

**ULSTER COUNTY TRANSPORTATION COUNCIL
Policy Committee Meeting**

DRAFT Meeting Summary

June 20, 2012

SUNY Ulster, Stone Ridge, NY

Voting Members Present:

**Joel B. Brink	Town of Ulster
**Vincent Buono	Village of Saugerties
*Paul Hansut	Town of Lloyd
**Jill LaFera-Poppel	Town of Rosendale
**Patrick McCarroll	NYS Thruway Authority
+Kelly Myers	Town of Saugerties
**Richard Peters	NYS Dept. of Transportation
+ Sue Ronga	Ulster County DPW
**Ralph Swenson	City of Kingston DPW

Others Present:

**Alan Adin	City of Kingston DPW
Dave Bolles	Ulster County DPW
Mark Boungard	Adirondack Trailways
Robert DiBella	Ulster County Area Transit
Andrew Emrich	Ulster County DPW
**Jack Hohman	NYS Thruway Authority
Edward Pine	Ulster County DPW
Tom Polk	City of Kingston Complete Streets
+James E. Quigley III	Town of Ulster
**Kristen Resnikoff	NYS Thruway Authority
Alex Wade	Village of Saugerties
Fred Zimmer	Town of Esopus

Staff:

Sweta Basnet	UCTC Staff
Dennis Doyle	U.C. Planning Board/UCTC Staff
Brian Slack	UCTC Staff

+ Permanent Voting Member

*Current Voting Member (until June 4, 2013)

** Voting Proxy for Voting Member

^Non-Voting Advisory Member

Bold text indicates member at the table with voting privileges

CALL TO ORDER

The Policy Committee meeting was called to order by Mr. Doyle at 10:02am. Roll call for voting members was conducted by Miss Basnet followed by introductions.

CALL FOR CITIZENS' COMMENTS

Mr. Doyle asked if there were any citizen comments. There were no citizen comments.

APPROVAL OF THE MARCH 14TH 2011 JOINT TECHNICAL/POLICY COMMITTEE MEETING SUMMARY

Mr. Doyle asked for a motion to adopt the meeting summary from the previous Policy Committee meeting held on March 14th. **Motion** made by Joel Brink; **second** by Sue Ronga. **No further discussion. All in favor, none opposed -- Motion Carried.**

CORRESPONDENCE

Brian Slack reviewed important pieces of correspondence received by UCTC staff as follows:

- 5/9/12 Forward Four – Commissioner Joan McDonald to MPO members
- 5/10/12 Safe Routes to School Funding Announced
- 5/11/12 MTA “West of Hudson Regional Transit Access Study” Phase I completion
- 5/17/12 State Route 212 in Town of Woodstock
- 5/22/12 Public Transportation Bureau re: STOA payments
- 5/25/12 Letter to B. Gordon re: Rochester Creek Bridge
- (3) 5307 Grant Certification Letters
- UCTC letter of support for Trailways Over-the-Road grant application

Regarding the 5/17/12 letter from Town of Woodstock re: SRT 212, Mr. Doyle asked Rich Peters to provide the Council with a sense of how NYSDOT might approach the needs of Rt 212 given the Town's concerns regarding the road's deteriorating condition. Mr. Peters noted that DOT staff have received the letter and are presently drafting a response. Essentially the DOT agrees that the condition on 212 is poor but the resources at DOT do not exist to address the concerns immediately. He emphasized the “preservation first” strategy underway throughout DOT regions and the inability of DOT to keep every state highway in a permanent “state of good repair.” Therefore, DOT must focus on the entire transportation network and allocate resources to the most critical components of that system, which include the most-travelled roads and bridges. NYSDOT also has a commitment to keep all state highways in passable condition. So, while certain portions of the highway system may not be resurfaced to the satisfaction of local municipalities, there will continue to be resources available to address maintenance needs on a case-by-case basis. Unfortunately, he noted, that these types of scenarios are likely to continue if not become more common across the state. The DOT's commitment is to keep it passable.

