

RESOLUTION 2012-12

ULSTER COUNTY TRANSPORTATION COUNCIL

APPORTIONMENT OF FEDERAL FISCAL YEAR 2012 FEDERAL TRANSIT ADMINISTRATION SECTION 5307 FORMULA FUNDS IN THE MID-HUDSON VALLEY TRANSPORTATION MANAGEMENT AREA.

WHEREAS, the Ulster County Transportation Council 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 Ulster County; 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 2012 (FFY 2012); 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 134 (f)(1)(A-G) in reaching consensus in the methodology supporting the sub-allocation of the FFY 2012 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,

WHEREAS, the three TMA Transportation Councils wish to allocate the new FFY 2012 Section 5307 formula funds; now therefore be it



RESOLUTION 2012-12

ULSTER COUNTY TRANSPORTATION COUNCIL

RESOLVED, the Ulster County Transportation Council (UCTC) agrees to the distribution of the FFY 2012 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 **[INSERT DATE OF POLICY MEETING HERE]**.

Date

By _____
William J. Gorton, P.E., Acting Secretary,
Ulster County Transportation Council

DRAFT

ATTACHMENT 1

ULSTER COUNTY TRANSPORTATION COUNCIL

APPORTIONMENT OF FEDERAL FISCAL YEAR 2012 FEDERAL TRANSIT ADMINISTRATION SECTION 5307 FORMULA FUNDS IN THE MID-HUDSON VALLEY TRANSPORTATION MANAGEMENT AREA.

ATTACHMENT 1
Distribution of Section 5307 Formula Funds
Mid-Hudson Valley Transportation Management Area
FFY 2012 Preliminary Figures

FFY 2012 Preliminary Full Allocation.....	\$18,077,091
Public Operators¹	
Dutchess County.....	\$1,952,907
Orange County.....	\$2,559,212
Ulster County.....	\$829,214
Metropolitan Transportation Authority.....	\$2,439,061
Total.....	\$7,784,394
Inter-County Commuter Bus Services²	
Dutchess County.....	\$177,773
Orange County.....	\$5,417,723
Ulster County.....	\$1,485,722
Total.....	\$7,081,217
Unallocated	
Available for future TMA Programming.....	\$3,211,480

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.