

Dutchess County Transportation Council
Planning Committee Meeting Summary

Wednesday, September 26, 2018, 10:00 a.m. – noon

Dutchess County Planning Department (Main Conference Room)
27 High Street (2nd Floor), Poughkeepsie, NY

1. Introductions – See attached list.

2. Announcements

- Mark Debald (DCTC) welcomed everyone to the meeting. Mark began by mentioning that everyone should have received the meeting materials with the meeting notice. Mark also thanked the Committee for their support of the resolutions that were approved at the August Council meeting.
- TMA Federal Certification Review: Mark reviewed the results of fall 2017’s certification review, and reported that there were no updates on FHWA/FTA’s review of our plans to address the UPWP and CMP corrective actions.
- Clean Transportation NY: Mark noted that NYSDEC recently released [the State’s plan](#) to use \$127.7 million in the VW diesel emissions settlement funding for transportation projects that reduce NOx emissions. The Plan recommends the following distribution:
 1. Item 1: Class 8 Local Freight & Port Drayage Trucks-- Up to \$11.5 million
 2. Item 2: Class 4-8 School Bus, Shuttle Bus, or Transit Bus-- At least \$52.4 million (41%)
100 all-electric transit buses and 400 new alternative fuel, electric or diesel-powered school and paratransit buses (Mark noted that this item might have the most direct impact to our area).
 3. Item 3: Freight Switchers-- Up to \$8 million
 4. Item 4: Ferries/Tugs-- Up to \$3.5 million
 5. Item 5: Ocean Going Vessels Shorepower-- \$0
 6. Item 6: Class 4-7 Local Freight Trucks-- \$8.5 million
 7. Item 7: Airport Ground Support Equipment (charging equipment)-- \$3.2 million
 8. Item 8: Forklifts and Port Handling Equipment-- Up to \$1 million
 9. Item 9: Light Duty Zero Emission Vehicle Supply Equipment-- \$19.2 million
 10. Item 10: Diesel Emission Reduction Act Option-- Up to \$10 million
- Air Quality Conformity Update: Mark reminded the Committee that recent guidance from FHWA requires that we demonstrate transportation conformity for the 1997 ozone standard if we add non-exempt projects to the Metropolitan Transportation Plan (MTP) or TIP. Mark noted that staff attended an in-person training session (Sep. 12 in Albany) on the use of the EPA’s MOVES 2014b emissions model. This training was specifically held for those MPOs impacted by the South Coast vs. EPA decision (i.e. “orphan areas”). The EPA’s appeal of the

decision has been denied, so we have to anticipate following the conformity process for the foreseeable future.

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

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

a. Review planning proposals: Mark noted that a call letter for future transportation planning projects was issued over the summer. Proposals were due August 1, 2018 and we received ten proposals from six agencies/communities. Before reviewing a summary of the proposals, Mark noted that this process was being used to formalize planning tasks for the upcoming 2019-2020 Unified Planning Work Program (UPWP). As background, we are under increasing pressure to spend down our savings backlog, so we can avoid the loss of the funds through a federal funding rescission. Bob LaColla (Town of Fishkill) asked why the backlog had accrued. Mark responded that staff capacity was one reason; in the past, hiring a fourth person was considered, but that was not currently possible. The MPO is also limited in the number of consultant projects it can effectively manage. Maintaining a savings backlog also provides some insurance in case of an unexpected interruption in our year-to-year funding.

Mark reviewed the summary of each project provided with the meeting materials, noting that the goal was to promote studies that relate to the goals in our long-range transportation plan, *Moving Dutchess 2*. Mark then opened the floor to a discussion about the proposals. Highlights of this discussion:

