

**ULSTER COUNTY TRANSPORTATION COUNCIL
Policy Committee Meeting**

Meeting Summary

September 24, 2019

Rondout Municipal Center, Cottekill, NY

Voting Members Present:

Bill McKenna	Town of Woodstock
Joel Brink	Town of Ulster
Vernon Benjamin	Town of Saugerties
Sandra Jobson	NYSDOT
Lizy Philip	NYS Thruway
Tom Wilkin	Town of Plattekill
Edward Pine	UC DPW
Neil Bettez	Town of New Paltz
Kristen Wilson	City of Kingston

Others Present:

Anthony Mignone	Resource Center for Accessible Living
Amy McKenzie	NYSDOT Region 8
Diane Beitel	Ulster County Traffic Safety Board
Fred Pizzuto	Town of Lloyd
Kathy Nolan	Ulster County Legislature

Staff:

Dennis Doyle	U.C. Planning Board/UCTC Staff
Brian Slack	UCTC Staff
David Staas	UCTC Staff

CALL TO ORDER

1. Policy Committee Call to Order – Introductions & Roll Call (10:00am)

2. Call for Citizen Comments

Kathy Nolan thanked the UCTC and its members for the trail activity that is being accomplished to serve transportation needs and also provide health and economic benefits to the region. She also was pleased to see Empire State Trail funds added to the Transportation Improvement Program (TIP) for improvements to the Kingston Rhinecliff Bridge. She also provided support for the TIP amendment processing a cost change to the Rte 28 bridge over the Esopus Creek (PIN 801846).

Vernon Benjamin provided a comment relevant to the need for the UCTC to acknowledge the impacts of climate change through official MPO actions and measures. Doyle responded that a variety of UCTC core programmatic and policy documents do include direct reference to climate change and thereby guide UCTC actions as appropriate. Brief discussion regarding recent activities relevant to carbon reduction activities occurring within Ulster County ensued.

3. Approval of the June 25, 2019 Policy Committee meeting summary

Motion to approve provided by Tom Wilkin; second by Joel Brink. No discussion; all in favor.

4. Communications and Announcements

Slack provided announcements regarding a seminar on road safety being organized by the UCTC on Oct. 29. Subjects being address include speed limit standards, traffic calming and complete streets.

In addition on Oct. 17 Cornell Local Roads will offer a traffic safety seminar at the Mary's Ave campus of UCCC in City of Kingston.

Finally, NYSDOT Region 8 Sandra Jobson requested an update of projects with construction phases in FFY2020; those projects that may not be able to obligate funds as scheduled could potentially be adjusted. The benefit of adjusting these schedules is to improve STIP/TIP obligation performance, which is a critical measure of evaluation used by the FHWA. Ms. Jobson then briefly reviewed those 'core funded' projects on the TIP in FFY20 with members present. Brief discussion on specific projects ensued.

Kristin Wilson announced a public outreach and planning event being organized by the City of Kingston addressing several waterfront planning and engineering projects, including some transportation components. The event will take place on October 25th and is called Weaving the Waterfront.

5. New Business

a) **UCTC Resolution 2019-15: Apportionment of Federal Fiscal Year 2019 Federal Transit Administration Section 5307/5340 Formula Funds in the Mid-Hudson Valley Transportation Management Area.**

Doyle asked for a motion to discuss; motion provided by Tom Wilkin; second from Bill McKenna. Mr. Slack explained that Draft UCTC Resolution 2019-15 seeks approval for the allocation of FFY 2019 Federal Transit Administration (FTA) Section 5307 formula funds in the three-county Mid-Hudson Valley Transportation Management Area (TMA). This action is a routine occurrence that takes place after the FTA apportions 5307 funds to the TMA (UZA 89) and NY and NJ come to an agreement on a fair and rational sub-regional allocation. FTA Section 5307 funds flow to the TMA, responsibility for which is shared by three Metropolitan Planning Organizations (MPOs): the UCTC, Orange County Transportation Council (OCTC), and Dutchess Transportation Council (DCTC). The three Councils must first agree to the TMA allocation prior to distributing the transit funds to their respective designated recipients; the OCTC and DCTC have approved similar resolutions. For FFY 2019, Ulster County (Ulster County Area Transit) will receive an allocation of \$550,210; \$2,669,008 is made available to Inter-County Commuter Bus Service Providers in Ulster County, which included Adirondack Trailways.

Mr. McKenna inquired as to how the fund distribution is calculated; Mr. Doyle explained that the distribution is based on a variety of factors, including area population as well as self-reported mileage and ridership statistics that the transit providers provide to the National Transit Database (NTB). Funds not distributed are considered as unallocated and saved for future distribution for eligible providers throughout the Mid-Hudson Transportation Management Area (TMA).

