

RESOLUTION 2016-02

ULSTER COUNTY TRANSPORTATION COUNCIL

APPORTIONMENT OF FEDERAL FISCAL YEAR 2015 FEDERAL TRANSIT ADMINISTRATION SECTION 5307 FORMULA FUNDS IN THE MID-HUDSON VALLEY TRANSPORTATION MANAGEMENT AREA

WHEREAS, the Poughkeepsie-Dutchess Transportation Council (PDCTC), Orange County Transportation Council (OCTC), and the Ulster County Transportation Council (UCTC) have been designated by the Governor of the State of New York as the Metropolitan Planning Organizations (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning processes for their respective counties; and,

WHEREAS, the Federal surface transportation programs that are the responsibility of the Ulster County Transportation Council are authorized by the Fixing America's Surface Transportation (FAST) Act (Pub. L. 112-141, December 4, 2015); and,

WHEREAS, Section 5307 formula funds have been apportioned by the Federal Transit Administration (FTA) to the Mid-Hudson Valley Transportation Management Area (TMA) for Federal Fiscal Year 2015 (FFY 2015); and,

WHEREAS, the three TMA Transportation Councils share responsibility for transportation planning and programming within the TMA; and,

WHEREAS, the three TMA Transportation Councils have considered the planning factors under 23 USC 135 (d)(1)(A-J) in reaching consensus in the methodology supporting the sub-allocation of the FFY 2015 Section 5307 Urbanized Area Formula funds apportioned to UZA89 for the transit services within the three counties, and regional transit services as provided by the Metropolitan Transportation Authority and inter-county bus services; and

WHEREAS, "the preservation of the existing transportation system" and "enhancing the integration and connectivity of the transportation system, across and between modes, for people" and the State's goals of the "Mobility, Reliability and Safety" priority results areas are reflected in the methodology; and

WHEREAS, the TMA and the State, as a policy goal, recognize the commuter bus contribution to the UZA and wish to ensure continued and enhanced commuter bus services at a reasonable cost to the consumer, and

WHEREAS, actual project selection for the inter-county commuter bus operators will be determined through the respective Metropolitan Planning Organization (MPO) processes, and may include any mix of eligible FTA capital activities; and

WHEREAS, the three TMA Transportation Councils have adopted and periodically updated the methodology for distributing the FTA Section 5307 formula funds; and,



RESOLUTION 2016-02

ULSTER COUNTY TRANSPORTATION COUNCIL

WHEREAS, the three TMA Transportation Councils wish to allocate the new FFY 2015 Section 5307 formula funds.

NOW, THEREFORE, BE IT RESOLVED, that the Ulster County Transportation Council (UCTC) agrees to the distribution of the FFY 2015 FTA Section 5307 formula funds as specified in Attachment 1.

CERTIFICATE, the undersigned, duly qualified and acting 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 March 17, 2016.

Date

By _____
Todd Westhuis, P.E., Secretary,
Ulster County Transportation Council



RESOLUTION 2016-02
ULSTER COUNTY TRANSPORTATION COUNCIL

ATTACHMENT 1

**Distribution of Section 5307 Formula Funds
Mid-Hudson Valley Transportation Management Area
FFY 2015**

FFY 2015 Full Allocation..... \$ 21,231,773

Public Operators¹

New Jersey..... \$ 419,704

Dutchess County..... \$ 1,879,481

Orange County..... \$ 3,383,261

Ulster County..... \$ 425,675

Metropolitan Transportation Authority..... \$ 2,545,069

Total..... \$ 8,653,188

Inter-County Commuter Bus Services²

Dutchess County..... \$ 161,131

Orange County..... \$ 7,104,964

Ulster County..... \$ 1,852,927

Total..... \$ 9,119,022

Unallocated

Available for future TMA Programming..... \$ 3,459,562

¹ The FTA Designated Recipients within the TMA will achieve the one percent Transit Enhancement requirement individually or collectively.

² Inter-County Commuter Bus Service sub-allocation is limited to no more than the operator's vehicle maintenance expenses, as reported to the National Transit Database (NTD). TIP programming processes to be subsequently addressed by the three TMA MPOs in accordance with federal regulations.