- NYSDOT/City of Poughkeepsie proposals to study the 9/44/55 interchange and the arterials: Sandra Jobson (NYSDOT) commented that the public component would be particularly important. Natalie Quinn (City of Poughkeepsie) stated that the two projects are highly linked, and that their joint consideration is essential. Bob LaColla asked whether bike/ped infrastructure would be considered in the interchange component. Sandra responded that it would be, while keeping in mind that this portion of Route 9 is a limited-access highway. Bob recommended that the group consider expanding the scope to include possible multimodal improvements to Route 9 through the city. Mark noted that in the past, the MPO has asked municipalities to contribute a small amount of financing for this kind of project to help ensure municipal buy-in. Mark asked whether the Committee thought that reintroducing this practice would be appropriate. Emily Svenson (Town of Hyde Park) noted that it might not be appropriate to ask for a City contribution in this case, since the project would benefit the whole region. The group suggested alternatives to a cash contribution, such as assistance with outreach and other in-kind services. At the conclusion of discussion, Mark noted that this project would likely carry over into the 2020-2021 UPWP, so all the project funds would not be spent in one year.
- Pleasant Valley’s three study proposals: For the town center study, Sandra noted that

NYS DOT is interested in working with communities that have a state road as a Main Street. The group discussed the potential transformation of Pleasant Valley's three-lane Main Street into a boulevard with dedicated left turns and crosswalk bump-outs. To address the second proposal (smart signals for three signals along this corridor), a NYS DOT signal timing study could be done, and appended to a DCTC-led pedestrian study, with adaptive signal technology integrated into the corridor as feasible. For the third study (a roundabout at Route 115/CR71), Mark stated that, after consulting with NYS DOT, DCTC staff recommends delaying consideration of the project. Sandra asked whether the intersection had been examined for signal warrants, and Mark Figliozzi (Town of Pleasant Valley) replied that it had not, at least not recently. Sandra noted that that would be a good place to start; if the intersection qualifies for a signal, then consideration of a roundabout would be a next step in the process. Bob, Mark Figliozzi, and Sandra engaged in a discussion about communication between NYS DOT and municipalities, preliminarily agreeing that it would be valuable for one of the region's Resident Engineers to present to local supervisors and mayors. They agreed to continue the discussion later.

- For the East Fishkill projects, Mark noted that the Town might have misunderstood the scope of services that the DCTC was offering. The two proposals seemed tailored to an actual project application versus a planning study. The town also recently applied for CMAQ funding for one of the proposals. Also, some conceptual planning for the area has been completed. Sandra noted that the Town told her they have not yet conducted public outreach for these projects. Mark indicated that the DCTC did complete a Hopewell Hamlet Pedestrian Plan in 2002 that included recommendations for certain elements of the CMAQ application.
 - Mark also reviewed the proposals for the Town of Clinton and Arlington Town Center; the Committee had no comments or questions about these possible studies.
- b. Next steps: Mark noted that we will continue to discuss the proposals with the relevant agencies. We expect to support one or two consultant projects for the program year (likely the Route 9/Arterials study and Arlington Main Street design). Other projects (Pleasant Valley pedestrian study, Clinton path study) could be completed by staff. Actual work on these would not occur until after the DCTC adopts the next UPWP, which would go into effect on April 1, 2019. In the meantime, staff will begin lay the groundwork for progressing these projects as the new UPWP is established. This will include the development of draft scopes of work for possible consultant studies. We will also verify the amount of funds available in our backlog (approx. \$650,000 right now). Mark advised that the MPO must also work with its host agency, County Planning, to ensure adequate funds are available in the Planning Department's budget.

5. Mid-Hudson Valley Congestion Management Plan (CMP)

- a. Review current CMP work plan: Mark reminded the Committee that the TMA's recent federal certification identified the CMP as an area of concern. Staff from DCTC, OCTC, and UCTC formed

a CMP sub-committee, and with various agency partners' input, identified available data and tools, CMP objectives, and corresponding performance measures to update the CMP.

- b. Introduction to State's NPMRDS (travel time/speed data) dashboard: The 2018 CMP updates the original 2005 report based on new data, tools, and best practices, particularly those related to the National Performance Management Research Data Set (NPMRDS). As part of establishing the Highway Performance Monitoring System, the Federal Highway Administration contracted with two companies (HERE from 2014 to 01/2017 and INRIX from 2/2017 to present) to provide real-time travel data to State and MPO organizations. The data is collected in 5-minute epochs by GPS probes from commercial vehicles, connected cars, and mobile apps. The New York State Department of Transportation contracted with SUNY Albany's AVAIL Labs to create an online tool for MPOs and the State to establish performance measures based on federal requirements.

Dylan Tuttle (DCTC) presented the AVAIL Labs online platform, explaining the cell phone data available and the measures the sub-committee is considering to evaluate congestion and travel time reliability in the Mid-Hudson Valley.

Bob LaColla asked whether the data can be used to tell when people are actually using their phones in the car. Dylan stated that the data is transmitted when a phone's GPS location is turned on and does not distinguish whether the phone is being used or not. This is black box data that only tells us how long it took the phone to get from point A to point B.

6. Mid-Hudson Regional Transit Plan

- a. Project summary & schedule: The TMA recently initiated a study of the Hudson Valley's transit system. This federally funded study seeks to develop a strategic, regional transit plan for the tri-county area, with three main objectives:
 - Identify ways to better coordinate and connect existing transit systems internally, between the three counties, and externally, between the three counties and the New York City and Albany metropolitan areas.
 - Develop strategies to improve transit operations within the Hudson Valley, by addressing unmet regional needs and service gaps, reducing redundant services, and improving transit efficiencies.
 - Determine how existing transit systems can better connect large urban centers to major employers (e.g. colleges, hospitals, etc.) and inter-modal facilities such as train stations, park-and-ride lots, and airports (e.g. Stewart).

Mark noted that the TMA has selected a consultant to help with the study, and that we will hold our first Project Advisory Committee meeting on Oct. 18, 2018. This will include MPO staff, NYSDOT, MTA, and public/private transit operators.

- b. Public/stakeholder outreach: We will be seeking feedback from stakeholders in the region, starting with a Stakeholder Focus Group meeting on October 18, 2018 at Marist College. The

consultant has developed a project logo, and we will soon have a project website up and running. The consultant has also started to reach out to operators.

Sandra Jobson asked whether the report would consider the impact of land use decisions on transit use. Mark stated that this project would seek to identify ways to improve services within the existing land use context. Sandra recommended that the report address the ways in which land use choices have led to, and are still causing, lower transit use.

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

- a. Administrative Modification 17-P: This action was taken by the DCTC to complete necessary changes to existing highway and transit projects prior to the close of FFY 2018 (Sept. 30) and start of FFY 2019 (Oct. 1). This admin mod involved 10 projects (8 highway and 2 transit) and mostly dealt with minor schedule changes and cost changes. Mark reviewed the changes with the Committee, highlighting a number of changes to local highway and transit projects; this included schedule changes (construction moving from 2018 to 2019) for the Harlem Valley Rail Trail, CR 93 (Myers Corners Rd) realignment in Wappinger, and the CR 19 (Bulls Head Rd) bridge in Stanford.
- b. Transportation Alternatives Program (TAP) and Congestion Mitigation & Air Quality Improvement (CMAQ) program: Mark noted that the initial scoring by the various review teams across the State has been completed. Mark noted that DCTC staff did not score any of the project proposals in Dutchess County.
- c. FFY 2020-2024 TIP: Mark reviewed the status of the upcoming TIP, noting that it looks unlikely that we will receive new funding targets for the TIP. Instead, we have been advised to carry over our previous targets into the future years, assuming a few percentage points higher for inflation. Mark noted that many of the NYSMPOs were somewhat disappointed by this news. We are still scheduled to approve a new TIP by June 2019. Mark stated a more detailed analysis of the impacts will be discussed at upcoming meetings, but it seems unlikely that we will be able hold a call for projects. Instead, we will likely create block PINs for any available funding. We also have some existing projects that will have cost increases that will use some of our available balances. Mark stressed the importance of obligating funds in 2019, given the number of local projects on the TIP for that year (9) and the FHWA emphasis on TIP performance. Sandra Jobson also noted that often, when projects get delayed, it causes the MPO to exceed its target funding level for the next year. That results in a domino effect, with projects originally scheduled for that year also needing to be pushed back. Mark noted that the delay in projects under Admin Mod 17-P did not cause this chain reaction.