All in favor; motion carried.

b) **UCTC Resolution 2019-16: Apportionment of Federal Fiscal Year 2019 Federal Transit Administration Section 5339 Formula Funds in the Mid-Hudson Valley Transportation Management Area.**

Motion for discussion provided by Wilkin; second by Brink.

Mr. Slack explained that UCTC Resolution 2019-16 seeks approval for the allocation of FFY 2019 Federal Transit Administration (FTA) Section 5339 formula funds in the three-county Mid-Hudson Valley Transportation Management Area (TMA). These funds stem from federal authorizations to the TMA (UZA 89) under the Bus and Bus Facilities Program. FTA Section 5339 funds flow to the TMA, responsibility for which is shared by three Metropolitan Planning Organizations (MPOs): the UCTC, Orange County Transportation Council (OCTC), and Dutchess Transportation Council (DCTC). The three Councils must first agree to the TMA allocation, prior to distributing the transit funds to their respective designated recipients. The OCTC and DCTC must approve similar resolutions. For FFY 2019, Ulster County (Ulster County Area Transit) will receive a total of \$411,753 in FTA 5339 funds; a 20% local match is required.

Mr. McKenna inquired as to how the fund distribution is calculated; Mr. Doyle explained that the formula is based on fleet size within each eligible county (Ulster, Orange and Dutchess).

All in favor; motion carried.

c) UCTC Resolution 2019-17: Amendment to the UCTC Federal Fiscal Year (FFY) 2020-2024 Transportation Improvement Program (TIP) to Add PIN 893307: Boices Lane/CSX RR Traffic Signal Engineering as Shown in Attachment 1.

Motion for discussion provided by Wilkin; second by Brink.

Mr. Doyle explained that the project at Boices Lane is sponsored by the NYSDOT and would be a rail force account. The project boundary by necessity goes outside of the rail road right of way to include adjacent sidewalks; as such, the project will need to be done in two separate phases, as the railroad performs its own work within its own right of way. Additional information regarding detailed engineering estimates are still being sought. Therefore Mr. Doyle requested that this resolution be postponed and tabled at this time until an agreement can be reached between all involved entities.

A motion to postpone advancing the resolution was requested by Doyle; motion provided by Vernon Benjamin; second by Kristen Wilson. All in favor. Resolution tabled.

d) UCTC Resolution 2019-18: Amendment to the UCTC Federal Fiscal Year (FFY) 2020-2024 Transportation Improvement Program (TIP) to Add PIN 801846 Route 28/Esopus Creek Bridge Replacement as Shown in Attachment 1.

Motion for discussion provided by Wilkin; second by Brink.

Mr. Slack explained that Resolution 2019-18 has been submitted at the request of New York State Department of Transportation in order to process a cost change to a project phase greater than \$500,000. NYSDOT originally obligated \$500,000 under the ROW phase for this project; additional funding is required to cover further property acquisitions. An internal offset from the Detailed Design phase will be used to address the \$629,000 needed for acquisitions.

All in favor; motion carried.

e) UCTC Resolution 2019-19: Support New York State Department of Transportation (NYSDOT) Targets for Safety Performance Measures.

Motion for discussion provided by Wilkin; second provided by Brink.

Mr. Slack provided members with a FHWA fact sheet explaining the federal targets for safety performance measures and provided explanation. Resolution 2019-19 updates Safety Performance Measures based on new targets adopted by NYSDOT for 2020; original 2018 targets were approved by UCTC under Resolution 2017-12 and are now updated for 2019 under Resolution 2019-09.

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. NYSDOT has closely coordinated the establishment of safety targets with the 14 MPOs in NYS through the NYS Association of Metropolitan Planning Organizations. Through that process, NYSDOT has requested all MPOs to adopt the NYSDOT targets to establish uniformity during the initial reporting period.

Brief discussion regarding the methodology involved in the compilation and reporting of data associated with serious injury and fatal crashes and how the information is disseminated to the public. Doyle reiterated that this is a 5-year, system-level snapshot and not an appropriate tool for analysis of localized traffic safety concerns. He further referenced UCTC planning projects underway that will examine crashes by location.

All in favor; motion carried.

6. Other/Old Business

Slack and Staas were asked to provide members with an overview of ongoing planning studies; verbal summaries of the following projects were provided: Kingston Signage and Wayfinding Plan, Ellenville/Wawarsing Signage and Wayfinding Plan, Ulster County Road Safety Action Plan, Kingston Traffic Signal Evaluation, Ulster County Traffic Count Program, Wallkill Valley Rail Trail Community Opportunity Plan, Rail Trail/Public Road Crossing study, Long Range Transportation Plan, and Congestion Management Process.

Meeting adjourned at 11:11