

ULSTER COUNTY TRANSPORTATION COUNCIL

AMENDMENT TO THE UCTC FEDERAL FISCAL YEAR (FFY) 2017-2021  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT NARRATIVE TO ADDRESS  
SAFETY PERFORMANCE TARGETS AS SHOWN IN ATTACHMENT 1.

**WHEREAS**, the Ulster County Transportation Council (UCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Ulster County portions of the Poughkeepsie-Newburgh NY-NJ Urbanized Area; and

**WHEREAS**, Federal rules and regulations require that a Transportation Improvement Program (TIP) be developed and the UCTC is authorized to amend or modify the TIP as needed to add or delete projects and modify costs, schedules and funding for federally funded projects; and

**WHEREAS**, the Ulster County Transportation Council TIP was developed and is managed in cooperation with NYSDOT and Ulster County Area Transit and Kingston Citibus and reflects the investment priorities established in *Rethinking Transportation: Year 2040 Long Range Transportation Plan*, which incorporates comments and input from affected agencies and organizations and the public, and

**WHEREAS**, 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation,” and

**WHEREAS**, TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets” [23USC §134(j)(2)(D)], and

**WHEREAS**, this portion of the amended TIP meets these requirements of 23USC §134(j)(2)(D), and

**WHEREAS**, for these proposed amendments, the UCTC, in cooperation with the New York State Department of Transportation (NYSDOT), has reviewed and documented compliance of its planning process with adopted *UCTC Operating Procedures*, UCTC public notice procedures, and all existing Federal rules and regulations, including *The Fixing America's Surface Transportation (FAST) Act* requirements; now therefore be it

**RESOLVED**, that the Ulster County Transportation Council adopts Amendments to the UCTC 2017-2021 TIP as shown in Attachment 1; be it further

**RESOLVED**, that the Director of the Ulster County Transportation Council authorizes the Secretary to transmit the TIP Amendments to the New York State



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Department of Transportation (NYSDOT), Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) for information purposes.

**CERTIFICATE**, the undersigned, duly qualified Secretary of the Ulster County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by a vote on April 23, 2018.

\_\_\_\_\_  
Date

By \_\_\_\_\_  
Lance MacMillan, P.E., Secretary,  
Ulster County Transportation Council

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**ATTACHMENT 1**

**Amend the UCTC 2017 – 2021 UCTC TIP by inserting the following text beginning on Page 8:**

**ADDRESSING TRANSIT PERFORMANCE TARGETS IN MPO TRANSPORTATION  
IMPROVEMENT PLANS (TIPS)**

**Background**

Pursuant to MAP-21 (and carried through into the FAST Act), MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice

On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The Ulster County Transportation Council TIP was developed and is managed in cooperation with NYSDOT and Ulster County Area Transit and Kingston Citibus. It reflects the investment priorities established in *Rethinking Transportation: Year 2040 Long Range Transportation Plan*, which incorporates comments and input from affected agencies and organizations and the public.



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TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets” [23USC §134(j)(2)(D)]. Metropolitan transportation plans (MTPs) adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- October 1, 2018 – Public Transportation Safety Program
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program

MPOs that do not adopt or amend their MTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above, and include “a description of the anticipated effects of the transportation improvement program toward achieving” said targets. This portion of the amended TIP meets these requirements of 23USC §134(j)(2)(D).

**HSIP and Highway Safety**

*Performance Targets*

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce “the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State.” The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide performance targets.

**The Ulster County Transportation Council agreed to support the NYSDOT statewide 2018** targets for the following Safety PM measures based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* on September 8, 2017 via Resolution 2017-12:

- Number of Fatalities: 1,086
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): 0.87
- Number of Serious Injuries 10,854
- Rate of Serious Injuries per 100M VMT: 8.54



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- Number of Nonmotorized Fatalities and Serious Injuries: 2,843

***Anticipated Effects***

Safety is a critical component of UCTC's mission; this is reiterated and reinforced through Section IX of *Rethinking Transportation: The Year 2040 Long Range Transportation Plan*, which identifies Safety as a primary goal under which any new projects must be evaluated. When federal resource allow for a new project solicitation, the TIP project selection criteria utilizes Safety as a primary consideration. In such instances, proposed transportation projects submitted for inclusion in the TIP are evaluated against 17 specific criteria; Criterion No. 2 focuses specifically on safety of the transportation system for motorized and non-motorized users. Safety characteristics that are considered include those which will:

- Reduce crashes
- Provide at-grade rail crossing safety improvements
- Provide grade separation between rail and all other modes
- Reduces vehicle speeds or traffic volumes (in areas with high potential for pedestrian and bicycle activity)
- Improve accommodations for non-motorized travel
- Reduce conflicts between bike/pedestrian modes and vehicle traffic

Specific project elements are provided in the TIP project evaluation review criteria to assist TIP committee members with the review process. **The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area.**

The UCTC TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the safety performance targets established by the State.