8. Program/Project Updates

- a. 2018 Pavement Condition Program: Mark noted that interns at DCDPW completed inventorying pavement conditions on paved County and local roads in about half of the municipalities (the same communities inventoried in 2016). DCTC will issue local municipal reports soon. Mark

Figliozi asked whether municipalities should report roads that were paved after pavement conditions scores were logged. Mark replied that it would be appreciated if municipalities emailed him with that information.

- b. Village of Pawling Pedestrian Plan: Emily Dozier (DCTC) reported that field data collection was completed in July. Staff have created maps and analyzed the existing conditions. We are now working on preliminary recommendations.
 - c. Safety Planning: We are scheduling a Safety Assessment with DCDPW and the Town of East Fishkill for CR 9 (Beekman Rd) from CR 29 (Carpenter Rd) this fall – likely late Oct or early Nov. Mark noted that we will continue to keep the Route 52 corridor in Fishkill on the agenda for updates. Mark asked Bob Johnston (Town of Wappinger) whether any progress had been made on the Supervisor’s request for assistance with CR 93 (Middlebush Road) near Town Hall and the middle school. Bob stated that the Town has spoken to Bob Balkind at County DPW, and it is likely that they will increase signage near the intersection.
 - d. Highway Project Database/Calendar: At our previous meeting, the Committee inquired about the DCTC’s ability to improve the flow of project information between agencies and local municipalities. The group wondered if the County could create a webpage similar to NYSDOT’s project portal to convey project information. Mark is researching the possibility. Initial thoughts related to using 511NY as an interim stopgap measure.
 - e. Website: Mark reported that the current DCTC website is being reorganized as part of an overhaul of the County website.
 - f. Mark reminded the Committee that DCTC will be moving by December 1st to the Poughkeepsie Journal building at 85 Civic Center Plaza in Poughkeepsie. There is a chance that the new space will not be adequate for this Committee meeting. If so, one possibility is to have the location rotate among municipalities.
- 9. Next Meeting: Wed., Oct. 24, 2018 at 10 a.m. at Dutchess County Planning Dept.**

09/26/18 Meeting Attendance:

<u>Name</u>	<u>Organization</u>	<u>Address or Email</u>	<u>Phone</u>
Emily Dozier	DCTC	edozier@dutchessny.gov	845-486-3600
Mark Debald	DCTC	mdebald@dutchessny.gov	845-486-3600
Dylan Tuttle	DCTC	dtuttle@dutchessny.gov	845-486-3600
Rebecca Odell	DCTC	reodell@vassar.edu	
Sandra Jobson	NYS DOT	Sandra.jobson@dot.ny.gov	
Nicole Farmer	NYS DOT	nicole.farmer@dot.ny.gov	845-431-5739
Bob LaColla	Town of Fishkill	supervisor@fishkill-ny.gov	845-831-7800 x3309
Bill Gallagher	Town of Milan	supervisor@milan-ny.gov	845-758-5133
Mark Figliozzi	Town of Pleasant Valley	pvs@pleasantvalley-ny.gov	845-635-3598
Robert Johnston	Town of Wappinger	rjohnston@townofwappinger.us	845-297-2744
Mary Aldrich	DCDPW	maldrich@dutchessny.gov	845-486-2906
Robert Mortell	NYMTC	robert.mortell@dot.ny.gov	845-431-5710
Shelly Johnston	Creighton Manning Engineering	sjohnston@cmellp.com	518-689-1814
Natalie Quinn	City of Poughkeepsie	nquinn@cityfpoughkeepsie.com	845-451-4047
Don Beer	Town of Poughkeepsie	dbeer@townofpoughkeepsie-ny.gov	
Emily Svenson	Town of Hyde Park	esvenson@hydeparkny.us	845-489-2286
Nick Page	DC Legislature	npage@dutchessny.gov	