

**ULSTER COUNTY TRANSPORTATION COUNCIL
Technical Committee Meeting**

A G E N D A

Tuesday, August 30, 2005
10:00 a.m.

Ulster County Community College
George Clinton Hall
Howard St. John Conference Room
Cottkill Road
Stone Ridge, NY

Agenda Item	Time
1. Welcome	10:00 a.m.
2. Call for Citizen Comments	
3. Approval of the July 12, 2005 meeting summary	
4. Announcements/Projects Update	
5. New Business	
a. <u>Draft Resolution 2005-07: Congestion Management System.</u> Staff will present the federally required Mid Hudson Valley Transportation Management Area (TMA) draft Congestion Management System (CMS) program. <i>Staff Recommendation: Discuss and adopt Resolution 2005-07 with draft CMS program.</i>	
b. <u>Draft Resolution 2005-08: TMA Memorandum of Understanding.</u> Staff will present the draft Memorandum of Understanding (MOU) describing the Mid Hudson Valley TMA's cooperative efforts for regional transportation planning and shared staffing among Dutchess, Orange and Ulster Counties. <i>Staff Recommendation: Discuss and adopt Resolution 2005-08.</i>	
c. <u>Draft Resolution 2005-09: FTA Section 5307 TMA Formula Funds to be administered by the CDTA in Albany, New York.</u> In an effort to better coordinate and administer Federal Transit Administration (FTA) Section 5307 TMA Formula funds for private mass transit carriers in Ulster County, such as Adirondack Trailways, the FTA, NYSDOT, and transit operators recommend the responsibilities for administering and managing these funds be assigned to the Capital District Transportation Authority (CDTA) in Albany. <i>Staff Recommendation: Discuss and adopt Resolution 2005-09.</i>	

d. **Draft Resolution 2005-10: Coordinated Emergency Traffic Signal Preemption System in Ulster County.** In an effort to respond more quickly and safely to emergencies throughout Ulster County, a draft Resolution is presented establishing policy for the implementation and operation of a coordinated emergency traffic signal preemption system. The Ulster County Traffic Operations and Public Safety (TOPS) Committee has reviewed the Resolution at its August 16, 2005 quarterly meeting and recommends adopting the Resolution.
Staff Recommendation: Discuss and adopt Resolution 2005-10.

e. **Countywide Transit Study Draft Final Report and Presentation.** Abrams-Cherwony and Associates and staff will present the Countywide transit study's (*Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis*) overall scope of work with draft recommendations. The study effort examined current transit services both in the City of Kingston and Ulster County. The study reviewed current development and commuting patterns both within Ulster County and adjacent counties. Based on the analysis, recommendations are made in a number of areas such as service, intermodal terminals, commuter parking lots, fare coordination and marketing. The UCTC Transit Advisory Committee provided technical support and input throughout the study period and has reviewed the draft report's conclusions and recommendations.

Staff Recommendation: Discuss the study's conclusions and recommendations. No further action required.

6. Other Business

7. Adjournment

12:00 p.m.

AGENDA ITEM 4
Announcements/Project Updates

- Future Meeting Schedule. A UCTC Policy Committee meeting is scheduled for Tuesday, September 27, 2005 at 10:00 am at the Ulster County Community College. Remaining 2005 UCTC meeting dates are scheduled as follows:

Policy Committee:	September 27, 2005	at 10:00 a.m.
Technical Committee:	November 1, 2005	at 10:00 a.m.

- Long Range Transportation Plan. The UCTC's first long range transportation plan is nearing completion. Staff is working closely with Edwards & Kelcey and NYSDOT to incorporate public comments and financial forecasts into the final draft document. The final draft copy of the UCTC's Year 2030 Long Range Transportation Plan will be included in the September 27, 2005, UCTC Policy Committee agenda packet. All metropolitan planning organizations (MPO), such as the UCTC, must have an adopted long range transportation plan with a minimum horizon date of 20 years. The UCTC is required by federal law to adopt a long range transportation plan no later than September 30, 2005. Thereafter, the UCTC is required to update the long range transportation plan every five (5) years or less. For more information on the Long Range Transportation Plan, contact Bill Tobin of Dennis Doyle.
- Saugerties Area Mobility Analysis (SAMA) Phase 2. The Saugerties Area Mobility Analysis (SAMA) Phase 2 is a comprehensive Saugerties area transportation study designed to analyze the existing transportation environment such as congestion and delays, signal timing, railroad crossing safety, truck traffic, roadway geometry, land use, transit service, parking, pedestrian safety issues and identify innovative and feasible solutions based upon public input and technical analysis. The study area includes the Village and Town of Saugerties and the northeast portion of the Town of Ulster. Major corridors to be studied include US 9W, Route's 32 and 212, I-87, County roads and the CSX railroad corridor. Six (6) consulting firms submitted proposals in response to the advertised request for proposals (RFP). A SAMA sub-committee was formed to review, rank and interview consultants. Four (4) firms were invited for interviews on August 10, 2005.

The SAMA Phase 2 study was approved in March of 2005 by the UCTC in the amount of \$150,000. The SAMA study is part of a three-phased planning approach whereby an origin and destination (OD) study (Phase 1) will be initiated and managed by NYSDOT. A future alternatives analysis study (Phase 3) is planned based upon the conclusions and recommendations emerging from Phases 1 and 2. For more information on the Saugerties Area Mobility Analysis, contact Bill Tobin or Dennis Doyle.

- Ulster and Delaware Railroad Corridor Rail Trail Feasibility Study. The Ulster and Delaware Railroad Corridor Rail Trail Feasibility Study (Rail Trail Study) is a regional rail trail planning effort intended to study the feasibility and costs of connecting the City of Kingston's Kingston Point Park at the Hudson River with Belleayre Mountain Ski Resort in Highmont, New York, a distance of approximately 40 miles, using the Ulster and Delaware

Railroad Corridor right-of-way. A Rail Trail Committee has been established to guide the planning study and a sub-committee was formed to evaluate consultant proposals and select a consultant. Seven (7) consulting firms responded to the advertised request for proposals (RFP). The sub-committee is scheduled to review and rank proposals on August 17, 2005. A project kick off meeting is expected in late September or early October. The regional rail trail feasibility study was approved by the UCTC in March of 2005 in the amount of \$35,000. For more information, contact Bill Tobin.

- Ulster County Traffic Operations and Public Safety (TOPS) Committee. The Ulster County Traffic Operations and Public Safety (TOPS) Committee is an ad hoc group comprised of emergency responders, public safety officials, traffic engineers and other transportation professionals who meet quarterly for the purpose of coordinating public safety with traffic engineering initiatives throughout Ulster County. The TOPS Committee was formed in 2004 and its committee membership ranges from local fire, police and ambulance agencies to County Emergency Management and Sheriff's Departments, CSX, NYSDOT, NYS Police, and the Federal Railroad Administration.

The TOPS Committee is currently providing close technical and advisory support to Ulster County CSX railroad corridor planning projects such as the City of Kingston/Town of Ulster Quiet Zone and Pedestrian Crosswalk Safety Study as well as the future countywide advanced train detection study. The TOPS Committee is also leading the development of a countywide emergency traffic signal preemption implementation and operations policy. The TOPS Committee held their most recent quarterly meeting on August 16, 2005 to hear a presentation on the quiet zone and pedestrian study by R.L. Banks and Associates and to discuss policy issues concerning a countywide emergency traffic signal preemption system.

- The City of Kingston/Town of Ulster Quiet Zone and Pedestrian Crosswalk Safety Study. The Quiet Zone and Pedestrian Safety and Mobility Study (Quiet Zone Study) was requested by the City of Kingston and Town of Ulster to investigate the feasibility of alternative railroad crossing safety and pedestrian mobility systems for future implementation. A total of twelve (12) public at-grade railroad crossings in the City of Kingston and the Town of Ulster will be analyzed. The TOPS Committee is providing close technical and advisory support to the project. A consultant selection sub-committee assisted staff with the consultant selection process. The sub-committee recommended R.L. Banks and Associates from Washington, D.C. to help lead the study. The Quiet Zone Study is approved in the current UCTC work program as part (\$50,000) of an overall \$100,000 CSX Railroad Corridor planning initiative. The third component of this effort, Advanced Train Detection Study (\$50,000), has been placed on a temporary hold, as recommended by the TOPS Committee, until more funds and data become available. For more information on the TOPS Committee and its purpose, contact Bill Tobin.
- City of Kingston Route 32 and Fair Street Intersection Alternatives Analysis. The services of Creighton Manning Engineering were retained to provide technical support to the UCTC and the City of Kingston in an effort to identify feasible alternatives at the intersection of Route 32, Fair Street, Wall Street, and Greenkill Avenue. In addition to safety and operational concerns, the intersection also serves as a "gateway" to the City of Kingston. Particular attention will be placed on safety, local and adjacent traffic operations,

intersection design standards, signage, and public involvement. A local advisory committee has been formed to help provide oversight to the study effort. The Route 32 at Fair Street intersection alternatives analysis study was approved by the UCTC in the amount of \$30,000.

Staff retained the services of Creighton Manning Engineering to provide technical engineering and planning assistance with the Route 32 at Fair Street Intersection Alternatives Analysis. Creighton Manning Engineering was recently retained by the Dutchess County MPO to provide "on call" engineering services for Dutchess County.

Ulster County is able to "piggyback" on Dutchess County's competitive consultant selection process saving UCTC staff significant amounts of time. With the help of the Dutchess County MPO (PDCTC), UCTC staff is able to more quickly expedite the Route 32 at Fair Street intersection alternatives analysis study at a reasonable contract rate. UCTC staff would like to thank Kealy Salomon and Eoin Wrafter at the Poughkeepsie-Dutchess County Transportation Council (PDCTC) for their assistance to Ulster County. For more information on the Route 32 at Fair Street Intersection Alternatives Analysis, contact Tom Mank.

- Non-State Road Traffic Monitoring Program. The UCTC's non-state road traffic monitoring program (traffic count program) is a three year program designed to supplement NYSDOT's traffic count data collection program. Traffic count data assists the State, County and UCTC monitor traffic volumes and analyze trends to help make future decisions concerning road construction and maintenance. Traffic count data also helps to analyze vehicle delays, monitor special event impacts and assist with traffic forecasting. The traffic monitoring program was approved by the UCTC in the amount of \$20,000 for Year 2005. Up to 90 counts are budgeted for Year 2005 in Ulster County.

Staff retained the services of the Lochner Engineering firm to help collect traffic count data. Lochner Engineering was recently retained by the Dutchess County MPO (PDCTC) to collect traffic count data in the City of Poughkeepsie and elsewhere in Dutchess County. Ulster County is able to "piggyback" on Dutchess County's competitive consultant selection process enabling UCTC staff to bypass the standard consultant solicitation and selection process to more quickly implement a traffic count program. With the help of Dutchess County MPO (PDCTC), UCTC staff is again able to more quickly and efficiently initiate a traffic count program in Ulster County at an affordable contract rate. UCTC staff would like to again thank Kealy Salomon and Eoin Wrafter at the Poughkeepsie-Dutchess County Transportation Council (PDCTC) for their assistance to Ulster County.

Staff has approximately 80 counts currently planned for 2005. Traffic counts this year are generally planned for the eastern one third of Ulster County from the Saugerties area to the Town of Marlborough. The remaining counts for Year 2005 will help supplement the Saugerties Area Mobility Analysis and the City of Kingston's Route 32 at Fair Street Intersection Alternatives Analysis study.

Ulster County municipalities are encouraged to contact UCTC staff should they want to "piggyback" on the UCTC's traffic count contract and have additional counts taken within their jurisdiction. The current contact rate per count location is \$220. Upon the

completion of all traffic count data collection activities this summer, a traffic count report, to include maps and count data, will be prepared and submitted to the UCTC later this year or early the next. For more information on the UCTC's traffic count program development efforts, contact Tom Mank.

- Ulster County Area Transit & City of Kingston City Bus Transit Systems Integration Analysis. A feasibility study was recently initiated by staff to explore different approaches to the phased integration of transit operations between UCAT and City Bus. Earlier this year, the City of Kingston and the Ulster County Legislature requested assistance from the UCTC to help analyze the costs, cost savings and institutional issues associated with the integration of UCAT and City Bus transit systems. The integration alternatives to be explored include (1) no action, (2) coordination council, (3) reassignment of functions, and (4) a phased consolidation of the two systems. The study will perform a detailed analysis of transit services, assets and facilities, personnel, functional areas and a financial analysis. The study was adopted in the UCTC's current work program in the amount of \$20,000 and is being performed by Abrams-Cherwony and Associates. For more information, contact Bill Tobin.
- US Route 209 Transportation and Land Use Study. UCTC staff continues to work closely with NYSDOT to develop the project's scope of work and finalize the project's funding arrangement. This multi-year project was adopted by the UCTC to look at the existing and future land use and transportation issues along the US Route 209 Corridor from the Town of Ulster to the Sullivan County line. NYSDOT has agreed to fund the \$200,000 study using "non-PL" federal funds with the UCTC agreeing to pay the required matching funds. For more information on the US Route 209 Transportation and Land Use Study, contact Dennis Doyle or Bill Tobin. The NYSDOT Region 8 contact for this project is Russ Robbins.
- Federal Transportation/Mass Transit Bill (SAFETEA) Re-Authorization Update. The new Federal Transportation and Mass Transit Bill (a.k.a. "Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003" OR "SAFETEA") has been approved by both the Senate and House and was signed by the President on August 10, 2005. The new bill extends the life of TEA-21 and guarantees that all States will receive a percentage of federal transportation and mass transit dollars (some States will receive more Federal dollars than others). In addition to the "earmarked" projects for the City of Kingston, Town and Village of Saugerties, Town of Lloyd, and the Village of Ellenville, the amount of "PL" or transportation and transit planning funds allocated to MPOs nationwide will increase from 1.0% to 1.25%. For information on the SAFETEA, contact Bill Tobin or visit the FHWA's web site at www.fhwa.dot.gov/reauthorization/index.htm. SAFETEA will expire at the end of Federal Fiscal Year 2009 (October 1, 2009).

AGENDA ITEM 5a New Business

Draft Resolution 2005-07: Congestion Management System. A Congestion Management System (CMS) is required for all federally designated Transportation Management Areas (TMAs). As a result of the Year 2000 Census, Ulster County became one of the first metropolitan areas in the United States to emerge as both a metropolitan planning organization (MPO) and a TMA at the same time. As a result of the TMA designation, the

UCTC is required to develop and adopt a CMS in cooperation with Dutchess and Orange Counties.

A Congestion Management System is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of people and freight. A Congestion Management System may be considered as having four main components: (1) Measurement and identification of congestion; (2) A menu of congestion mitigation strategies; (3) Monitoring of effectiveness after implementation; and (4) An evaluation process.

The intent of a Congestion Management System is to protect the region's transportation investments and improve the effectiveness of the existing and future transportation networks.

This is achieved by using the Congestion Management System to provide decision-makers with information about transportation system performance and alternative strategies to reduce congestion while improving the mobility of people and freight. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires that congestion relief be considered in the selection of transportation improvement projects (TIP), and that all urbanized areas with populations in excess of 200,000 (termed Transportation Management Areas [TMAs]) develop and implement a Congestion Management System.

Staff will present background information on the CMS process, staff efforts to date, and the draft program report. The draft Resolution acknowledges the development of a CMS program among Dutchess, Orange, and Ulster Counties.

Staff recommends a discussion on the CMS program and adopt Resolution 2005-07.

AGENDA ITEM 5b New Business

Draft Resolution 2005-08: TMA Memorandum of Understanding. A Transportation Management Area (TMA) is an area designated by the Secretary of Transportation, having an urbanized area population of 200,000 or more, or upon special request from the Governor and the MPO designated for the area. Ulster County shares a recently designated multi-county TMA with Dutchess and Orange Counties (also known as the Mid Hudson Valley, New York TMA). The establishment of the Mid Hudson Valley TMA requires Dutchess, Orange, and Ulster Counties to develop a congestion management system (CMS) program. The TMA Memorandum of Understanding (MOU) acknowledges the establishment of the Mid Hudson Valley TMA, its purpose, the roles and responsibilities of Dutchess, Orange and Ulster Counties, and a description of PDCTC, OCTC, and UCTC staffing responsibilities.

Staff recommends a discussion concerning the TMA MOU and adopt Resolution 2005-08.

AGENDA ITEM 5c New Business

Draft Resolution 2005-09: FTA Section 5307 TMA Formula Funds to be Administered by the CDTA in Albany, New York. Transportation Management Areas (TMAs), such as the Mid Hudson Valley TMA, receive Federal Transit Administration (FTA) Section 5307 TMA Formula funds annually in an effort to help support mass transit operations. Since the designation of the Mid Hudson Valley TMA, Dutchess, Orange and Ulster Counties have received a lump sum of FTA Section 5307 TMA funds and are required by the FTA and NYSDOT to work together and develop an equitable methodology for distributing the funds among their individual MPOs. Currently, public transit operators in each of the three Counties serves as a FTA designated recipient responsible for the administration, management, and disbursement of FTA Section 5307 TMA Formula funds. These funds are distributed to transit operators using a complex formula and are utilized for supporting transit planning, administration, marketing, operations, maintenance and capital expenditures. The UCTC recently approved the FFY 2006-2010 Transportation Improvement Program (TIP) authorizing a portion of FTA Section 5307 TMA Formula funds be disbursed to Adirondack Trailways.

In an effort to more efficiently administer FTA Section 5307 TMA Formula funds in Ulster County, the FTA and NYSDOT recommend the administration and management of Formula funds for private transit carriers in Ulster County, such as Adirondack Trailways, be transferred to the Capital District Transportation Authority (CDTA) in Albany, New York. Staff recommends a discussion on the transfer of administrative and management responsibilities of FTA Section 5307 TMA Formula funds and adopt Resolution 2005-09.

AGENDA ITEM 5d New Business

Draft Resolution 2005-10: Coordinated Emergency Traffic Signal Preemption System in Ulster County. The Ulster County Traffic Operations and Public Safety (TOPS) Committee was formed in 2004 as a regional forum to better coordinate and facilitate regional emergency response and public safety issues with local and regional traffic operations. The TOPS Committee meets quarterly to discuss a wide variety of interconnected public safety and traffic operations issues. The TOPS Committee has also taken the lead to establish policy and serve as a technical advisor to several of the UCTC's regionally significant transportation planning projects.

What is Traffic Signal Preemption?

Traffic signal preemption is the application of electrical devices or series of devices to allow a traffic signal control system to respond uniquely to the approach of a particular type of vehicle or the occurrence of an unusual condition at or near a highway intersection (train passing nearby). Such systems are designed to increase safety, reduce emergency response times and enhance public transit operations.

A signal mounted preemption system requires the installation of a receiving device within the traffic control signal cabinet that responds to a remote triggering device attached to specific authorized vehicles. These systems may be used for the preemption of normal traffic control signal operation by the approach of emergency vehicles, or may be used to modify the length of the green light time to allow for more efficient transit operation. Signal mounted systems

generally allow vehicles traveling in the same direction as the emergency vehicle or bus to receive, or continue to receive, a green indication.

In the case of emergency vehicle preemption, the green indication provides an opportunity for motorists to clear the road ahead of the advancing emergency vehicle. For signal mounted systems, if the remote signal from the source is interrupted or terminated for any reason, normal traffic control signal operation will resume. Signal mounted systems may respond to different vehicles or types of vehicles in recognition of different vehicle priorities.

Why Do We Need an Emergency Traffic Signal Preemption System?

Studies and field experience show a time travel savings may be realized when emergency responders utilize emergency traffic signal preemption equipment compared to those that do not. The results of emergency responder time savings could save lives and possibly lessen the liability exposure to municipalities.

Is Signal Preemption Used Elsewhere in New York State?

Yes. Currently, the following municipalities utilize emergency traffic signal preemption: Monroe County, Suffolk County, Rockland County, Town of Poughkeepsie, City of Schenectady, Rensselaer, Warren, Saratoga, City of Binghamton, Oswego, Onondaga, Village of Johnson City, Village of Endicott, Islip, Town of Union, Town of Vestal, Broome County, Sullivan County, Smithtown, and Brookhaven.

Who Will Pay For the Emergency Traffic Signal Preemption System?

All authorized users, private developers and public entities will be responsible for the payment of a traffic signal preemption system countywide. Authorized users will be required to pay for their own in-vehicle emitter installation and maintenance costs. Traffic signal control systems will be upgraded when new traffic signals are added to the transportation system or when system upgrades to traffic controllers is performed. The municipality or State Department of Transportation typically pays for traffic signal and preemption equipment installation costs. However, if private developers are shown to be the responsible party creating the need for a new traffic signal(s) or existing system upgrade(s), then the developer(s) will be required to pay for traffic signal preemption system equipment and installation costs.

When Will the Emergency Traffic Signal Preemption System Be Implemented?

The Ulster County traffic signal preemption system will not be implemented quickly. The policy language was written in a way so that a countywide emergency traffic signal preemption system would be implemented incrementally over many years, possibly decades. This approach will enable municipalities to adequately plan and program capital funds to pay for the additional costs needed for signal preemption equipment when scheduling signal replacements and controller box upgrades.

Who Will Manage the Ulster County Emergency Traffic Signal Preemption System?

Because of the complex, multi-agency and multi-jurisdictional nature of the traffic signal preemption, the system must be carefully managed by a diverse group of stakeholders who have the knowledge and technical skills to effectively oversee the system to ensure its maximum effectiveness and appropriate usage. The (TOPS) Committee appears to be an appropriate forum for developing policy and providing technical oversight for the Ulster County traffic signal preemption system. The TOPS Committee is comprised of diverse and

knowledgeable stakeholders representing all local and regional public safety and transportation agencies.

Staff recommends a discussion on the policy statement as agreed upon by the TOPS Committee on August 16, 2005 and adopt Resolution 2005-10.

AGENDA ITEM 5e New Business

Countywide Transit Study Draft Final Report. Abrams-Cherwony and Associates and staff will present the Countywide transit study's (*Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis*) overall scope of work with the draft recommendations. The study effort examined current transit services in the City of Kingston and Ulster County which are provided by several public and private carriers. The study reviewed current development patterns and identified the need for public transportation. Commuting patterns both within Ulster County and adjacent counties were also reviewed for current and future transit opportunities. