and certify the metropolitan transportation planning process in each Transportation Management Area (TMA), an urbanized area of 200,000 population or more, at least every four years. The intent of the statutory and regulatory requirements is to develop a transportation system that serves the mobility interests of people and freight through a multifaceted metropolitan planning process. The certification review is to assure that the planning process is addressing the major issues facing the area and that the planning process is being conducted in accordance with:

1) Section 134 of Title 23, U.S.C., and Sections 5303-5306 of Title 49;
2) Sections 174 and 176(c) and (d) of the Clean Air Act;
3) Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each State;
4) Section 1003(b) of ISTEA regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded planning projects;
5) Americans with Disabilities Act of 1990 and U.S. DOT regulations "Transportation for Individuals with Disabilities;
6) Provisions of the Older Americans Act, as amended (42 U.S.C. 6101);
7) The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities; and
8) Super Circular Reference - 2 CFR Part 200
9) All other applicable provision of Federal law.

The Federal certification review evaluates a Metropolitan Planning Organization (MPO)'s transportation planning process, identifies strengths and weaknesses (as appropriate), and makes recommendations for improvements. Following the review and evaluation, FHWA and FTA can take one of four certification actions:

- Full certification of the transportation planning process: this allows federally funded programs and projects of any type to be approved in the TIP over the next three years in accordance with the continuing planning process.

- Certification subject to specified corrective actions being taken: this allows all projects to move forward in the process while corrective actions are taken; this option may take the form of a temporary certification for a certain number of months rather than the full three years.

- Limited certification: this allows only certain specified categories of program and project funding to move forward while corrective actions are being taken.

- Certification withheld: approval of funding in whole or in part for attributed FHWA and FTA funds that the metropolitan area receives is stopped until the deficiencies in the planning process are corrected.

Within the context of the certification review the following terms may be used: Corrective Action, Recommendations, and Commendations.

- Corrective Action includes those items that fail to meet the requirements of the transportation statute and regulations, thus seriously impacting the outcome of the overall process. The expected change and timeline for accomplishing it are clearly defined.

- Recommendations are those items that, while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that state and local officials will consider taking some action. Typically, Recommendations involve the state of the practice or technical improvements instead of regulatory requirements.

- Commendations and noteworthy practices are those elements that demonstrate innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as noteworthy practices.

During the fall of 2017, FHWA and FTA conducted a certification review of the transportation planning process in Dutchess, Orange, and Ulster Counties in the Mid-Hudson Valley TMA urbanized area (see maps in Appendix G) as carried out by Dutchess County Transportation Council (formerly Poughkeepsie-Dutchess County Transportation Council) (DCTC), Ulster County Transportation Council (UCTC), and Orange County Transportation Council (OCTC). This report documents the Federal review.

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Executive Summary

Main Conclusions

The individual and coordinated transportation planning process in the Mid-Hudson Valley TMA, as carried out by the Dutchess County Transportation Council, the Orange County Transportation Council, and the Ulster County Transportation Council, is undertaken in a professional manner but due to the need to address corrective actions it is hereby certified with condition.

Background

The Federal Highway Administration and the Federal Transit Administration reviewed the Mid-Hudson Valley TMA (MHVTMA) transportation planning process in accordance with the requirement of '*23 CFR 450.336*' that all urbanized areas over 200,000 be reviewed at least every four years to assure that the planning process is in accordance with federal regulations.

The review included a desk audit, a site visit to the City of Kingston, the Village of Goshen and the City of Poughkeepsie and discussions with member agencies and staff, and a published 30-day public commenting period.

Noteworthy Practices

There are many examples of good transportation planning practices in the MHVTMA. We note the continued high level of coordination between the three Metropolitan Planning Organizations. This working relationship has provided them with an underlying regional focus in addressing the transportation needs of the area. All three Metropolitan Planning Organizations are recognized for the individual approaches to meeting the mobility needs of an area facing a shift in demographics and needs.

Corrective Actions

The Federal Team has issued two corrective actions in the following areas:

1. Unified Planning Work Program
2. Congestion Management Program

Recommendations

The Federal Team has issued eight recommendations in the following areas:

1. Long Range Transportation Plan
2. Unified Planning Work Program
3. Transportation Improvement Program
4. Resiliency and Emergency Management
5. Transit Activities
6. Non-Motorized Bicycle/Pedestrian and Trails
7. Integration of Freight in the Planning Process
8. Performance Based Planning

Commendations

The Federal Team has issued a commendation to DCTC and UCTC for their safety planning efforts.

Introduction to the Certification Review Process

Regulation: *23 U.S.C. 134(k)(5)(A), 49 U.S.C. 5303(k)(5)(A)*

(5) Certification. -

(A) In general. - The Secretary shall -

(i) ensure that the metropolitan planning process of a metropolitan planning organization serving a transportation management area is being carried out in accordance with applicable provisions of Federal law; and

(ii) subject to subparagraph (B), certify, not less often than once every 4 years, that the requirements of this paragraph are met with respect to the metropolitan planning process.

Background

The primary purpose of the Federal Certification Review is to ensure that the MPO process is satisfactorily meeting the planning requirements of *23 U.S.C. 134 and 49 U.S.C. 5303*. The recommendations that result from the review hopefully will improve the effectiveness and efficiency of the planning process. There are also broader benefits to the review, as the Federal Team identifies good or innovative practices to share with other states and metropolitan planning organizations.

Overview of the 2017 Certification Review

The 2017 certification review of MHVTMA officially began on August 24th, 2017 with a joint FHWA/FTA letter to Mr. Mike Hein, Ulster County Executive and UCTC Chair, Mr. Marcus Molinaro, Dutchess County Executive and DCTC Chairman, and Mr. Steven M. Neuhaus, Orange County Executive and OCTC Chairperson, informing the TMA about the upcoming review and identifying the primary topics for the review (Appendix A). The dates of the site visit were coordinated with Mr. Mark Debald, the Transportation Program Administrator of DCTC, Mr. Dennis Doyle, the Director of Planning and Director of UCTC, and Ms. Julie Richmond, the Deputy Commissioner of Planning and Staff Director of OCTC. The Mid-Hudson staff notified their member agencies and the public about this review.

In preparation for the on-site visit, FHWA and FTA conducted an internal desk audit of the three MPOs' (DCTC, OCTC, UCTC) materials, including the Mid-Hudson 2016 self-certification statement, the 2017-2018 Unified Planning Work Programs, the 2017-2021 Transportation Improvement Programs, and their most recent Long Range Transportation Plans.

Site Visit

The Federal Team conducted the site visit from September 20th – 22nd, 2017. The Federal Team consisted of James Goveia (FTA, Region 2 Office) and Ben Fischer, Maria Chau, Randy Warden, Kara Hogan, and Gautam Mani (FHWA New York Division Office).

The certification review was structured so that the initial meeting was a joint meeting with all three Metropolitan Planning Organizations' staff to discuss the planning issues, products and coordination that are required in a TMA. The next three meetings were individual meetings with each MPO to evaluate the MPO's capabilities and operations in its respective county, including the areas outside

the TMA boundary. The detailed discussions were primarily with the respective County Planning /transportation planning staff, the staff of the three Metropolitan Planning Organizations, and New York State Department of Transportation (NYSDOT) Region 8 and Main Office staff. The agenda for the site visits is shown in 'Appendix B' and a list of participants is shown in 'Appendix E'.

Public Input

As part of the certification review process, the Federal Team solicits input from the communities and stakeholders within the region where they are offered the opportunity to submit both verbal and written comments on the MHVTMA transportation planning process.

Between the initiation letter that was sent to the TMA and the on-site review it was decided that the 30-day public comment period would be instituted. Solicitations of written comments were publicized through the individual Metropolitan Planning Organizations. Comments needed to be received by October 23rd. These arrangements were made through the generous assistance of Mid-Hudson Valley TMA staff. Appendix C show the Notices for Public Comment sent out by the individual MPOs on behalf of the federal agencies. No public comments were received by the federal agencies.

Certification Review Findings

Below is the compiled list of the findings (*Corrective Actions*, *Recommendations,* and *Commendations*) from the Federal Team's review of work products and processes that are the result of the TMA's transportation planning process. Each of these comments can also be found at the end of their respective Certification topic section.

Corrective Actions (2)

1. Unified Planning Work Program (UPWP)
    a. The UPWPs for DCTC, UCTC, and OCTC all do not meet the program and monitoring requirements as required by *23 CFR 420.117*. The Metropolitan Planning Organizations (MPOs) do not provide a detailed close out on activities and an expenditures report for the end of the annual UPWP cycle. DCTC, UCTC, and OCTC must each develop a work plan on meeting these requirements and submit it to FHWA and FTA by August 1, 2018.
2. Congestion Management Plan (CMP)
    a. As the need for a revised CMP in the MHVTMA has been identified as a Corrective Action in the two previous TMA reviews, and there were no actions identified during the interview process that could be identified as the TMA collectively working together to identify strategies which improve system performance and reliability, and the MHVTMA's CMP has not been added to, updated, or revised since 2012; the federal review team directs the following action:
    The TMA must revisit the corrective actions and recommendations issued by FHWA/FTA during the 2010 and 2013 Certification Reviews when it updates its CMP. In particular, the TMA must work towards: Developing relevant multimodal performance measures, creating an implementation schedule and identifying funding sources for improvements, and identifying a process for periodic assessment of the effectiveness of implemented strategies. The relevant FHWA guidance should be reviewed, and agreed upon TMA priorities should be identified. A proposed TMA work plan to accomplish these actions must be submitted to FHWA and FTA by October 1, 2018.

Recommendations (8)

1. Long Range Transportation Plan
    a. In their next LRTP updates, DCTC, UCTC, and OCTC should discuss recommended additional financing strategies to fund desired projects in the LRTP and help address uncertainty in future availability of current funding sources.
    b. DCTC, UCTC, and OCTC should explain explicitly in their LRTPs how the results of the TMA-wide congestion management process were considered in development of investment strategies within the TMA area.

c. DCTC, UCTC and OCTC should coordinate with NYSDOT Region 8 to develop a TMA-wide system-level estimate of costs and revenue sources expected to be available to adequately operate and maintain the federal-aid highways and public transportation.
d. OCTC should provide a discussion of potential program-level environmental mitigation activities and potential locations of those activities based on investments proposed in the plan.

2. Unified Planning Work Program (UPWP)
    a. DCTC, UCTC and OCTC should develop a list of desired potential projects on which to use their unspent balances of FHWA PL funds in future years, and add this list to the narrative of the UPWP.
    b. OCTC should include a discussion of planning priorities facing their MPO area for the UPWP cycle. These can be tied to the latest version of the national planning emphasis areas, LRTP goals, or other priorities identified by the MPO.
    c. OCTC should provide the budget, schedule, and anticipated deliverables from each work product to the main body of the UPWP document in order to improve clarity of the descriptions of different work tasks.
    d. OCTC should link UPWP work tasks to goals and objectives of its Long Range Transportation Plan or to national goals, to show how the tasks in the UPWP help advance the overall planning process in Orange County.
3. Transportation Improvement Program (TIP)
    a. We recommend that DCTC, UCTC, and OCTC include a description in their TIPs of the processes and techniques they are currently using to monitor projects from planning to construction and keep member agencies informed of project progress.
    b. We recommend that for the purposes of TIP implementation and monitoring, UCTC and OCTC include a listing of major projects that were implemented from the previous TIP, either directly or by reference to an annual list of obligated projects.
    c. We recommend that for the purposes of TIP implementation and monitoring, OCTC include its TIP amendment and administrative modification procedures in its current TIP, either directly or by reference to MPO operating procedures.
    d. We recommend that OCTC modify its TIP to include a description of how the program of projects was arrived at for public transit funding.
    e. We recommend that the Metropolitan Planning Organizations consider evaluating 'project delivery readiness' for the deliverability of all projects using federal-aid funds and to consider other methods to improve TIP performance.
4. Resiliency and Emergency Planning
    a. We recommend that DCTC add performance measures related to resiliency to their existing set of performance measures in order to track the success of their resiliency planning efforts over time.
    b. We recommend that OCTC use the vulnerability datasets and asset maps they helped create to integrate goals, objectives, and performance measures related to resiliency into their TIP and LRTP to track the success of their planning efforts over time.
5. Transit Activities

a. We recommend that the MHVTMA continue to work towards completion of a TMA-wide transit study. This study could greatly assist in providing an overall framework for future service integration studies in the area.
b. It is still unclear from both the desk review and the on-site visit what mechanism is used to ensure that each of the 16 individual transit operators in Orange County are represented at the MPO. OCTC should identify the mechanism in place that ensures all are represented. If a written agreement is in place, it should be included as part of the overall Agreements and Contracts of the MPO.

6. Non-motorized Pedestrian/Bicycle and Trails
   a. The Federal Team recommends the TMA consider additional partnerships in the update of their non-motorized bicycle and pedestrian plans and consider the advantages and disadvantages of developing or coordinating a regional non-motorized bicycle and pedestrian plan.
7. Integrating Freight in the Transportation Planning Process
   a. Given the increased emphasis on goods movement, the Federal Review Team recommends that the MHVTMA explore the development of a joint Regional Freight Plan to assist the TMA in better understanding goods movement needs in the region and to coordinate goods movement priorities with NYSDOT in their process of developing a State Freight Plan.
8. Performance Based Planning

   The Federal Review Team recommends that the Mid-Hudson TMA continue to collaborate with NYSDOT and transit providers on Transportation Performance Management and PBPP, especially in establishing targets and developing performance based planning agreements.

Commendations (1)

1. Safety Planning
   a. The federal team commends DCTC for its extensive and creative public outreach efforts around safety.
   b. The federal team commends UCTC for its efforts to develop, in consultation with its member agencies and other stakeholders, a data-driven, formalized process to govern removal of unwarranted traffic signals in Ulster County.

Status of 2013 Certification Review Findings

MHVTMA provided FHWA/FTA with both the requested materials for the desk audit and an update on the status of the Recommendations from the 2013 Certification Review through their response letters dated between September 11-15th, 2017. There were three Corrective Actions and nine Recommendations which are listed below. FHWA and FTA reviewed the responses and have found them to be satisfactory.

The following is the status on the **Corrective Actions** and the **Recommendations:**

Corrective Action	Due Date	Status
1. *Agreements and Contracts* - The Mid-Hudson Valley TMA must complete an agreement with North Jersey Transportation Planning Authority (NJTPA) that identified the division of transportation planning responsibilities for the urbanized areas that span both New York and New Jersey.	2/8/2015	**Completed** through an agreement approved by the OCTC Policy Board on November 18, 2014 and the NJTPA Board on January 12, 2015, as detailed in the February 19, 2015 *Memorandum of Understanding between OCTC and NJTPA.*
2. *Congestion Management Process* - The development of Congestion Management Process to include: - Multimodal performance measures - Schedule and funding sources identified for improvement - Identifying a process for periodic assessment. This issue was raised in the 2010 Certification Review Process.	2/8/2015	**Ongoing /Incomplete**
3. *Unified Planning Work Program* - The need for OCTC to ensure each activity and task in their UPWP includes the necessary information requited by *23 CFR 450.308(c)*	3/15/2015	**Ongoing**

The follow is the status on the **Recommendations**:

Recommendations	Status
1. *Agreements and Contracts* – UCTC and DCTC should update their operating procedures to include MAP-21 definitions for TIP administration modification and amendment. – DCTC and OCTC should revisit conformity agreements with NYMTC and DEC given the change to the 8-hour ozone standard and changes to the air quality non-attainment area boundaries and update.	**Completed**
2. *Long Range Transportation Plan* – OCTC should align its next Long Range Plan horizon date with the other two Metropolitan Planning Organizations. – OCTC should work to incorporate performance measures into the transportation plan. – OCTC should include a broader discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.	**Completed**
3. *Unified Planning Work Program* – OCTC and DCTC should try to fully utilize their annual allocation of UPWP funds to avoid accumulating backlog funds.	**Ongoing**
4. *Transportation Improvement Program/Financial Plan/ Annual List of Obligations* – We recommend that UCTC and OCTC clearly label a 'Financial Plan' section in the TIP documents for clarity purposes. – We recommend OCTC include the TIP narrative along with the TIP list on their webpage so that information is readily available to the public and stakeholders. – We recommend OCTC update their website with the FFY 2013 obligations report and refer to this document as "Annual Listing of Obligated Projects" in order to avoid confusion and to maximize availability to the public. - Given MAP-21's emphasis on performance measures for the federal-aid transportation program and the federal and state emphasis on project obligation and project completion, we recommend that the MPOs consider evaluating 'project delivery readiness' for the deliverability of all projects using federal-aid funds.	**Ongoing**
5. *Transit Activities – Human Services Transportation Plan* – The MPOs should complete a TMA-wide transit study.	**Incomplete**
6. *Integrating Freight in the Transportation Planning Process* – Given the increased emphasis on goods movement, the Federal Review Team recommends that the Mid-Hudson TMA develop a joint Regional Freight Plan to assist the TMA in better understanding goods movement needs in the Region and to coordinate goods movement priorities with NYSDOT in their process of developing a State Freight Plan.	**Ongoing**

– The Federal Review Team recommends that the Mid-Hudson TMA increase outreach to private sector stakeholders for greater input on their freight planning process. These include non-traditional stakeholders and users of the system such as shippers and receivers, trucking companies, logistics firms, and manufacturing companies. – The Federal Review Team recommends that the Mid-Hudson TMA consider providing additional training for staff in the area of freight planning (*National Highway Institute* provides training courses).	
7. *Title VI and Environmental Justice* - With the assistance of NYSDOT, the MPOs should create, either individually or as a TMA, a *Title VI Nondiscrimination Implementation Plan* documenting their Title VI Program activities and outlining the goals and objectives relevant to Title VI that: ▪ Identifies a Title VI Coordinator including responsibilities of that role ▪ Outlines complaint procedures for the TMA ▪ Includes Title VI assurance language which is also required in all consultant contracts ▪ Identifies an action plan and areas of internal review - The TMA should include a list of goals on improving the outreach and inclusion of the special emphasis groups in their Title VI Nondiscrimination Implementation Plan. It should include the results from data collection and analysis, containing the data for the identified special emphasis groups (minority, low income, and LEP populations and persons with disabilities) and use the most recent census data. When the plan is to be updated it should include an accomplishment report based on the goals set forth in their Title VI Nondiscrimination Implementation Plan*. (23 CFR 200.9(b)(10))* - Each MPO should seek Title VI training opportunities with NYSDOT as they become available.	**Completed**
8. *Public Involvement* – OCTC should improve access to the MPO section of the county's website.	**Ongoing**
9. *Management and Operations Considerations / Intelligent Transportation Systems* – The three MPOs should participate in NYSDOT Region 8's planned update of its Regional ITS Architecture per 'Action Item 3-6' as found in the TMA's 2005 Congestion Management Process Report. – The three MPOs should ensure that if any MPO member agency plans to advance ITS projects using federal funds, the project must be included in the Region's ITS Architecture.	**Completed**

2017 Certification Topics

The Federal Team selected the topics to discuss with the MPO during the certification review. These topics relate to the federal regulations Metropolitan Planning Organizations operate under. Topics are typically chosen if it is considered an area of emphasis, a high risk, a new initiative in transportation legislation, or a reoccurring challenge. They can also be selected to highlight a best practice.

To determine if an MPO should be certified or re-certified the Federal Team considers the discussions at the in-person meeting, the desk audit, the public meeting, and observations of the MPO's operations. These findings are detailed in the following section along with any corrective action, recommendations, and commendations.

Below is a list of the topics that were selected:

Long Range Transportation Plan (LRTP)
Unified Planning Work Program (UPWP)
Transportation Improvement Program (TIP)
Resiliency and Emergency Management
Transit Activities
Non-motorized - Bicycle/Pedestrian Transportation Planning
Integration of Freight
Public Involvement
Title VI/Nondiscrimination
Congestion Management Process
Safety and Security Planning

Basic Requirement

> *23 CFR § 450.322(a) the metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of a multi-modal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.*

Finding

DCTC

The Dutchess County Transportation Council officially adopted its LRTP, *Moving Dutchess 2: The 25-year Transportation Plan for Dutchess County*, on March 24, 2016. The plan includes 70 performance measures that are explicitly linked to the plan's goals and objectives, and considers all modes and all users of the transportation system. While DCTC selected and began monitoring these measures prior to the federal performance measures rulemakings under MAP-21 and the FAST Act, many of the measures in the LRTP do align with the required measures under the final federal rules. The plan also gives extensive consideration to natural resources and critical environmental areas, as well as to current and future land uses, in order to provide context for transportation investment decisions. The Financial Plan element in Chapter 8 acknowledges that there will be a shortfall in revenues to implement the plan in the long term, and that member agencies will need to look beyond the MPO's allocations in order to fund projects. The Financial Plan does not, however, fully explore opportunities for innovative financing and additional funding strategies to implement the plan. The plan also does not distinguish between costs and revenues for new capital projects and system-level costs and revenues to operate and maintain the system.

UCTC

The Ulster County Transportation Council officially adopted its LRTP, *Rethinking Transportation: Plan 2040* on October 30, 2015. The plan addresses performance measures by providing baseline conditions and identified targets (shown as "needs") that are linked to each of the plan goals. The plan uses a variety of visual and written formats to present extensive baseline data on asset condition and ownership, transportation modal usage, and performance of the transportation system. While this plan was developed prior to publication of final federal rules on performance measures, the baseline data and target setting conducted for this plan provide a framework for future performance management. The plan outlines environmental mitigation strategies, and the plan considers current and future land uses and travel patterns in the MPO area to inform investment decisions. The

Financial Plan element in Chapter 8 demonstrates fiscal constraint. However, the plan does not contain system level estimates of costs and revenue sources to operate and maintain the transportation system, and does not explore additional financing strategies beyond existing federal and state programs.

OCTC

The Orange County Transportation Council officially adopted its LRTP, covering years 2015-2040, on November 17, 2015. As recommended during the previous certification review, OCTC aligned the horizon year of its LRTP with UCTC and DCTC, as well as aligning the horizon year with NYMTC. OCTC's plan is informed directly by other county plans, including the Orange County Comprehensive Plan and Orange County Open Space Plan. OCTC's LRTP gives consideration to all modes of transportation. The Financial Plan element (Chapter 12) identifies that there is an anticipated federal funding shortfall in the post-TIP period; however, there is no identification of additional financing strategies that could be used to address this gap between costs and revenues, including revenues for continuing operations and maintenance of the highway system. While the LRTP provides information on natural resources in Orange County, the plan does not specifically identify program-level environmental mitigation strategies or potential locations.

Recommendations

- In their next LRTP updates, DCTC, UCTC, and OCTC should discuss recommended additional financing strategies to fund desired projects in the LRTP and help address uncertainty in future availability of current funding sources.
- DCTC, UCTC, and OCTC should explain explicitly in their LRTPs how the results of the TMA-wide congestion management process were considered in development of investment strategies within the TMA area.
- DCTC, UCTC and OCTC should coordinate with NYSDOT Region 8 to develop a TMA-wide system-level estimate of costs and revenue sources expected to be available to adequately operate and maintain the federal-aid highways and public transportation.
- OCTC should provide a discussion of potential program-level environmental mitigation activities and potential locations of those activities based on investments proposed in the plan.

Guidance on Financial Planning

Financial Planning and Fiscal Constraint Questions and Answers:
https://www.fhwa.dot.gov/planning/guidfinconstr_qa.cfm

Best Practice Case Studies in Fiscal Constraint:
https://www.planning.dot.gov/documents/fiscalConstraint_rpt.pdf

Guidance on Environmental Mitigation

Case Studies in Meeting Environmental Mitigation requirements:
https://www.environment.fhwa.dot.gov/integ/pubcase_6001.asp

Guidance on Integrating the Results of a CMP into Plans

https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf

Basic Requirement

> *Under 23 CFR 50.308(b), Metropolitan Planning Organizations are required to develop Unified Planning Work Programs (UPWPs) in Transportation Management Areas (TMAs) to govern work programs for the expenditure of FHWA and FTA planning and research funds. The UPWP must be developed in cooperation with the State and public transit agencies and include the required elements.*

Finding:

The UPWP serves as a basis and condition for all FHWA and FTA funding assistance for transportation planning within the three Metropolitan Planning Organizations. UPWPs describe all metropolitan transportation planning and transportation-related air quality planning activities anticipated within the next 1- or 2-year period, regardless of funding source. Metropolitan Planning Organizations develop these documents in cooperation with the State and public transit agencies. The degree of detail in the UPWPs differs according to the type of area, with the TMA areas generally having more activities than non-TMA areas. All three Metropolitan Planning Organizations in this TMA have chosen the one-year UPWP format.

We find that the UPWPs for the three Metropolitan Planning Organizations are mostly compliant with the provisions of 23 CFR 450.308(b). However, we noted that while each of the Metropolitan Planning Organizations submits semi-annual reports detailing progress on UPWP tasks, there is no concluding report delivered on performance or expenditures on UPWP activities from the prior UPWP cycle. The UPWPs provide lists of accomplishments from the prior cycle with varying levels of detail, but none provide the details specified in 23 CFR 420.117, which requires Statewide Planning & Research (SPR) and Planning (PL) funding recipients to submit a performance and expenditure report that includes at a minimum:

1. Comparisons of actual performance with established goals
2. Progress in meeting schedules
3. Status of expenditures
4. Cost overruns or underruns
5. Approved work program revisions; and
6. Other pertinent supporting data

These elements should be documented either in a labeled section within the UPWP or in a separate close out report coordinated with NYSDOT.

TMA-Wide Coordinated Products

All three Metropolitan Planning Organizations have identified the initiation of a regional transit plan for the whole TMA as a work task. The initial steps will be an inventory of current transit services and an assessment of future transit needs throughout the urbanized area. The

Metropolitan Planning Organizations intend to hire a consultant to complete the plan. The Metropolitan Planning Organizations also intend to jointly develop a CMP to reduce vehicle miles traveled and improve connectivity between job centers and low income households, and to undertake a regional freight plan for the TMA that builds on the work of the statewide freight plan.

DCTC

The tasks identified in DCTC's 2017-2018 UPWP are well distributed between data development and analysis, long range and short range planning, TIP development, and public transit planning. Major activities in DCTC's 2017-2018 UPWP include: implementing strategies identified in *Moving Dutchess 2*, implementing recommendations of *Walk Bike Dutchess*- DCTC's 2014 Pedestrian and Bicycle Plan, developing municipal pedestrian plans and sidewalk condition evaluations, conducting safety assessments at high crash locations, continuing the Council's traffic count and pavement condition monitoring programs, conducting transportation impact reviews of site plans, and supporting the planning needs of transit providers in Dutchess County.

DCTC links UPWP projects and tasks to specific planning emphasis areas and national goals. DCTC provides a list of accomplishments from the past year's UPWP and also a budget and completion schedule for each task. DCTC's UPWP is developed with extensive committee member consultation from an early stage.

In addition to its annual allocation of PL dollars, DCTC started SFY 2017-2018 with a $453,514 balance in FHWA PL funds from prior UPWPs. Due to programming, some of these funds for use in the current UPWP, DCTC anticipates that by the end of SFY 2017, it will have a remaining balance of $203,514 in PL funds. DCTC states that it intends to spend down these remaining funds by the end of SFY 2019-2020. However, the UPWP does not identify possible projects or task areas on which DCTC might prioritize spending down these funds over the next several years.