Council staff will be cc'd on the response letter sent to Town of Woodstock.

No further comments were offered regarding correspondence. Mr. Doyle asked Council members if any members intend to apply to the NYSDOT call for proposals for Safe Routes to School funding. Town of Lloyd mentioned interest for a possible sidewalk

project; City of Kingston may be submitting an application. Rich Peters noted that all of the information sessions for potential applicants have been held. He emphasized that projects should not include ROW acquisition. Also, successful applicants will have the option to allow DOT staff to design and let their projects, which is intended to help streamline the award-to-construction process. Ralph Swenson inquired if DOT will have the manpower to perform this work in a timely fashion; Mr. Peters noted that it will certainly be completed faster than it otherwise would be.

NEW BUSINESS

Resolution 2012-10: Removal of Projects from the UCTC Federal Fiscal Year (FFY) 2011-2015 Transportation Improvement Program (TIP)

Mr. Doyle explained that, In an ongoing effort to eliminate redundancy and provide clarity to the TIP, this resolution, as approved by the UCTC Technical Committee at its May 10th meeting, recommended removal of the following projects:

- *817743 – Route 209/Rochester Creek Bridge Replacement Town of Rochester BIN 1040750.* Deletion request submitted by NYSDOT staff. BIN 1040750 will be done under a newer “Maintenance by Contract” project. Total Federal Funding Change Requested from \$0.120m to \$0.
- *8TRU16 – Capital Cost of Contracting Grant for the Adirondack Trailways Bus System.* Request recommended by UCTC staff. Project will be withdrawn due to redundancy created after the approval of *8TRU75 – UC Capital Cost of Contracting to Adirondack Trailways*, UCTC Resolution 2012-03, approved March 14, 2012.
- *8TRU28 – Purchase of Seven (7) 35 Foot Transit Buses With Low Floor For the Ulster County Bus System.* Deletion request submitted by UCAT staff. Project funding source utilized 5311 funds, which were never obligated. Project therefore requested to be withdrawn due to lack of funding.

Mr. Doyle requested a motion for discussion. **Motion** made by Ralph Swenson; **second** by Rich Peters. Ralph Swenson requested further explanation of 8TRU28 and how this deletion will affect transit service in the county. My. Doyle deferred to Bob DiBella, Director of UCAT. Mr. Dibella explained that service will not be impacted because it involved 5311 funding that was never procured. Regarding the removal of *817743 – Route 209/Rochester Creek Bridge Replacement Town of Rochester*, Mr. Swenson noted that the bridge is flooded at least once a year, primarily due to debris in the stream. Mr. Swenson therefore asked if in the process of conducting bridge maintenance could DOT also consider performing some stream maintenance as well. Rich Peters noted that some channel work is planned in the area but he is not sure the extent to which the work will be performed. Mr. Slack noted that UCTC staff did submit a letter to NYSDOT detailing this issue and reflecting its concern. Mr. Doyle noted that it would likely not be feasible to protect the bridge during the 100 year flood event but protection could be provided for lesser events if some stream work were completed.

Mark Boungard of ADK Trailways did not have comment regarding 8TRU16 but did note that his staff would contact UCTC regarding the project description in the UCTC TIP pertaining to 8TRU58: TMA UZA 89 Distribution to Inter County Commuter Bus Service for Capital Cost of Contracting Grant. Mr. Slack noted that he has received correspondence regarding this issue and will take it into consideration during the next full UCTC TIP revision, slated to occur this fall 2012.

No further discussion. All in favor, none opposed -- Motion Carried.

Resolution 2012-11: Amendment to the UCTC Federal Fiscal Year (FFY) 2011-2015 Transportation Improvement Program (TIP) to Modify Costs and Schedules for PIN No. 876028 – Abeel Street: Broadway to Dock Street (Phase 3), City of Kingston.

Additional funds are required in order to meet cost overruns on Construction and Construction Inspection phases for 2012. UCTC has identified a funding offset totaling \$0.128m to be obtained from PIN No. 882324 Ulster County-Poughkeepsie Train Station Bus Service.

Mr. Doyle requested a motion for discussion. **Motion** made by Ralph Swenson; **second** by Susan Ronga. Mr. Doyle asked Ralph Swenson to provide background information on the project. Mr. Swenson noted that the project has been let. Construction and Construction Inspection phases were well beyond original estimates, therefore requiring a project offset of \$0.128 (which is \$0.161 combined federal, state and local match). Typically an offset in this amount would not require a TIP amendment, but because over \$0.250 is being moved between phases, an amendment is being presented to the Policy Committee. An offset has been found in PIN No. 882324 Ulster County-Poughkeepsie Train Station Bus Service using STP FLEX funds in the amount of \$0.272. Mr. DiBella noted that this money is available because UCAT received operating funding in 2012 from another funding source, thereby freeing up these additional dollars. Mr. Doyle noted that a number of other project phases outlined in agenda item C also acquire their offsets from this same funding source.

No further discussion. All in favor, none opposed -- Motion Carried.

Administrative Modifications to the UCTC Federal Fiscal Year (FFY) 2011-2015 Transportation Improvement Program (TIP):

Mr. Doyle noted that Council staff working in conjunction with NYSDOT is allowed to make administrative modifications to the TIP consistent with the rules outlined in the most recently adopted TIP [August 2011] and may add, subtract, or otherwise move funds less than \$0.250m without Policy Committee approval. Council staff wants to make the Committee aware of a number of actions that the Council is considering. He then turned the floor over to Mr. Slack.

Mr. Slack drew the Committee's attention to the Item 4c in the Agenda Supplement of page 5 of the agenda. The first request was pertaining to PIN 875781 – TILLSON AVE:

FROM ROUTE 92 TO ROUTE 44/55 SAFETY ALIGNMENT WORK. TOWN OF LLOYD, HAMLET OF HIGHLAND. Consultants Creighton-Manning contacted UCTC staff notifying of an anticipated shortfall of approximate \$0.050m due to cost overruns under the PRELDES, DETLDES, and ROWINCD phases. This offset will be met through funds from STP FLEX dollars associated with PIN 882324 Ulster County-Poughkeepsie Train Station Bus Service that is not being used. The reason for this required offset is due to the nature of the preferred alternative, which would include the construction of a roundabout in this intersection. This increases the number of properties affected from 2 or 3 to 15 or 16. Mr. Doyle then interjected and asked Supervisor Paul Hansut to provide an update. Supervisor Hansut noted that the Town passed a resolution on 6/13 in support of the roundabout option. The community is in support of this option. Engineering staff have recommended this alternative due to the improved safety benefits that it offers. Mr. Doyle asked Mr. Peters if the Council would be in conformance with any NYSDOT Beyond Preservation issues. Mr. Peters responded that an additional discussion will need to occur to determine if this project can possibly be re-scoped or if it can be justified based on its merits and perceived safety improvements alone. Mr. Doyle noted that a supplemental agreement will have to be made very quickly if this money is to be obligated during the current fiscal year. Local Projects Unit will need to have all materials by September 1.

The next project 875990 SOUTH PUTT CORNERS ROAD is a County DPW project. A request for an additional \$0.097m necessary to cover DETLDES and PRELDES with an additional \$0.075 necessary for ROW phases. This offset will be met through funds from STP FLEX dollars associated with PIN 882324 Ulster County-Poughkeepsie Train Station Bus Service that is not being used. Mr. Andrew Emrich noted that the Initial Planning Proposal for this project had been completed over five years ago, attributing to the inaccurate cost estimates. For example, ROW was not assumed to be required at the time, but in fact significant ROW is required. Mr. Doyle reiterated the need for DPW to complete a supplemental contract with NYSDOT before Sept. 1 in order to obligate funds in FFY 2012.

The remaining eight projects requiring amendment were various UCAT amendments associated with revised capital needs, presented as follows:

8TRU14 PROJECT ADMINISTRATION AND PREVENTIVE MAINTENANCE FUNDING FOR THE ULSTER COUNTY BUS SYSTEM will be split at the request of NYSDOT and UCAT staff. This split will separate Project Administration and Preventive Maintenance into two separate PINs henceforth; no funding changes.

8TRU50 ULSTER COUNTY AREA TRANSIT – OPERATING ASSISTANCE was an update to reflect UCAT’s most recent FTA TEAM (Transportation Electronic Award Management) applications. The amendment updates to reflect a grant in 2011 and adds grants in 2012 and 2013.

The remaining PINS – 8TRU61-65 reflect UCATs ongoing effort to purchase smaller buses to more efficiently serve routes. Project descriptions have been amended and, where necessary, funding amounts.

Finally, 8TRU66 was determined to no longer be needed and will therefore be removed. Mr. Doyle concluded that the overall goal here was to match the UCTC TIP to reflect revised capital needs of UCAT. UCTC staff have also been searching for ways to make the process less onerous and tedious, although the process is generally dictated to MPOs by NYSDOT and FTA procedures.

Item for information purposes only; no further comments.

Draft UCTC FFY 2011 Annual Federal Aid Obligation Report

Mr. Slack noted that the Draft UCTC FFY2011 Annual Federal Aid Obligation Report was presented to the Technical Committee at the prior meeting and is now available on the UCTC website as a final document. No significant comments were submitted. He explained that this is a requirement of the FHWA. He emphasized his thanks to DOT Region 8 staff for their assistance with the report.

Mr. Doyle asked Mr. Slack, ‘In terms of the total dollars available in the region, what was the percentage of funds that were obligated?’ Mr. Slack noted that 70% of total FTA and FHWA dollars programmed were actually obligated during FFY2011. Broken down, FHWA was 77% and FTA was 66%. At 77%, the obligation ratio for FHWA funds in 2011 was rather successful, particularly compared to prior years that he observed through records.

Mr. Doyle asked Mr. Peters if the state obligates all of its federal funds in any given year. Mr. Peters noted that NYS complicates all of its federal funds in any particular year. When asked for clarification, he noted each NYSDOT region has certain allocations every year; invariably, some regions spend more in some years and vice versa. NYSDOT then needs to make sure that all projects are continuing to move forward with adequate funding, hence a complication of federal funds. In the end, over time, each region should end up with the amount of funding that it has been allocated. Mr. Doyle asked if Mr. Peters could explain exactly how well Region 8 DOT performs in this context. He explained that Region 8 is presently over-spending its regional annual allocations, primarily due to large projects.

Item for information purposes only; no further comments.

2012 UCTC Traffic Monitoring Program (TMP) and Travel Time Survey

Miss Basnet circulated the 2011 Traffic Monitoring Program report, printed May 1, 2012. The program runs on a 3-year cycle; every 3 years the same general locations are repeated. The last 3-year cycle for this sample occurred in 2008. This cycle focuses

primarily on the eastern corridor of Ulster County – Esopus, Lloyd, Marlborough, Plattekill, Saugerties, Ulster, and Village of Saugerties. Miss Basnet noted that the report provides Annual Average Daily Traffic (AADT) figures for selected sites, organized by municipality. The UCTC also works very closely with NYSDOT in order to select sites appropriately; NYSDOT conducts its own count program and redundancy/duplicity is therefore avoided. Comparisons from the prior count year are provided.

Miss Basnet provided a brief overview of some of the trends found in the study area. She also noted that the 2012 count season will begin shortly and locations can be submitted by members for consideration. Mr. Doyle noted that municipalities should certainly contact Council staff with concerns about certain road segments and special requests; staff will be happy to look at those roads more closely with respect to traffic volume and special counts as needed.

Regarding the Travel Time Survey, Miss Basnet noted that in addition to basic travel time data, new accident data to be analyzed in concert with travel time data in an effort to better-diagnose traffic safety issues in Ulster County.

Mr. Doyle asked Rich Peters if DOT uses such data to prioritize highway expenditures and needs. Mr. Peters replied affirmatively and noted that a variety of other methods and data are used to help compile a pavement model that recommends candidate areas and approaches to those areas. Functional class of the road is an important consideration when determining its future needs.

Item for information purposes only; no further comments.

2010 Census Urbanized Areas:

Mr. Slack noted that the US Census Bureau has released its updated boundaries for Urbanized Areas based on its 2010 counts. The new boundary areas have extended into new locations throughout the county, most notably into the Town of Woodstock via the SRT 28 corridor. Mr. Slack noted that MPOs will be required to revise their boundaries based on the new UA and that will need to be completed prior to 2014. Ed Pine of Ulster County DPW asked if these new boundaries will affect functional classification of roads in those areas. Mr. Slack and Mr. Peters noted that once the boundaries are approved, the functional classification in those areas can be updated. There was brief discussion as to whether this would increase or decrease the amount of federal funding available in those areas. The funding levels should not decrease; more roads would be eligible for emergency relief funding if necessary.

Item for information purposes only; no further comments.

OTHER/OLD BUSINESS

Mr. Doyle noted that the Council authorized a transfer of 5307 funds to Trailways, which are administered by Capital District Transportation Council, a process known as Capital

Cost of Contracting. A significant amount of correspondence has been completed and successfully addressing the agreement. More robust reporting requirements will now be provided by Trailways. In addition, the Council transferred competitive transit dollars for the purpose of new bus purchases by Trailways, again working with CDTA. Mr. Doyle thanked all parties for working together to get this completed.

Mr. Doyle asked for any additional items under Old Business. Supervisor Kelly Meyers noted that the Town of Saugerties recently received notice from CSX regarding the closure of RR crossings in order to conduct road repairs. Notice was sent on Friday afternoon notifying that the work would be performed on the following Tuesday. This was not adequate notice and created a real problem for the Town which resulted in some complaints from commuters and local residents. Mr. Quigley noted that the Town of Ulster was only provided with 5 hours to construct a bypass road to serve a business affected by CSX road work. Mr. Swenson noted that, on the other hand, the City of Kingston has had an excellent relationship with CSX and has received adequate communication. Mr. Quigley noted that CSX originally received adequate communication regarding work but then changed their original plan at the last minute. Mr. Doyle noted that the Council has had difficulty dealing with CSX over the years and will continue to work for solutions. Those discussions are ongoing. From time to time, CSX does receive federal money to improve its freight system; to that end, the Council will continue to raise awareness of problems that have been occurring. Mr. Doyle stressed the importance for municipalities to submit any problems or concerns regarding freight lines in writing to either NYSDOT or the UCTC.

Miss Meyers asked if there was any way to require CSX to provide adequate notice in such circumstances; Mr. Doyle noted that this was very unlikely due to the general supremacy that railroads enjoy in the transportation hierarchy.

In Other Business, Mr. Quigley noted that the Town of Ulster has been receiving citizen complaints regarding the deteriorating pavement condition on Sawkill Road, but specifically on the overpass over Interstate 87 and requested to know who the proper authority would be to speak to regarding repairs. Ed Pine noted that this has been a point of contention for many years between Town, County, NYSDOT and Thruway officials. The deck is deteriorating, causing problems with the pavement. Thruway Authority points out that it is the County's responsibility to maintain the riding surface of the bridge. Mr. Doyle noted that this might be a good opportunity to request a meeting with Thruway in order to attempt to resolve this and other similar issues.

ANNOUNCEMENTS/PROJECT UPDATES

Mr. Slack provided project updates as outlined in the Agenda Supplement.

CITIZEN COMMENTS

No comments submitted.

Mr. Doyle requested a motion for adjournment. Motion made by Ralph Swenson; **second** by Susan Ronga. All in favor; MOTION CARRIED.

MEETING ADJOURNED at approximately 11:20am.

~bcs

DRAFT