**Transit Asset Management**

**Performance Targets**

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair," requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2016. The UCTC set the following transit asset management targets for Ulster County Area Transit on May 25, 2017 via Resolution 2017-07:



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**Ulster County Area Transit 2018 Asset Management Plan  
Performance Measures and Targets**

<b>Asset Class</b> Performance Measure	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Rolling Stock</b>				
Age/% of revenue Vehicles exceeding ULB	12%	14%	16%	16%
Service Vehicles- ULB	50%	50%	50%	50%
<b>Preventive Maintenance</b>				
Mechanical Failures	187	<178	<169	<150
DOT OOS %	11.1%	9.5%	8%	6%
Road Calls/Interruption of Service	88	84	80	75
<b>Facility</b>				
% of facility rated under 3.0 on TERM scale	15%	13%	10%	10%
Fuel Station TERM Scale Rating	4.5	4.5	4.5	4.5
<b>Safety</b>				
Accidents per vehicle miles traveled. (accidents/total miles)	.05%	<.05%	<.05%	<.05%
<b>ADA/Reliability</b>				
On Time Performance %	79%	85%	90%	90%
Missed Trips	0	0	0	0
<b>Performance Indicators</b>				
Passenger per Rev Mile	0.34	0.34	0.35	0.40
Cost per Passenger	\$12.94	\$12.89	\$12.85	\$12.65
Maintenance Cost per Rev Mile	\$0.77	\$0.77	\$0.76	\$0.75



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The UCTC set the following transit asset management targets for Kingston Citibus on April 30, 2019 via Resolution 2019-04:

**New York State Department of Transportation (NYSDOT)  
Tier II Transit Asset Management Plan  
Kingston Citibus 2019 Performance Measures and Targets**

<b>Asset Category</b> Performance Measure	<b>Asset Class</b>	<b>Useful Life Benchmark</b>	<b>Current</b>
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) in miles	BU1 - Bus (5307)	350,000	0%
	CU1 – Cutway Bus (5307)	150,000	75%
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance (5307)	n/a	0%

With these actions, the UCTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving these transit asset targets.

***Anticipated Effects***

The UCTC TIP was developed and is managed in cooperation with Ulster County Area Transit and Kingston Citibus. The TIP includes specific investment priorities that support the MPO’s goals, including transit asset management, using a project selection process that is anticipated to address transit state of good repair in the MPO planning area. The MPO’s goal of addressing transit asset condition is linked to the investment plan of Ulster County Area Transit and Kingston Citibus, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of UCTC’s investments that address transit state of good repair include:

<b>Transit Agency</b>	<b>PIN</b>	<b>Project Description</b>	<b>Fund Source</b>
UCAT	8TRU64	Normal fleet replacement	FTA 5307
UCAT	8TRU66	Normal fleet replacement and design of a storage facility for the UCAT system	FTA 5307
Kingston Citibus	8TRU68	Preventative Maintenance to extend service life	FTA 5307
UCAT	8TRU78	Normal fleet replacement and electronic fare	FTA 5307



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		collection system	
UCAT	8TRU79	Normal fleet replacement	FTA 5307
UCAT	8TRU82 & 8TRU84	Capital program to provide replace, rehabilitate, and purchase buses and related equipment	FTA 5339
Kingston Citibus	8TRU83	Capital program to provide replace, rehabilitate, and purchase buses and related equipment	FTA 5339
UCAT	8TRU86	Tire shed replacement and security doors	NYS Accelerated Capital Transit
UCAT	8TRU88	Bus wash facility	NYS 2017 Public Transportation Modernization and Enhancement Program
o	8TRU89	Refurbish asphalt bus maintenance surface	
UCAT	8TRU90	Bus replacement	
UCAT	8TRU91	Purchase and install WiFi in 31 buses	
UCAT	8TRU92	Bus replacement	
UCAT	8TRU93	Installation of automatic call out system	
UCAT	8TRU94	Replacement of information kiosk at Kingston Plaza	

The UCTC anticipates that the TIP, once implemented, will contribute to progress toward achieving the established transit asset management targets. Improving the state of good repair (SGR) of transit capital assets is an overarching goal of the MPO.