UCTC

UCTC's 2017-2018 UPWP places a significant emphasis on activities that emphasize long range project level planning and analysis, with $427,237 of the $975,587 programmed in the PL program devoted towards these tasks. All of the $115,800 in FTA 5303 funds are programmed towards activities that advance transit-related national planning emphasis areas. Highlights of the 2017-2018 UPWP include: continuing performance monitoring, continuing traffic counting and asset management planning programs, initiation of a Transportation Infrastructure Resiliency and Vulnerability Assessment, analysis of priority investigation location data on congested roadway segments, the Route 9W Corridor Study through the Town of Marlborough, Traffic Control Signal Warrant Evaluation in the City of Kingston, initiation of the Walkill Valley Rail Trail Streetscape Enhancements Study, and completion of a transit study with recommendations to increase ridership.

UCTC ties UPWP projects and tasks to specific planning emphasis areas and national goals. UCTC provides a list of accomplishments from the previous year's UPWP and also a thorough overview of the budget and schedule for each task. UCTC conducts a call for projects for its UPWP, and member engagement and documented support of specific studies is a prerequisite to those local studies being

prioritized and funded. UCTC evaluates potential studies in part on how well they link to the goals and objectives of the LRTP and national planning emphasis areas.

In addition to its annual allocation of PL and FTA 5303 dollars, UCTC programmed available balances of these funds that were unspent in prior UPWP cycles in 2017-2018. At the end of the 2017-2018 UPWP cycle, UCTC anticipates having an unprogrammed balance of $331,856 in FHWA PL Funds and $40,241 in FTA 5303 funds. However, the UPWP does not identify possible projects or task areas on which UCTC intends to spend down these funds during future UPWP years.

OCTC

OCTC's 2017-2018 UPWP spreads most of its $3,715,159 in the FHWA-PL program across Program Support & Administration, General &Long Range Planning, Transit Coordination & Planning, and Short Range Transportation Planning. The $296,964 in the FTA 5303 program are all budgeted towards Transit Coordination & Planning. Highlights in the 2017-2018 UPWP include the continued implementation of key recommendations of the Southeastern Orange County (SEOC) Traffic and Land Use Study, education of the public of the findings of the Newburgh Area Transportation & Land Use Study, a Park and Ride Improvement Planning Study, and preparing for a consultant-led Non-Motorized Transportation Plan for Orange County. OCTC presents a budget for each task, as well as a schedule, in a table at the end of the document. The activities in the UPWP are not currently explicitly linked to goals and objectives in the LRTP.

In addition to its annual allocation of PL and FTA 5303 dollars, OCTC anticipates that it will have a balance of $2,190,314 in FHWA-PL dollars at the end of SFY 2017-2018 that will be available for programming in future years. However, the UPWP does not identify possible projects or task areas on which OCTC intends to spend down these funds during future UPWP years.

Corrective Action

- The UPWPs for DCTC, UCTC, and OCTC all do not meet the program and monitoring requirements as required by 23 CFR 420.117. The Metropolitan Planning Organizations do not provide a detailed close out on activities and an expenditures report for the end of the annual UPWP cycle. DCTC, UCTC, and OCTC must each develop a work plan on meeting these requirements and submit it to FHWA and FTA by August 1, 2018.

Recommendations

- DCTC, UCTC and OCTC should develop a list of desired potential projects on which to use their unspent balances of FHWA PL funds in future years, and add this list to the narrative of the UPWP.
- OCTC should include a discussion of planning priorities facing their MPO area for the UPWP cycle. These can be tied to the latest version of the national planning emphasis areas, LRTP goals, or other priorities identified by the MPO.
- OCTC should provide the budget, schedule, and anticipated deliverables from each work product to the main body of the UPWP document in order to improve clarity of the descriptions of different work tasks.

- OCTC should link UPWP work tasks to goals and objectives of its Long Range Transportation Plan or to national goals, to show how the tasks in the UPWP help advance the overall planning process in Orange County.

Basic Requirement

23 CFR 450.326 requires the MPO to develop a TIP in cooperation with the State and public transit operators. Specific regulatory requirements and conditions include, but are not limited to:

An updated TIP covering a period of at least four years that is compatible with the State Transportation Improvement Program (STIP) development and approval process; [23 CFR 450.326 (a)]

The TIP should identify all eligible TCM's included in the STIP and give priority to eligible TCM's and projects included for the first two years which have funds available and committed; [23 CFR 450.326 (g)(5)]

The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements; Federal Lands Highway projects and safety projects included in the State's Strategic Highway Safety Plan. The TIP and STIP must include all regionally significant projects for which an FHWA or the FTA approval is required ...; [23 CFR 450.326 (e), (f)]

The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs; [23 CFR 450.326(j)]

The TIP should identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs; [23 CFR 450.332(c)(1)]

Finding

This review looked specifically at TIP development and management during the 2017-2021 TIP cycle, which was the current TIP at the time of the review. The sections below cover the individual MPO TIPs. All three of the Metropolitan Planning Organizations reported that they had not done a full Call for Projects for highway projects during this TIP cycle, as the Metropolitan Planning Organizations were focused on delivering projects that had been developed during previous TIP cycles. All three Metropolitan Planning Organizations did provide support to statewide project solicitations during the TIP cycle (i.e. TAP/CMAQ, Bridge NY program). All three Metropolitan Planning Organizations have TIPs that generally meet the requirements of 23 CFR 450.318.

TMA Wide TIP Performance

Project delivery continues to be an important focus for FHWA and FTA. FHWA monitors the performance of the STIP annually through the obligation rate of the unamended S/TIP. The obligation rate includes the number of projects programmed for the construction phase for that federal fiscal year compared to the portion that was obligated. This percentage serves as an indicator that the State and MPOs have considered the deliverability of projects during the planning process, before those projects are included in the S/TIP for the year it is programmed. The FHWA national

target is 75% obligation on the unamended S/TIPs. For the Mid-Hudson Valley, the rates of projects obligated in the unamended and amended TIP by MPO for FFY 2013, 2014, 2015, and 2016 are indicated in the table below. The number of projects from the unamended TIP not being obligated in the year they are programmed may indicate inefficiencies in project scheduling or cost estimates for the construction phase.

The federal review team observed that in the FFY 2016 table on FHWA projects provided by NYSDOT, the TMA's un-amended obligation rate is under 15% with a total of 35 projects. This number improves with the amended obligation rate of projects to 50%; however, the number of projects drops to 20 programmed projects. The FHWA national target is 75% obligation on the un-amended S/TIPs. The table below shows both amended and un-amended TIP performance for each of the three MPOs for FFY 2013- FFY 2016.

Performance for Un-Amended TIP

	DCTC		*OCTC*		*UCTC*	
FFY	*Un-Amended*	*Amended*	*Un-Amended*	*Amended*	*Un-Amended*	*Amended*
2013	*23.8%*	*85.7%*	*16.7%*	*100%*	*25%*	*66.7%*
2014	*40%*	*100%*	*33%*	*100%*	*50%*	*100%*
2015	*57.1%*	*80%*	*10%*	*100%*	*11.1%*	*100%*
2016	*18.2%*	*71.4%*	*5.3%*	*50%*	*20%*	*57.1%*

During the review, the Metropolitan Planning Organizations stated that some projects originally envisioned in the TIP were eventually completed without federal funds, making amendments necessary and lowering un-amended TIP performance. It is not possible to measure the exact impact these particular cases had on TIP performance. Other reasons for low TIP performance could include a change in municipal and regional priorities, issues with a project's cost estimate, misunderstanding of requirements for Federal-aid projects, insufficient scoping, design, environmental concerns, late consideration of right-of-way necessary, and funding estimate shortfalls.

The Federal Team recommends that Mid-Hudson Valley and Region 8 review their TIP project selection criteria in the development and amendment to the TIP to consider project readiness, including the following factors:

1. Was a Cost/Benefit Analysis completed on this project for use of local, state, and federal funding considering the requirements necessary in using Federal-aid funds?
2. Is the recipient ready to implement Federal requirements associated with the use of Federal-aid funds?
3. Are there environmental concerns or conflicts associated with the project?
4. Are there Right of Way (ROW) concerns or conflicts associated with the project?
5. Are there other local/ political concerns or conflicts associated with the project?

6. Are there other factors surrounding application request?
7. Does the project have reasonable time and cost estimates to complete each task?

DCTC

The 2017-2021 DCTC Transportation Improvement Program was approved by the voting members of the Policy Committee on June 30, 2016. The TIP narrative clearly explains how the program of projects was developed for both highway and transit funding and contains a thorough explanation of available federal and state funding sources, including funds anticipated from federal agencies other than FHWA and FTA. The TIP demonstrates fiscal constraint at an MPO level, and contains sufficient descriptive material for all programmed projects. The TIP describes amendment and administrative modification procedures. DCTC's online TIP viewer continues to provide the public with visualization of TIP project locations, which are tied to descriptions, budgets, and schedules.

UCTC

The 2017-2021 UCTC Transportation Improvement Program was approved by the voting members of the Policy Committee on June 29, 2016. The TIP narrative clearly explains how the program of projects was developed for both highway and transit funding and contains a thorough explanation of available funding sources. The TIP demonstrates fiscal constraint at an MPO level, and contains sufficient descriptive material for all programmed projects. UCTC clearly demonstrates that it considered and responded to public comments during the TIP development process. The TIP includes amendment and administrative modification procedures.

OCTC

The 2017-2021 OCTC Transportation Improvement Program was approved by the voting members of the Policy Committee on August 2, 2016. The TIP narrative explains how the program of projects was developed for highway projects; however, it is unclear how the transit program was developed for Orange County. The TIP contains a thorough explanation of available federal and state funding sources. The TIP demonstrates fiscal constraint at an MPO level and contains sufficient descriptive material for all projects.

Recommendations

- We recommend that DCTC, UCTC, and OCTC include a description in their TIPs of the processes and techniques they are currently using to monitor projects from planning to construction and keep member agencies informed of project progress.
- We recommend that for the purposes of TIP implementation and monitoring, UCTC and OCTC include a listing of major projects that were implemented from the previous TIP, either directly or by reference to an annual list of obligated projects.
- We recommend that for the purposes of TIP implementation and monitoring, OCTC include its TIP amendment and administrative modification procedures in its current TIP, either directly or by reference to MPO operating procedures.
- We recommend that OCTC modify its TIP to include a description of how the program of projects was developed for public transit funding.

- We recommend that the Metropolitan Planning Organizations consider evaluating 'project delivery readiness' for all projects programmed to use federal-aid funds and to consider other methods to improve TIP performance.

Resiliency and Emergency Planning

Basic Requirement

The FAST Act added resiliency as one of two new planning factors that should be addressed through both the statewide and metropolitan planning processes. Specific to Metropolitan Planning Organizations, 23 CFR 450.306(b)(9) states:

"The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address . . . improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation."

Finding

Overall, all three Metropolitan Planning Organizations are very actively engaged in statewide, regional, and county efforts to improve resiliency of the transportation system due to extreme weather events and reliability of the transportation system in the face of other unforeseen challenges. The three Metropolitan Planning Organizations are active participants in New York State Association of Metropolitan Planning Organizations (NYSAMPO) Climate Change Working Group, an ongoing forum for sharing best practices in resiliency throughout New York State. All three Metropolitan Planning Organizations provide some form of GIS assistance to their member agencies in mapping vulnerable infrastructure and the prevalence of hazards. The three Metropolitan Planning Organizations also all coordinate to some degree with emergency response and law enforcement personnel to help manage hazards that can degrade reliability of the transportation system, with a particular emphasis on freight reliability on east-west routes throughout the TMA.

All three Metropolitan Planning Organizations, through their UPWPs, support the implementation of recommendations of the Mid-Hudson Regional Sustainability Plan, which was completed in 2013 and covers a large region that includes the TMA. Specific sections of the plan examine vulnerability of infrastructure, providing data and considerations for use in MPO planning processes. The three Metropolitan Planning Organizations address stormwater impacts through their efforts to encourage local links between transportation and land use, and provision of technical assistance to support the New York Community Risk and Resiliency Act and the New York Smart Growth Act.

DCTC

DCTC strongly emphasizes smart location as a first step to ensuring that transportation projects are built in a manner that considers current and future stormwater management and possibilities of extreme events. DCTC encourages smart location of projects through provision of extensive data in its LRTP on the locations and extent of natural resources and open space in Dutchess County, as well as by outlining impacts of recent extreme weather events on the transportation system. DCTC also has incorporated resiliency into its TIP project selection criteria, as potential projects are given points if they enhance or improve conditions in a Critical Environmental Area identified by New York

State Department of Environmental Conservation (NYSDEC). DCTC also assists its member communities through transportation reviews of site plans, where the environmental context for both transportation investments and land use decisions can be taken into account.

UCTC

UCTC's resiliency planning efforts have focused on mitigating flood events. As part of these efforts, UCTC has worked with the Ulster County Department of Public Works to inventory large culverts countywide. As a task in its 2017-2018 UPWP, UCTC intends to use this culvert data in developing a Transportation Vulnerability Study, which will assess risk of culvert loss or damage and make recommendations about culvert sizes based on projected future storm events. UCTC also conducts reviews of proposed developments to assess their impacts on the transportation system. UCTC's LRTP contains the objective of developing an Ulster County Transportation Resiliency Plan by 2020, and measuring performance through the extent to which recommendations from that plan are implemented.

UCTC also participates in the Regional Traffic Operations and Safety Committee, providing an ongoing forum for coordination with emergency response and law enforcement personnel. This coordination has helped identify potential detour routes during flooding and other disruptive events.

OCTC

OCTC has addressed resiliency and reliability through its mapping of vulnerable assets and the very active participation of its staff and members in development of the County's Hazard Mitigation Plan. OCTC coordinates with emergency management agencies in Orange County and regionwide on an ongoing basis, and has provided assistance to emergency management agencies in mapping possible detour and evacuation routes. OCTC has begun to incorporate resiliency into its planning processes by having resiliency of a particular project as a prioritization factor in its TIP Questionnaire. OCTC also conducts municipal plan reviews, which along with OCTC's mapping, can help identify particularly vulnerable assets and areas at a local level.

Recommendations

- We recommend that DCTC add performance measures related to resiliency to their existing set of performance measures in order to track the success of their resiliency planning efforts over time.
- We recommend that OCTC use the vulnerability datasets and asset maps they helped create to integrate goals, objectives, and performance measures related to resiliency into their TIP and LRTP to track the success of their planning efforts over time.

Transit Activities

Basic Requirement

The MPO, under MAP-21 was directed to ensure that public transportation providers were brought to the table as part of the policy board in order to better plan for the needs of the region as it relates to transportation opportunities. GTC has representation from the Rochester – Genesee Regional Transportation Authority (RGRTA). This type of partnership serves in the development of the Mass transit investments as well as the development of all Human Service Coordination Efforts.

According to 23 CFR §450.300(a) the MPO process should carry out a continuing, cooperative, and comprehensive multimodal transportation planning process that includes accessible pedestrian walkways and bicycle transportation facilities.

DCTC

At the time of the review, the City of Poughkeepsie was in discussion to transfer the operation of its transit system to Dutchess County. This was in part a result of a 2013 study which looked at the efficiency of transit operations in the county. USDOT has asked to be kept informed of the changes in service that might take place and how such changes will be addressed within the MPO's planning process.

UCTC

There are two operators of transit service in the county, Ulster County Area Transit (UCAT) operated by Ulster County and CitiBus operated by the City of Kingston. UCAT operates 11 fixed routes and service to Newburgh, NY via the X Route. CitiBus operates 3 routes within the City of Kingston and service to Port Ewen via Route C. At the time of the review UCTC informed the Federal review team that a study was underway to look at possible integration of the services between the two providers. Both the UCAT and CitiBus operations are currently represented at the UCTC and are aware of different elements of the planning process

OCTC

Within Orange County there are 16 individual transit operators. They service the county needs via Commuter Bus, Local Bus (Fixed Route), Dial-A-Bus, and Paratransit services. There is no central transit operator. Coordination is guided by staff at the MPO. The area also boasts commuter rail service via Metro-North Railroad and ferry service between Newburgh and the Beacon Train Station.

Recommendations

- We recommend the MHVTMA continue to work towards a TMA wide transit study. This study could greatly assist in providing an overall framework for future service integration in the area.
- It is still unclear from both the desk review and the on-site visit what mechanism is used to ensure that each of the 16 individual transit operators Orange County are represented at the MPO. OCTC should identify the mechanism in place that ensures all are represented. If a written agreement is in place, it should be included as part of the overall Agreements and Contracts of the MPO.

Non-Motorized Bicycle/Pedestrian and Trails

Basic Requirement

23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

23 CFR 450.306 sets forth the requirement that the scope of the metropolitan planning process "will increase the safety for motorized and non-motorized users; increase the security of the transportation system for motorized and non-motorized users; and protect and enhance the environment, promote energy conservation, improve the quality of life.

Finding

The trail systems in NYSDOT's Region 8 amongst Duchess, Orange, and Ulster counties benefit from many local partnerships that support and advocate for an extensive recreational non-motorized trail system. The Hudson Valley Greenway, Wallkill Valley Rail Trail, Winnakee Land Trust, Ulster and Delaware Rail Trail, and D&H Rail Trail are some of the partners along with the three county governments that has provided leadership in the development of the system. The Region is particularly vested in the success of the trail system as it attracts tourism, supports the local economy, and provides amenities that benefit the health of their citizens and quality of life. The MPOs continue to make significant investments in the trail system including through the Transportation Alternatives Program (formerly Transportation Enhancements)CMAQ, and Recreational Trails programs.

In Governor Cuomo's 2017 State of the State address, he announced the initiative to build the Empire State Trail (EST), which will link many existing trails across the state to create a trail system that connects New York City to Buffalo. Currently there are segments of this trail in the Region that are in the process of being completed, which will help connect existing trail segments. The EST and the Walkway Over the Hudson (which connects the City of Poughkeepsie and the Town of Lloyd) are good examples of the Federal Highway Administration's Every Day Counts - Connected Communities initiative.

Each of the Metropolitan Planning Organizations is active with the NYSAMPO Bicycle and Pedestrian Working group and each has a Complete Streets Policy within its urbanized area, either adopted by the MPO or through the county legislature. The three Metropolitan Planning Organizations have developed Non-motorized/Bicycle-Pedestrian Plans with the most recent one, *Walk Bike Dutchess* completed in 2014 by DCTC. OCTC and UCTC's Non-Motorized Plans were published in 1998 and 2008 respectively. OCTC expressed that they were interested in developing an updated Bicycle and Pedestrian Plan to improve biking and walking in the county, especially within its urban centers.

Within the past few years the health care industry has been very interested in partnering with transportation agencies in promoting health through non-motorized infrastructure improvements. They have worked with numerous Metropolitan Planning Organizations in other parts of the country on developing *Active Transportation Plans.* This has also helped Metropolitan Planning Organizations in being competitive for additional funding resources and grants outside of the traditional Federal-aid funds. The Federal Team recommends the TMA consider additional partnerships in the update of their non-motorized bicycle and pedestrian plans and consider the advantages and disadvantages of developing or coordinating a regional non-motorized bicycle and pedestrian plan.

Recommendation

- The Federal Team recommends the TMA consider additional partnerships in the update of their non-motorized bicycle and pedestrian plans and consider the advantages and disadvantages of developing or coordinating a regional non-motorized bicycle and pedestrian plan.

Public Involvement

Basic Requirement

The MPO is required, under 23 CFR 450.316, to engage in a metropolitan planning process that creates opportunities for public involvement, participation and consultation throughout the development of the MTP and the TIP and is also included in 23 CFR 450.322 (f) (7) and (g) (1) (2), (i) and 23 CFR 450.324 (b).

Finding

DCTC

DCTC's bylaws contain its Public Participation Plan, which explains the purpose and standard activities required for public involvement, as well as additional activities undertaken for major work products such as the UPWP. In addition, DCTC has identified four performance measures related to public participation, for example: the total number of participants in public meetings for the LRTP and the number of survey respondents. It is impressive that DCTC has elected to include these performance measures because it demonstrates their attention and focus on improving the effectiveness of their outreach. The creation of these performance measures demonstrated in a data-driven manner that attendance at public meetings can be challenging unless the meeting covers a controversial issue.

As a result, DCTC is focusing its efforts on capitalizing on existing community meetings and interfacing with pre-existing community groups. Some key examples include: attending Senior Picnics, distributing the LRTP survey at the county fair, placing LRTP surveys on the buses and at DMV offices, distributing materials to students through the existing Summer Feeding program, related community fairs, and at school, and hosting events at local libraries. DCTC has also required communities to create task forces of community representatives (i.e. planning board members, local business owners, mayor) for gaining community input and acting as a steering committee for certain projects.

A final effort used to gain comments and input from the public that the review team would like to highlight is DCTC's use of the TIP Viewer as an easily understandable and interactive method for communicating TIP projects to the public. In the previous certification review, this was noted as a commendation. There is currently a public comment form on the website, but it would be worthwhile to consider trying to build a comment form into the TIP Viewer itself to make the tool even more useful as a method for gaining public input.

Finally, in terms of providing information to the public, DCTC does distribute information via press releases, email lists, and the County website. For social media, it relies on the County's Facebook page to disseminate information, since Facebook is blocked on their computers. In the future, DCTC would like to redevelop its website so the MPO has a more independent presence on the internet, which the review team supports. A tangible example of its educational programs includes the "Watch out for

me" campaign. This campaign is part of its Complete Streets initiative, focused on reminding drivers to be aware of pedestrians in the crosswalks, to remind pedestrians to dress in brightly colored clothing at night, and tips for being a safe pedestrian and bicyclist. This campaign includes posters on County busses and a brochure in both English and Spanish.

OCTC

OCTC's Public Involvement Procedure is not easily found on their website, and it is located under OCTC Administration, within its Operating Procedures. The activities listed included: maintaining a mailing list, posting TIP, LRTP, and operating procedures in the host agency's official newspapers and the Times Herald Record, and using visualization techniques and tools to describe plans. The review team learned there is currently an effort underway to update the OCTC website, which will provide OCTC with a separate web address by around December 2017. This should enable the MPO to create a more easily identifiable location for this information and allow OCTC to be able to make modifications to their own website.

In terms of public meetings, OCTC has been hosting meetings at locations consistent with where they have held them in the past. While they are in accessible facilities, the focus has been on finding central locations. Discussion centered around whether OCTC examines whether these locations could be potentially intimidating for the public. OCTC is interested in selecting public meeting locations with this in mind. OCTC currently does not capitalize on existing community meetings and gathering spaces, but were interested in doing so; the review team supports these types of efforts and considerations going forward. In the past, they held a focus group meeting through the Independent Living group in Newburgh; more efforts like this are encouraged.

OCTC should be applauded for the use of a unique public input tool, Co-Urbanize, for its Comprehensive Plan. This is an online mapping program where OCTC can pose questions about a variety of topics and drop that question as a pin on the map, for example: "What bike/pedestrian improvements would you like to see?" Signs placed in the real world at bus stops, train stations, and park and ride locations alert the public of this tool and help pose questions as well. At any location, including these signs, users can text in answers and the program will map their response onto their location. Public users can also pose their own questions and comments such as: "I want to see more sidewalks here." OCTC has found that this tool has been very useful, with about 200 total responses on all topics since its institution in late May. OCTC responds to all user comments, showing responsiveness and attempting to spark conversations on important topics. This tool is also beneficial because it uses Google Translate, offering six different language options. OCTC can also share responses and information gained with the MTA and other interested parties. The review team was pleased to hear that OCTC views this as one tool for gaining public input, not an entire solution, as this tool does only capture the viewpoints of a limited audience: tech savvy individuals with access to smart phones. During our discussion, it was suggested that this tool may also assist in finding locations for public meetings. The review team looks forward to seeing how this tool and the comments generated are used to inform the planning process in the future.

UCTC

UCTC's Public Involvement Procedures are contained within their Operating Procedures. Activities listed include: maintaining a mailing list and continuing to identify and include groups that are traditionally underserved by the transportation system, press releases and mailings to alert the public about meetings, holding meetings in facilities that are ADA accessible, project-by-project public participation strategies, and translation services available upon request.

UCTC also shared some examples of its project public involvement procedures, which always minimally include a scoping meeting, data gathering, a public workshop where feedback is requested from the attendees, development of recommendations based on that feedback, and associated revisions. In many instances, they have also used other, creative measures that go beyond these procedures to reach out to the public and gain their input. Most notably, UCTC has hosted meetings at non-intimidating locations within the community such as the library and elementary schools, as well as attending existing events like the Kingston Farmers Market to engage the public. UCTC has found a lot of success working through faith based communities and school districts.

UCTC did explain that it has a goal to move towards having more focus groups and charrettes rather than public meetings because they have found them to be more effective at fostering open discussions. Although this strategy is new to UCTC, they are looking to implement it more frequently in the future. The review team is very supportive of this strategy, as gaining input from the community is critical to effective public participation. Some key examples include hosting focus group meetings for the Coordinated Human Service Transportation/Public Transit Plan 2015 Update, aimed at senior transportation users, meeting with the bus drivers during their evening shift change, going business-to-business for the Broadway Corridor project, and hosting a design charrette for the Kingston I-587 interchange at a church right next to the intersection under consideration to gain public feedback. They have also had success with targeting specific community leaders and stakeholders, speaking to them one on one and getting their input, and forming Technical Advisory Committees that represent key community representatives.

All of these efforts reflect creative and effective means of reaching out to the community to gain their input, and the review team appreciates UCTC for its willingness to constantly adapt their processes and think outside the box to reach the community.

Title VI/Nondiscrimination

Basic Requirement

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those "traditionally underserved" by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

Finding

During the last certification review, it was recommended that each of the three Metropolitan Planning Organizations complete the following actions: 1) create their own Title VI Plan, 2) designate a Title VI Coordinator, 3) outline a complaints procedure, and 4) create an action plan for conducting internal assessments to determine if their programs, services, and activities are carried out in a nondiscriminatory manner.

DCTC

Title VI

DCTC currently works with its host agency, the Dutchess County Planning Department, in meeting Title VI compliance. In the past, they have relied upon the County's Title VI procedures, but consistent with the previous review's recommendations, they recently drafted an MPO-specific Title VI complaint process that includes a policy statement identifying its own Title VI coordinator. The plan is to post that document on their website once it is approved. The review team appreciates this follow through and recommends DCTC address the remaining review recommendations (#1-create its own

Title VI Plan and #4- create an action plan for conducting internal assessments of the MPO's programs, services, and activities or formalize the role the host agency plays in assessing the MPO's programs, services, and activities for nondiscrimination).

Environmental Justice

DCTC conducts an Environmental Justice analysis for all of its key planning products, utilizing Census data to do so. They are aware of their Environmental Justice and Title VI population locations (i.e. City of Poughkeepsie, City of Beacon, southwest quadrant of the county, Harlem Valley). As it completes various planning products, DCTC uses this information to determine whether or not the project would unequally affect these communities.

DCTC also makes efforts to hold public meetings specifically in Environmental Justice neighborhoods when appropriate and strives to host meetings near transit locations. DCTC has seen great success with public involvement when going out to the communities themselves and meeting people "where they are." Some key examples of outreach designed specifically to reach out to Environmental Justice and Title VI populations include: attending Senior Picnics to reach older populations, placing LRTP surveys on busses to reach out to transit dependent populations, and distributing materials to students through the existing Summer Feeding programs to reach low income populations. These are meaningful and effective practices that the review team supports.

In addition, DCTC specifically reaches out to these Environmental Justice populations by including key stakeholders and community leaders in their public involvement list. This includes Human Service Agencies, local NAACP representatives, Taconic Resources for Independence (serving persons with disabilities), the Office for the Aging, etc.

Limited English Proficiency

DCTC has a translation service on the county website. DCTC also translates key documents into Spanish depending on the audience and need (for example: transit-related studies and information are typically translated). A key example is that the LRTP survey was distributed in both English and Spanish, with 30-40 responses received in Spanish.

Americans with Disabilities Act

Although it is not required, DCTC has included three performance measures for ADA in its LRTP, including: the number of non-ADA compliant sidewalk segments on State highways, the number of non-ADA compliant intersections on State highways, and the number of municipalities with an ADA Transition Plan. The goal by 2040 is to have all sidewalks and intersections on State highways be ADA compliant and for all 30 municipalities in the County to have ADA Transition Plans. These are meaningful goals because the MPO can provide important leadership and support for its member agencies on these efforts, especially the ADA Transition Plans. All state and local government agencies are independently responsible for having these plans, but often, smaller municipalities do not have the knowledge or resources for how to complete them. It is applaudable that DCTC is focusing on their success in achieving this requirement and focusing on ADA accessibility for pedestrian rights-of-way regionally.

DCTC's goal is to complete a Dutchess County ADA Transition Plan so that staff can share it as an example with their member agencies. The Safer Sidewalks assessment created by one of DCTC's interns can be used as part of a first draft of that ADA Transition Plan. DCTC also conducted a County bus stop inventory to determine if locations are accessible and found many areas for improvement. It has reached out to the County Transit Division to work on creating a plan to upgrade those facilities to make them accessible.

Another positive finding is that after attending the FHWA ADA training in Ulster County, Dutchess County Planning and DCTC staff organized a similar training for the local agencies in this area. The training included an engineer who presented on how to evaluate site plans for accessibility and an outdoor wheelchair exercise that was very successful. The review team appreciates the extra efforts DCTC has undertaken to support the ADA requirements and assist member agencies in meeting those requirements as well.

OCTC

Title VI

OCTC also previously relied on its host agency, the Orange County Planning Department, for resources to comply with the Title VI requirements. In order to address the recommendations of the previous certification review, OCTC is currently drafting its own MPO-specific Title VI Plan to be presented to members in the fall of 2017. Its attendance at the FHWA and NYSDOT sponsored Title VI for Metropolitan Planning Organizations training session in January 2016, a NYSDOT sponsored webinar in April 2017, as well as an Environmental Justice presentation at NYSAMPO this year, have all provided guidance and information that has been incorporated into this Title VI Plan. OCTC also has a policy statement and complaints procedure, and has identified the Commissioner of Planning as the Title VI Coordinator.

Once OCTC has completed these steps, the review team recommends OCTC address the remaining action from the previous review (#4-create an action plan for conducting internal assessments of the MPO's programs, services, and activities or formalize the role the host agency plays in assessing the MPO's programs, services, and activities for nondiscrimination).

Environmental Justice

In terms of environmental justice, the Orange County Planning Department as whole has undertaken environmental justice analyses, but the MPO specifically does not generally conduct any additional steps beyond what the county has conducted. Four environmental justice areas have been identified within some of the cities in their region, but specific efforts related to those populations have not necessarily been undertaken. In the future, this would be an important emphasis area for OCTC to work on integrating into planning processes more actively.

For more information, please see the recorded webinars and resources at https://www.fhwa.dot.gov/environment/environmental_justice/training/ some of which are targeted specifically at equity in pedestrian and bicycle planning and moving environmental justice forward in Transportation Planning and Project Development.

Limited English Proficiency

The Orange County Planning Department has developed a Limited English Proficiency Plan that describes the four-factor analysis that OCTC relies on. Key OCTC documents have been translated into Spanish, and its website has the option to be translated into Spanish easily.

Americans with Disabilities Act

OCTC has developed an ADA Transition Plan that includes all county owned properties, as well as a Complete Streets Plan. OCTC is working closely with its DPW and the Orange County Department of Parks, Recreation & Conservation to make sure the Transition Plan moves forward. It has also spoken with their local agencies, many of whom attended the Ulster County ADA Training session, about these requirements. The review team appreciates the efforts OCTC has taken to assure county and other member agencies comply with the ADA requirements.

UCTC

Title VI

UCTC attended FHWA and NYSDOT training seminar "Overview of Title VI for Metropolitan Planning Organizations" in January 2016, which motivated UCTC to undertake multiple activities related to Title VI. Where UCTC previously relied heavily on their host agency to comply with Title VI requirements, it now has its own Title VI Resources tab on its website to address the previous review's findings. The website contains the Title VI Plan, dated 2017, with its policy statement and commitment to fulfill Title VI requirements, as well as its designation of the Executive Director as its Title VI Coordinator. The website also contains a well-structured Title VI complaints procedure, which is easily accessible on UCTC's website and beneficial for the public. The review team recommends UCTC address the remaining action from the previous review (#4 create an action plan for conducting internal assessments of the MPO's programs, services, and activities or formalize the role the host agency plays in assessing the MPO's programs, services, and activities for nondiscrimination).

Environmental Justice

In terms of environmental justice, the LRTP contains relevant analyses and the results of the analysis are referenced in other UCTC plans and studies. Environmental Justice areas of focus include primarily several distinct neighborhoods in mid-town Kingston, as well as migrant seasonal labor populations in the rural areas of the county. For the major environmental justice populations, they are an area of focus during project selection and other decisions; however, the migrant population generally has not been impacted by planning efforts as there have been no major projects in those locations. Environmental justice considerations have been specifically emphasized by UCTC on transit projects. UCTC noted that locations containing correctional facilities in the region skew analyses and have been flagged as Environmental Justice populations, but are generally not an emphasis area for them.

In terms of project-specific efforts, UCTC noted a particular applicant for a Safe Routes to School project in an Environmental Justice community that requested assistance from UCTC for their demographic analysis. The review team appreciates UCTC's responsiveness to assisting sponsors in fulfilling environmental justice requirements. UCTC also highlighted a project focused on providing a half-acre park in an urban area that currently does not have a park, including a trail that would connect residents to food resources.

UCTC also takes extra efforts in its public outreach to provide information to Title VI and Environmental Justice populations; for example, specific distribution of information, surveys, and other public outreach has been targeted at transit dependent users for any potential changes to the transit providers and related service changes. The Mayor's Office maintains a distribution list for local clergy that UCTC also utilizes to disseminate information which was used for outreach during the Building a Better Broadway Corridor project. UCTC also takes specific efforts to seek input from these populations; for example, it mailed a transit integration survey and information to the Kingston Housing Authority with great results. It also met with senior citizens in their residence as a focus group, which was also effective.

Limited English Proficiency

Since the last certification review, UCTC has added a new feature on their website that can automatically translate material into Spanish to address some of the Limited English Proficiency requirements. This is a very useful tool for anyone accessing the website who is a Spanish speaker. UCTC examines the need for translation services for key documents; for example, transit surveys and flyers and fact sheets for the transit integration were translated into Spanish because a large number of transit users were identified as being Spanish speaking. UCTC has encountered a challenge in that many transit users in their region are not literate, and they are brainstorming how to successfully reach out to that community on this issue. Potential solutions included reaching out to community groups to spread the word verbally, such as through church communities, as well as providing for a dictation service, potentially on some major bus routes. UCTC appears to be eager to reach this community, using creative public outreach methods if necessary.

A key example of their LEP process in action occurred on the Broadway Corridor project, where flyers and posters were translated into Spanish because there was a sizable Spanish speaking population residing in that area. Subsequently, a Spanish translator was present at the public meeting who was used by some participants.

Americans with Disabilities Act

UCTC coordinated and hosted a day-long session of FHWA ADA training last year for their member agencies and some agencies outside of their MPO boundary. Attendees found this training very beneficial, especially the outdoor exercise where participants used wheelchairs and low vision goggles to experience firsthand barriers for persons with disabilities in the pedestrian environment. This training spurred interest in ADA Transition Plan requirements, particularly with the City of Kingston, who UCTC is assisting in this process. The review team appreciates UCTC hosting this

training, which was beneficial for its staff and member agencies, but also to those outside their MPO boundaries to whom the invitation was extended.

Basic Requirement

In 1991 under the ISTEA legislation freight transportation planning requirements, especially intermodal considerations were added to metropolitan planning regulations. ISTEA made it a national policy "to encourage and promote development of a national intermodal transportation system in the United States to move goods and people in an energy efficient manner provide the foundation for improved productivity growth, strengthen the nation's ability to compete in the global economy and obtain the optimum yield from the nation's transportation resources" [23 USC 134 (a)(1); 49 USC §302(e)]. The trend in emphasizing the need to invest in goods movement continues to grow with the passage of successive national transportation legislation. The newest legislation, the FAST Act, designates Freight as a National Program with a two part funding program that 1) allocates specific amounts to each state and 2) as a national grant on prioritized projects to Improve Freight Movement.

Finding

Since the previous certification review, the Mid-Hudson Valley TMA continues its involvement in freight planning efforts in the Region through its involvement with NYSAMPO's Freight Working Group and supporting the development of the New York State Freight Plan. The NYSAMPO Freight Working Group meets quarterly. DCTC, OCTC, and UCTC staff join as representatives in conference call meetings and at the annual in-person meeting. In development of the state freight plan, NYSDOT has also held a public meeting in NYC with representatives from the three Metropolitan Planning Organizations present and has requested assistance from the NYSAMPO Freight Working Group to review and provide comments on existing freight assets and plans in the region and in the designation of Critical Urban Freight Corridors. This is very timely as the recent transportation legislation, the FAST Act, for the first time in the nation's history, includes a National Highway Freight Program. This program creates a dedicated funding source to address multimodal bottlenecks that impact goods movement and economic development.

The National Freight Program includes two funding opportunities, 1) through allocations directly to states to administer statewide and 2) the INFRA Grant Program (formerly FASTLANE) which is a nationally competitive grant to fund projects of National or Regional significance. This new program significantly changes MPO's role in integrating freight in to their planning process. Nationally, many Metropolitan Planning Organizations are developing Regional Freight Plans to compete for state allocated funding and to compete for the INFRA Grant, which provides $4.5 billion nationally over the four-year duration of the FAST Act legislation, at over $800M per year. States and Metropolitan Planning Organizations that propose projects that 1) align and support initiatives through the National Freight Strategy, 2) have National and/or Regional Significance, 3) are a collaborative with multi-jurisdictional coordination and funding, and 4) are included in Regional and State Freight Plan are able to quantify benefits will compete well for funding.

The Mid-Hudson Valley region is an important connection for freight movement for all modes of transportation. These include the intersection of major interstate highways: I-87, I-84, and Route 17 (future I-86), railway for the CSX freight line, a major Class I railroad that runs along the west side of the Hudson River, and an important waterway, marine highway (M-87) along the Hudson River that parallels I-87. Additionally, Stewart Airport has seen growth with freight cargo under the management of the Port Authority of New York and New Jersey (PANYNJ) in partnership with the New York State Department of Transportation.

The Mid-Hudson Valley TMA is interested in developing a Regional Freight Plan. The TMA is awaiting the completion of the New York State Freight Plan before the three Metropolitan Planning Organizations considers embarking on a joint Regional Freight Plan. With the growth in warehousing for FedEx near Stewart International Airport and continued service of UPS and DHL in Orange County, OCTC re-expressed its interest in conducting a freight study. PANYNJ reported that it has seen a 6.7 percent increase in their cargo in 2017 from the previous year,[1] and noticeably truck volumes along certain routes in the county have also increased. In 2014, the PANYNJ met with staff from the three MPOs, NYSDOT and FHWA to discuss their plans for Stewart International. Since then, PANYNJ has also met directly with OCTC regarding the Airport and participates from time to time in OCTC's meetings. Given the regional nature of freight movement, OCTC has also joined the MAP forum, which is a multistate forum to discuss regional issues that impact the greater New York City area. Membership of the MAP forum includes MPO and State partners from New York, New Jersey, Pennsylvania, and Connecticut.

Recommendation

- Given the increased emphasis on goods movement, the Federal Review Team recommends that the Mid-Hudson TMA explore the development of a joint Regional Freight Plan to assist the TMA in better understanding goods movement needs in the region and to coordinate goods movement priorities with NYSDOT in their process of developing a State Freight Plan.

[1] http://www.recordonline.com/news/20170724/stewart-airport-sees-gains-in-passengers-cargo

Basic Requirement

> *In accordance with 23 CFR Part 450 Section 320 the transportation planning process in a Transportation Management Area (TMA) shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities, through the use of travel demand reduction and operational management strategies.*

A CMP is a regionally accepted approach to collectively assess strategies for congestion management. A TMA's CMP should result in a regional perspective of congestion and include performance measures and strategies that can be integrated into the region's transportation plans, decision process, and programs. In areas designated as ozone or carbon monoxide non-attainment areas, federal law prohibits projects that result in a significant increase in carrying capacity for single occupant vehicles from being programmed unless the project is addressed in a CMP.

The need for a revised CMP in the Mid-Hudson Valley TMA has been identified as a Corrective Action in the two previous TMA reviews. A CMP at minimum should be updated often enough to provide relevant and recent information; ideally as an input to each Metropolitan Transportation Plan update. Not having a relevant CMP can be detrimental to a TMA's unified and efficient approach to planning. Additionally, not having a routinely updated CMP may result in the region's transportation investments not supporting the desired vision of the community.

In the recent mid-September 2017 request for updates, none of the Metropolitan Planning Organizations provided information that would indicate there has been any recent revisions to the Process last added to in 2012. As implied in 23 CFR Part 450 Section 320, a CMP is intended to be fully integrated into the metropolitan transportation planning process, and is a living document. It should be continually evolving to address the results of performance measures, concerns of the community, new objectives and goals of the MPO, and up-to-date information on congestion issues.

At the in-person TMA review, responses to questions regarding a joint approach to congestion management implied the three Metropolitan Planning Organizations are not working together to update or develop a revised CMP. It is worth mentioning however, each of three Metropolitan Planning Organizations are pursuing congestion management-related initiatives. Information provided during the in-person portion of the TMA review, conducted on Wednesday September 20th, did not produce sufficient information that would indicate there have been any new attempts to collectively further develop the TMA's CMP.

Corrective Action

As the need for a revised CMP in the Mid-Hudson Valley TMA has been identified as a Corrective Action in the two previous TMA reviews, and there were no actions identified during the interview process that could be identified as the TMA collectively working together to identify strategies which

improve system performance and reliability, and the TMA's CMP has not been added to, updated, or revised since 2012; the federal team directs the following action:

- The TMA must revisit the corrective actions and recommendations issued by FHWA/FTA during the 2010 and 2013 Certification Reviews when it updates its CMP. In particular, the TMA must work towards:
  1. developing relevant multimodal performance measures
  2. creating an implementation schedule and identifying funding sources for improvements, and;
  3. identifying a process for periodic assessment of the effectiveness of implemented strategies.

As noted earlier, all three Metropolitan Planning Organizations have congestion management projects or studies and each is well versed in understanding where their congestion issues are located. The relevant FHWA guidance should be reviewed, and agreed upon TMA priorities should be identified. A proposed TMA work plan to accomplish these actions must be submitted to FHWA and FTA by October 1, 2018.

Safety

Basic Requirement

MPOs are required to consider safety as one of the eight planning factors. As stated in 23 CFR 450.306, the metropolitan transportation planning process provides for consideration and implementation of projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

Finding

DCTC

DCTC has an active Safety Program, and excels in its many outreach programs and local agency involvement. DCTC understands its role in helping to provide safer roadways in the county and surpasses in their passion to make a difference in communities. It was also clear that they are aware of State safety funding resources and how they are distributed. DCTC staff are aware of state crash data systems and the information that can be utilized to provide safety data in their area.

Dutchess County excels in its public outreach surrounding safety and some of its noted efforts include: bike rodeos, a Pedestrian and Bicycle Advisory Committee, and participation in the County's Traffic Safety Board. They were active participants in the development of the State's SHSP and have a demonstrated understanding of how important traffic safety is in its daily operations. DCTC's traffic count program also includes speed measurement and it provides analysis of problem areas to local communities.

Dutchess County's sincere and active focus on public outreach surrounding safety is to be commended.

UCTC

UCTC has an active Safety Program, including outreach and local agency involvement. UCTC understands its role in helping to provide safer roadways in its community. It is clear UCTC is aware of State safety funding resources and how they are distributed. Our conversation also led me to believe UCTC utilizes the State's safety data resources and are reliant on a data driven process to know where their crash problems are located. Also, noted safety initiatives are often followed up with a monitoring process to ensure the application of new traffic control is effective and produces the desired results.

UCTC safety initiatives include: RSAs, Traffic safety PSAs on local buses, and active participation in the local Traffic Safety Board. They are also pursuing a formalized process to remove unwarranted traffic signals. It is clear that UCTC is engaged in transportation safety planning, and the MPO's sincere and active focus on developing a data-driven, consistent process to remove unwarranted traffic signals is to be commended.

OCTC

OCTC understands their role in helping provide safer roadways in Orange County. They are aware of State safety resources such as Accident Location Information System (ALIS) and utilize the State's crash data systems to identify problem areas and at some level help prioritize what gets addressed.

OCTC Safety Program is in the process of being further developed with plans to be more involved locally by participating and supporting the County's Traffic Safety Board. OCTC was involved in the State-led effort to update the SHSP and were active participants in the State's development of the PSAP and Safety performance measures. There are many opportunities for the MPO to become more effective in its role of improving traffic safety, such as sponsoring RSAs and participating in community-led initiatives.

There does seem to be sincere interest in pursuing activities that would further promote traffic safety in Orange County, and it is recommended OCTC make more use of the available safety resources, including FHWA's, to further complement its existing and future safety initiatives.

Commendation

- The federal team commends DCTC for its extensive and creative public outreach efforts around safety.
- The federal team commends UCTC for its efforts to develop, in consultation with its member agencies and other stakeholders, a data-driven, formalized process to govern removal of unwarranted traffic signals in Ulster County.

Performance-Based Planning

Basic Requirement

> *Introduced in MAP-21 and implemented under the FAST Act, per 23 U.S.C. 134(h)(2), the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and in 49 U.S.C. 5301(c). In addition, each MPO shall establish performance targets to use in tracking progress towards attainment of critical outcomes for the metropolitan planning area and shall integrate the goals, objectives, performance measures, and targets in their metropolitan transportation planning process and planning products. The establishment of targets shall occur in coordination with the State Department of Transportation and public transportation providers.*

Background

The FHWA and FTA issued a final rulemaking on metropolitan and statewide planning on May 27, 2016. This rulemaking addressed changes to the metropolitan planning process stemming from MAP-21 and the FAST Act including Performance Based Planning and Programming and requires that states establish targets for each of the National Goals within one year after the promulgation of the Final Rule(s) on performance management. Once issued, Metropolitan Planning Organizations have an additional 180 days to either adopt the state's targets, or set their own. The Transportation Performance Management regulations for Statewide and Non-Metropolitan Planning; Metropolitan Planning went into effect on June 27, 2016 and the phase-in date is May 27, 2018. Therefore, at the time of the on-site portion of this certification review, the three Metropolitan Planning Organizations that comprise the Mid-Hudson Transportation Management Area were not yet required to take official action relative to implementing performance management, such as establishing targets, monitoring progress, and evaluating performance.

Title 23 USC 150 includes a requirement for States and Metropolitan Planning Organizations to monitor the performance of the statewide and regional transportation system in accordance with national performance goals, including: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability and Reduced Project Delays. The measures to achieve these goals were further developed through a series of federal rulemakings that are now finalized. As part of this final rulemaking, 23 CFR 450.314(h) was amended to require a written agreement addressing performance-based planning. Specifically, this final rule states:

> *The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State*

asset management plans for the NHS for each of the following circumstances: When one MPO serves an UZA, when more than one MPO serves an UZA, and when an MPA includes an UZA that has been designated as a TMA as well as a UZA that is not a TMA. There provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section, or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

While the phase-in deadline for this requirement is May 27, 2018, DCTC, UCTC, and OCTC have already conducted work related to Transportation Performance Management and Performance Based Planning and Programming (PBPP).

Finding

The three Metropolitan Planning Organizations that comprise the Mid-Hudson Valley Transportation Management Area, DCTC, UCTC, and OCTC, have initiated work related to Transportation Performance Management and Performance Based Planning and Programming (PBPP) and are at different stages in preparing for the implementation of performance management. The Metropolitan Planning Organizations reported that they have been monitoring the performance-based planning and programming rulemaking process and that staff participate in working groups and in webinars on the subject. These ongoing efforts have benefited the Metropolitan Planning Organizations in preparing for the implementation of performance management. Each of the three Metropolitan Planning Organizations has updated its respective LRTP to have a consistent planning horizon of 2040 and has addressed the topic of performance measures at varying levels in its LRTP. The alignment of the planning horizon for the three respective LRTPs that comprise the Mid-Hudson Valley TMA will allow for a systematic comparison of performance management throughout the entire TMA. While the inclusion of performance measures into the metropolitan planning process is not required at the time of the certification review, all three of the Metropolitan Planning Organizations in the Mid-Hudson Valley TMA have prepared extensively for the performance-based planning requirements.

DCTC

DCTC has done an excellent job in laying the framework for performance management in its LRTP, which aligns the plan's goals and objectives with specific performance measures as a means to gauge progress and measure outcomes in meeting the plan's goals and objectives. DCTC identified objectives for each goal, with each objective evaluated by specific performance measures. Chapter 7 of DCTC's LRTP is dedicated to performance monitoring. The chapter on Performance Monitoring includes 10 different categories: Highway Performance, Bridge Performance, Transit Performance, Multiple Occupant Vehicle Use, Bicycle and Pedestrian, Transportation Safety, Natural Resources, Livability/Smart Growth, Public Participation, and Project Delivery. Each category is related to an objective of the plan and tied to a performance measure. There are a total of 70 performance measures in the plan that track progress in meeting the plan's goals and objectives. A performance monitoring dashboard easily and effectively reports the status of each performance measure by utilizing a traffic signal visualization technique where the colors green, yellow, and red indicate the

status of each performance measure in achieving the desired outcome. DCTC's incorporation of performance monitoring into its LRTP is exemplary and the MPO is well positioned to implement performance management.

UCTC

The UCTC has structured its LRTP to set the stage for implementing PBPP by structuring its plan around a framework of specific goals, objectives and related performance measures. The objectives in UCTC's LRTP are "SMART" (Specific, Measurable, Agreed on, Realistic, and Time bound) which ensures that they provide clear direction on how progress is being made in achieving the desired outcomes. The objectives in the plan are supported by performance measures. The UCTC has selected specific metrics that will be used to measure progress toward achieving each objective. In this way, UCTC has established the framework for implementing performance management where each of the goals in its LRTP supports national performance goals and has specific objectives that are supported by performance measures. The UCTC has established an effective framework for performance management and is preparing a performance data plan that identifies the performance measures that will be used and the agencies that will be responsible for collecting, analyzing, and archiving the data. It will also include a performance reporting plan that spells out how the performance measures and target achievement will be reported. The next step is to implement the performance data plan.

OCTC

At the time of this certification review, the OCTC has not incorporated a Performance Based Planning and Programming framework into its LRTP. OCTC acknowledges the transition to performance management in its current LRTP and has taken the position that it will take the required actions and update its LRTP to implement performance management as dictated by federal requirements. Chapter 13 of OCTC's LRTP presents the goals and objectives of the MPO and presents recommendations for working to achieve the goals and objectives through policies, strategies, planning or other actions. The goals, objectives, and recommendations presented in the LRTP provide a basic framework for performance management and could be expanded to include performance metrics in order to meet the pending requirements of performance based planning.

Recommendation

- The Federal Review Team recommends that the Mid-Hudson TMA continue to collaborate with NYSDOT and transit providers on Transportation Performance Management and PBPP, especially in establishing targets and developing performance based planning agreements

Appendix A: FHWA/FTA Letter

United States
Department of Transportation

Federal Transit Administration – Region 2
One Bowling Green, Suite 429
New York, NY 10004-1452

Federal Highway Administration – NY Division
Leo O'Brien Federal Building,
11 A Clinton Avenue, Suite 719
Albany, NY 12207

In Reply Refer To:
TRO-02
HEP-NY

August 24, 2017

Mr. Michael P. Hein
County Executive
Ulster County Transportation Council
6th Floor County Office Building
244 Fair Street
Kingston, NY 12401

Mr. Marcus J. Molinaro
County Executive
Dutchess Transportation Council
27 High Street, 2nd Floor
Poughkeepsie, NY 12601

Mr. Steven M. Neuhaus
County Executive
Orange County Transportation Council
124 Main Street
Goshen, NY 10924

Re: Mid-Hudson Valley Transportation Management Area Certification

Dear Sirs:

The Federal Highway Administration (FHWA) New York Division and the Federal Transit Administration (FTA), Region 2 will be conducting a Certification Review of the transportation planning process for your metropolitan area on September 20-22, 2017. These dates were selected in consultation with the Directors of the three Metropolitan

Planning Organizations (MPOs) that comprise the Mid-Hudson Valley Transportation Management Area (TMA): Ulster County Transportation Council (UCTC) Dutchess County Transportation Council, (DCTC), Orange County Transportation Council (OCTC).

Titles 23 and 49 of The United Stated Code (U.S.C) require the Secretary of Transportation to designate urbanized areas over 200,000 in population as Transportation Management Areas (TMA). As a result of the 2010 Census, the Mid-Hudson Valley continues to be a TMA. Designated TMAs are subject to special planning and programming requirements. In accordance with 23 U.S.C 134(k)(5), the Secretary must certify compliance of the MPO in each TMA with the metropolitan planning regulations not less than once every four years. This is a joint responsibility of the FHWA and FTA. The four-year cycle runs from the date of the previously jointly signed Certification Report, which was July 8, 2014.

The primary purpose of the Certification Review is to ensure that the planning requirements of 23 U.S.C 134, 49 U.S.C 5303, and 23 C.F.R. Part 450 are being satisfactorily implemented. As in past reviews, we intend to highlight good practices, exchange information, and identify opportunities for improvements. The review in September will include a field visit and the opportunity for public participation. We would like to meet with the Policy Board at the start of the review. The remainder of the review will primarily include discussion with the MPO's staff; local member agencies may also be present to offer comments and their insights.

During the on-site portion of the Certification Review we will discuss the following:

- Status of recommendations from previous certification
- Long Range Transportation Plan (LRTP)
- Unified Planning Work Program (UPWP)
- Transportation Improvement Program (TIP)
- Transit Activities-Human Services Transportation Plan
- Non-motorized Bicycle-Pedestrian Transportation Planning
- Financial Planning
- Intelligent Transportation Systems
- Environmental Mitigation (Planning Environmental Linkages)
- Title VI/Environmental Justice
- Public Participation
- Consideration of Safety and Security in the planning process
- Performance Based Planning and Programming

The public, including key MPO committee members or other local elected officials, and special interest groups, will have the opportunity to respond directly to FHWA and FTA staff concerning their views of the conduct of the transportation planning in the Mid-Hudson Valley area. This review will allow the public to participate through a 30-day comment period.

We request that all three MPO's provide us with the status of recommendations from the previous 2013 certification and a description of the relevant MPO's efforts to incorporate those recommendations in the planning process by September 15, 2017. Please provide any documentation that supports your efforts to date.

Further details, including a draft agenda for the on-site discussion, will follow separately. The Federal contacts for the review are Mr. Ben Fischer of FHWA, (518) 431-8863 and Mr. James Goveia of FTA, (212) 668-2325. The review is a positive means to advance our mutual goals to maximize the effectiveness of the planning process. We look forward to our on-site visit.

Sincerely,

Peter W Osborn
Division Administrator
Federal Highway Administration
New York Division

Stephen Goodman P.E.
Regional Administrator
Federal Transit Administration
Region II

cc: Dennis Doyle, Director, Ulster County Transportation Council
Mark Debald, Director, Dutchess County Transportation Council
David Church, Director, Orange County Transportation Council
Todd Westhuis, Director, NYSDOT Region 8
Thomas Weiner, Regional Planning and Program Manager, NYSDOT
Ron Epstein, NYSDOT Main Office, Director the Policy and Planning Division
Marty Neveu, Acting Director NYSDOT Statewide Planning Bureau
Cathy Kuzsman, NYSDOT Statewide Planning Bureau
Valeriya Remezova, FHWA NY Division, Planning Environment Team Leader
Anna Price, FHWA NY Division, Director, Office of Program Management
Donald Burns, FTA Region 2, Acting Director, Planning and Program Development

Appendix B: Certification On-Site Review Agenda

Mid-Hudson Valley TMA Certification Review

Final Draft Agenda/Itinerary

September 20th – 22nd, 2017

USDOT Review Team
Ben Fischer, FHWA NY Division
James Goveia, FTA Region 2
Maria Chau, FHWA NY Division
Gautam Mani, FHWA NY Division
Randy Warden, FHWA NY Division
Kara Hogan, FHWA NY Division

Wednesday, September 20

1:00pm – 5:00pm: **Joint Meeting at DCTC Office (Poughkeepsie, NY)**

- Introductions & Welcoming Remarks (*20 mins*)
- TMA Updates: Regional issues/challenges (*30 mins*)
- Follow-up on 2013 Certification Review (*30 mins*)
  - Corrective Actions
  - Recommendations
- 2017 Certification Review Agenda & Itinerary (*5 mins*)
- Coordination of the MHVTMA Planning Process
  - Agreements/Contracts (*20 mins*)

Break (15 mins)

  - Data Collection (*30 mins*)
    - Transportation Performance Management & Target Setting (*15 mins*)
    - Asset Management (*15 mins*)
  - Joint Studies (*70 mins*)
    - Freight (*20 mins*)
    - ITS/Congestion Management Process (*30 mins*)
    - Transit (*20 mins*)

Thursday, September 21

8:00am – 12:00pm: **DCTC Office** (See agenda for individual MPO meetings)

1:30pm – 5:30pm: **UCTC Office** (See agenda for individual MPO meetings)

Friday, September 22

9:30am – 2:00pm: **OCTC Office** (See agenda for individual MPO meetings)

2:30 – 3:30pm (Federal Review Team caucus at OCTC office

Agenda for Individual MPO Meetings:

- Organizational structure and staff size/capabilities (*30 mins*)
- Planning Process (*60 mins*)
    - LRTP (20 mins)
    - UPWP (20 mins)
    - TIP (20 mins)

  Break (10 mins)
- Certification Review Topics:
    - FTA Programs (*20 mins*)
    - Transit (*20 mins*)
    - Bike/Ped – Non-motorized transportation (*15 mins*)
    - Air Quality (*20 mins*)
    - Safety (*15 mins*)
    - Resiliency (15 *mins*)
    - Title VI and Environmental Justice (*20 mins*)
    - Public Involvement (*15 mins*)

Appendix C: Notices to Receive Public Comments

Dutchess County Transportation Council

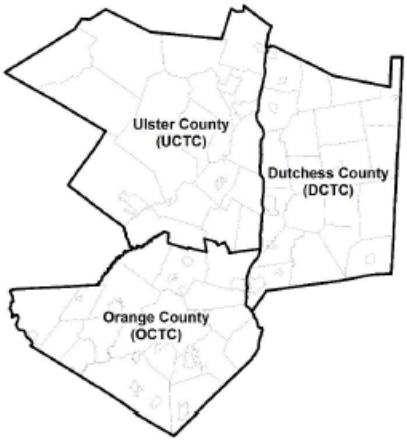
Public Notice

Federal Certification Review of the
Metropolitan Transportation Planning Process

September 8, 2017

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are currently conducting the quadrennial Federal Certification Review of the Duchess County Transportation Council (DCTC). Both agencies are interested in hearing from you on how the Transportation Planning Process is being conducted in the Mid-Hudson Valley.

The U.S. Department of Transportation requires that every metropolitan area with a population over 50,000 be represented by a designated Metropolitan Planning Organization (MPO), in order for that area to qualify for the receipt of federal highway and transit funds. The DCTC is the designated MPO for Dutchess County and is responsible for the federally mandated transportation planning process in the County. In partnership with the Orange County Transportation Council (OCTC) and Ulster County Transportation Council (UCTC), the DCTC is part of the Mid-Hudson Valley Transportation Management Area (TMA).



The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in accordance with 23 USC 134 (k)(5)(A)(i) and 49 USC 5303 (k)(5)(A)(i)(e), must certify that the metropolitan planning process conducted by the DCTC is being carried out in accordance with applicable provisions of federal law not less than once every four years.

The primary purpose of the certification review is to ensure that the required planning activities of 23 USC 134 and 49 USC 5303 are being satisfactorily implemented by the DCTC and the Mid-Hudson Valley TMA. FHWA and FTA are accepting written comments from the public on DCTC's implementation of the federal transportation planning process through **October 23, 2017**.

1

On Page 3 of this notice are questions about your perspective on how the metropolitan transportation planning process is being implemented. You may also provide an open written response. Policy Board and Planning Committee members are also invited to mail or email the form to FHWA or FTA staff, or submit it during the on-site certification review, which will take place on **Thursday, September 21, 2017** at 8:30 a.m. at the Dutchess County Planning Department. Thank you in advance for your comments and we look forward to hearing from you.

Public Comments

This comment period provides the public with an opportunity to provide written comments to FHWA and FTA staff about their thoughts on the metropolitan transportation planning process in Dutchess County. Comments should be made by mail or email, using the form on Page 3 of this notice, and sent to the addresses below by **4:00 p.m. on Monday, October 23, 2017**:

Mr. Benjamin Fischer
Federal Highway Administration
New York Division Office
11A Clinton Avenue, Suite 719
Albany, NY 12207
Phone: (518) 431-8863
Email: benjamin.fischer@dot.gov

Mr. James Goveia
Federal Transit Administration-Region 2
One Bowling Green, Suite 429
New York, NY 10004-1452
Phone: (212) 668-2183
Email: James.Goveia@dot.gov

For more information about the DCTC, please contact:

Dutchess County Transportation Council
27 High Street, 2nd Floor
Poughkeepsie, NY 12601
(845) 486-3600
dctc@dutchessny.gov
www.dutchessny.gov/dctc

About the DCTC: Established in 1982, the DCTC serves as the designated Metropolitan Planning Organization (MPO) for Dutchess County. Federal law requires that all Urbanized Areas, U.S. Census defined metropolitan areas with over 50,000 people, be represented by a MPO, which is responsible for ensuring that Federal transportation dollars (highway and transit) are committed through a locally driven, comprehensive planning process. The DCTC includes representatives from local municipalities, the New York State Department of Transportation, and the Metropolitan Transportation Authority.

Ulster County Transportation Council

Michael P. Hein, County Executive
Chairman

September 8, 2017 – FOR IMMEDIATE RELEASE
Contact: Brian Slack, Principal Transportation Planner
845-334-5590

PUBLIC NOTICE
September 8, 2017

Quadrennial Federal Certification Review
of the
Ulster County Transportation Council (UCTC)

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), is currently conducting the quadrennial Federal Certification Review of the Ulster County Transportation Council (UCTC). We are very interested in hearing from you on how the Transportation Planning Process is being conducted in the Mid-Hudson Valley Region.

The U.S. Department of Transportation requires every Metropolitan area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and transit funds. UCTC is the designated MPO responsible for transportation planning in Ulster County cooperatively with Orange County Transportation Council (OCTC) and Dutchess County Transportation Council (OCTC) which form the Mid-Hudson Valley

Transportation Management Area (TMA).

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in accordance with 23 USC 134 (k)(5)(A)(i) and 49 USC 5303 (k) (5)(A)(i)(e) must certify that the metropolitan planning process conducted by UCTC is being carried out in accordance with applicable provisions of Federal law not less often than once every four years.

The primary purpose of the certification review is to ensure that the required planning activities of 23 USC 134 and 49 USC 5303 are being satisfactorily implemented by the UCTC and the Mid-Hudson Valley TMA. FHWA and FTA are accepting written comments from the public on UCTC's implementation of the federal transportation planning process through October 23, 2017.

For further details and to submit comments, please view the Official Notice.

Public Comments

Written comments may be sent to:

and/or

Benjamin Fischer, FHWA
Leo W. O'Brien Federal Building
Room 719
Albany, NY 12207
Benjamin.Fischer@dot.gov

James Goveia, FTA
Region 02
One Bowling Green, Room 429
New York, NY 10004
James.Goveia@dot.gov

For additional information, please call Brain Slack, Principal Transportation Planner,
at (845) 334-5590.

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This message is being sent to individuals and organizations associated with the Ulster County Transportation Council and the Ulster County Planning Department.

Our mailing address is:
Ulster County Transportation Council
244 Fair Street, Kingston, NY, United States
PO Box 1800
Kingston, NY 12402-1800

Add us to your address book

unsubscribe from this list update subscription preferences

MailChimp

Share Tweet Forward

From: OCTC Mailbox
Sent: Monday, September 11, 2017 11:52 AM
Subject: Federal Certification Review: Notice to Receive Public Comments

Good afternoon,

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are currently conducting the quadrennial Federal Certification Review of the Orange County Transportation Council (OCTC). Both agencies are interested in hearing from you on how the Transportation Planning Process is being conducted in the Mid-Hudson Valley. The U.S. Department of Transportation requires every Metropolitan area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and transit funds. OCTC is the designated MPO responsible for transportation planning in Orange County cooperatively with the Ulster County Transportation Council (UCTC) and Dutchess County Transportation Council (DCTC) which form the Mid-Hudson Valley Transportation Management Area (TMA).

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in accordance with 23 USC 134 (k)(5)(A)(i) and 49 USC 5303 (k) (5)(A)(i)(e), must certify that the metropolitan planning process conducted by OCTC is being carried out in accordance with applicable provisions of federal law not less than once every four years.

The primary purpose of the certification review is to ensure that the required planning activities of 23 USC 134 and 49 USC 5303 are being satisfactorily implemented by OCTC and the Mid-Hudson Valley TMA. The FHWA and FTA are accepting written comments from the public on OCTC's implementation of the federal transportation planning process through **October 23, 2017**.

For further details and to submit comments, please view the Official Notice.

Thank you,

Ashlee Long
Planner
Orange County Planning Department
Orange County Transportation Council
124 Main Street, Goshen, NY 10924
Phone: 845-615-3840
Fax: 845-291-2533
Email: OCTC@orangecountygov.com

NOTICE TO RECEIVE PUBLIC COMMENTS

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), is currently conducting the quadrennial Federal Certification Review of the Orange County Transportation Council (OCTC). We are very interested in hearing from you on how the Transportation Planning Process is being conducted in the Mid-Hudson Valley Region.

The U.S. Department of Transportation requires every Metropolitan area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and transit funds. OCTC is the designated MPO responsible for transportation planning in Orange County cooperatively with Duchess County Transportation Council (DCTC) and Ulster County Transportation Council (UCTC) which form the Mid-Hudson Valley Transportation Management Area (TMA).

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in accordance with 23 USC 134 (k)(5)(A)(i) and 49 USC 5303 (k) (5)(A)(i)(e) must certify that the metropolitan planning process conducted by OCTC is being carried out in accordance with applicable provisions of Federal law not less often than once every four years.

The primary purpose of the certification review is to ensure that the required planning activities of 23 USC 134 and 49 USC 5303 are being satisfactorily implemented by the OCTC and the Mid-Hudson Valley TMA. FHWA and FTA are accepting written comments from the public on OCTC's implementation of the federal transportation planning process through October 23, 2017.

On the back of this notice are questions to respond to on your perspective of how the MPO Transportation Planning Process is being implemented and opportunities to participate in this process. You may also provide an open written response. As a Policy Board Member and Planning Committee Member you can either mail or email the form back to FHWA/FTA or bring it with you to the on-site certification review which will take place September 20th - 22nd, 2017, and submit it in-person.

Thank you in advance for your comments. We look forward to meeting with you on Thursday, September 22nd, 2017.

Comments may be sent to:

and/or

James Goveia, FTA
Region 2
One Bowling Green, Room 429
New York, NY 10004
James.Goveia@dot.gov

Benjamin Fischer, FHWA
Leo W. O'Brien Federal Building
11A Clinton Ave., Suite 719
Albany, NY 12207
Benjamin.Fischer@dot.gov

Appendix D: Public Comments

No public comments were received by the federal review team.

FHWA/FTA Certification Review
Notice to Receive Public Comments

1. From your perspective, how well do you understand the DCTC transportation planning process?

   _____
   _____
   _____

2. From your perspective, how well is the DCTC transportation planning process working to effectively improve transportation in the Region?

   _____
   _____
   _____

3. Are there opportunities for you to provide input on transportation issues and plans, such as the long-range transportation plan and other studies and issues?

   _____
   _____
   _____

4. Are there opportunities for people of all ages, abilities, incomes, races, to provide equal access and opportunity for input in the transportation planning process?

   _____
   _____
   _____

5. What are some things that work well?

   _____
   _____
   _____

6. What areas do you think can be improved?

   _____
   _____
   _____

3

Appendix E: Certification Review Site Participants

Mid-Hudson Valley Transportation Management Area (TMA)

OCTC
Dutchess County Transportation Council

Date: September 20, 2017
Time: 1:00 p.m.
Location: First Floor Conference Room, 27 High Street, Poughkeepsie, NY 12601

Name	Organization	Address or Email	Phone
Mark DeBacco	DCTC	mdebacco@dutchessny.gov	845.486.3600
Ashlee Long	OCTC	along@orangecountygov.com	845-615-3859
Lauren Burns	OCTC	lburns@orangecountygov.com	(845) 615-3856
Julie Richmond	OCTC	jrichmonds@orangecountygov.com	(845) 615-3844
Ben Fischer	FHWA	Benjamin.Fischer@dot.gov	518-431-8863
Maria Chau	FHWA	Maria.Chau@dot.gov	518-431-8878
Gautam Mani	FHWA	gautam.mani@dot.gov	518-431-8860
Sandra Jobson	NYSDOT	sandra.jobson@dot.ny.gov	845.431.5853
Brian Slack	UCTC	bslack@co.ulster.ny.us	334.5570
Dennis Doyle	UCTC	ddoyle@co.ulster.ny.us	340-3340
David Staas	UCTC	dstaas@co.ulster.ny.us	845-334-5508
Randy Warden	FHWA	Randy.Warden@DOT.GOV	518-431-8852
Kara Hogan	FHWA	Kara.Hogan@dot.gov	518-431-8847

PLEASE SIGN-IN

Sign-in Sheet 1 of 2

Mid-Hudson Valley Transportation Management Area (TMA)

OCTC
Dutchess County Transportation Council

Date: September 20, 2017
Time: 1:00 p.m.
Location: First Floor Conference Room, 27 High Street, Poughkeepsie, NY 12601

Name	Organization	Address or Email	Phone
JAMES GOVEIA	FTA	JAMES.GOVEIA@DOT.GOV	212 668 2325
DANIEL COOTS	NYSDOT - REGION 8	DAN.COOTS@DOT.NY.GOV	(845) 431-7930
Emily Dozier	DCTC	edozier@dutchessny.gov	845-486-3600
Adam Levine	NYS DOT - Rgn 8	adam.levine@dot.ny.gov	845-437-3320
HARRIET LEWIS	NYSDOT - MAIN OFFICE	harriet.lewis@dot.ny.gov	518-485-6196
Mike Flynn	NYSDOT - Main Office	michael.t.flynn@dot.ny.gov	518-485-5310

PLEASE SIGN-IN

Sign-in Sheet 2 of 2

United States
Department of Transportation

Mid-Hudson Valley Transportation Management Area Certification – DCTC Meeting

Date: September 21, 2017

Time: 8:30am – 12:00pm

Location: DCTC Office

Name	Agency/Affiliation	Email	Phone
Mike Flynn	NYSDOT Main Office	michael.t.flynn@dot.ny.gov	(518) 485-5310
HARRIET LEWIS	NYSDOT MO	harriet.lewis@dot.ny.gov	(518) 485-0196
DANIEL COOTS	NYSDOT R-8	DAN.COOTS@DOT.NY.GOV	(845) 431-7930
BOB MANNIX	NYSDOT R-8	BOB.MANNIX@DOT.NY.gov	(845) 431 7804
SANDRA JOBSON	NYSDOT R.8	Sandra.Jobson@dot.ny.gov	845.431.5853
Maria Chau	FHWA	Maria.Chau@dot.gov	518.431.8878
GAUTAM MANI	FHWA - NY	gautam.mani@dot.gov	518-431-8860
R. Warden	FHWA - NY	Randy.Warden@dot.gov	518.431.8852
Kara Hogan	FHWA	Kara.hogan@dot.gov	518-431-8847
MARIA DEBLAUD	DCTC	mdeblaud@dutchessny.gov	845.486.3600
Emily Dozier	DCTC	edozier@dutchessny.gov	" "
JAMES GOVEIA	FTA	JAMES.GOVEIA@DOT.GOV	212 668 2325
Ben Fischer	FHWA	Benjamin.Fischer@dot.gov	518-431-8863

United States
Department of Transportation

Mid-Hudson Valley Transportation Management Area Certification – OCTC Meeting

Date: September 22, 2017

Time: 9:30am – 1:30pm

Location: OCTC Office

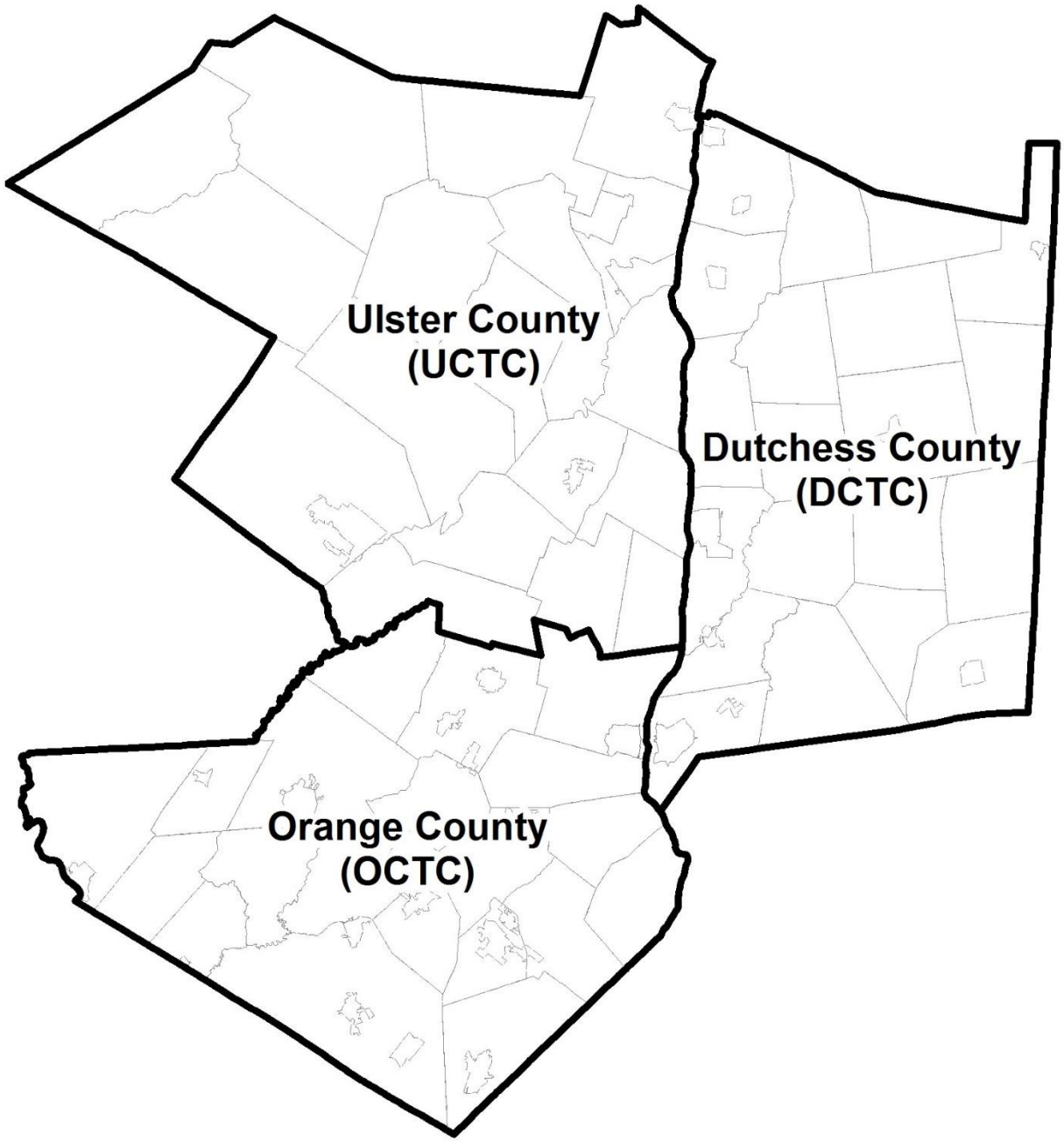
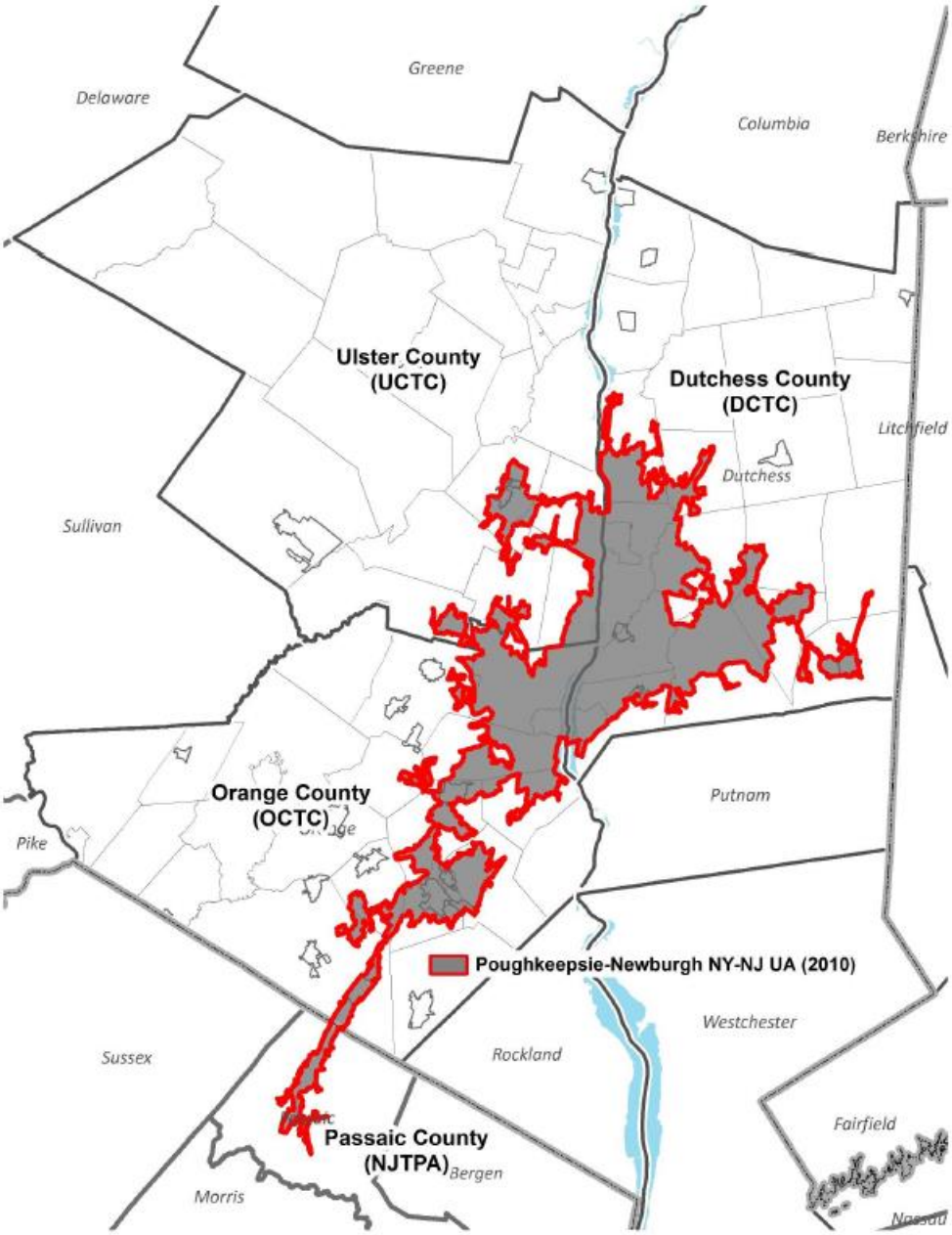
Name	Agency/Affiliation	Email	Phone
Patricia Long	OCTC	along@orangecountygov.com	845-615-3840
HARRIET LEWIS	OCTC	harriet.lewis@dot.ny.gov	518-485-0196
Maria Chau	FHWA	maria.chau@dot.gov	518-431-8878
Ben Fischer	FHWA	benjamin.fischer@dot.gov	518-431-8863
Randy Warden	FHWA	randy.warden@dot.gov	(518) 431 8852
GAUTAM MANI	FHWA	gautam.mani@dot.gov	(518)-431-8860
Kara Hogan	FHWA	kara.hogan@dot.gov	518-431-8847
Julie Richmond	OCTC	jrichmond@orangecounty.gov	845 615 3844
Rob Parrington	OCTC	RParrington@orangecountygov.com	845-615-3852
FRED BUDDE	OCTC	FBUDDE@ORANGECOUNTYGOV.COM	" " 3848
Lauren Burns	OCTC	lburns@orangecountygov.com	(845)615-3856
Mike Flynn	NYSDOT Planning Office	michael.f.flynn@dot.ny.gov	(518) 485-5310
Zachary Coleman	OCTC	zcoleman@orangecountygov.com	845-615-3839
BOB Mannix	NYSDOT	BOB.Mannix@DOT.NY.gov	(845) 431-7904
DANIEL COOTS	NYSDOT-R8	DAN.COOTS@DOT.NY.GOV	(845) 431-7930
JAMES GOVEIA	FTA	JAMES.GOVEIA@DOT.GOV	212 668 2325
Sandra Jobson	NYSDOT-R8	sandra.jobson@dot.ny.gov	845.431.5853

Appendix F: Acronyms

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
CARD	Centerline Audible Roadway Delineator
CFR	Code of Federal Regulation – the regulations of federal agencies
CMP	Congestion Management Process
DCTC	Dutchess County Transportation Council
EJ	Environmental Justice
FAST Act	Fix America Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FFY	Federal Fiscal Year
HELP	Highway Emergency Local Patrol
INFRA	Infrastructure For Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 Century
MHVTMA	Mid-Hudson Valley Transportation Management Area
MPO	Metropolitan Planning Organization
MPP	FTA Metropolitan Planning Program
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
NPMRDS	National Performance Management Research Data Set
NPRM	Notice of Proposed Rule Making
NYSAMPO	New York State Association of Metropolitan Planning Organizations
NYSDEC	New York State Department of Environmental Conservation
NYSTA	New York State Thruway Authority
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
OCTC	Orange County Transportation Council

PE	Preliminary Engineering
PEL	Planning Environmental Linkage
PL	FHWA Federal-Aid Planning Funds
RITSA	Regional ITS Architecture
SMART	Specific, Measurable, Agreed-upon, Reasonable, Time-bound
STIP	State Transportation Improvement Program
TCM	Transportation Control Measure
TIM	Traffic Incident Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Transportation Management Center
TRB	Transportation Research Board
TSMO	Transportation Systems Management and Operations
TTI	Travel Time Index
UCTC	Ulster County Transportation Council
UPWP	Unified Planning Work Program
U.S.C.	United States Code
USDOT	United States Department of Transportation
VMT	Vehicle Miles of Travel

Appendix G: Maps of MHVTMA



Mid-Hudson Valley Transportation Management Area (TMA)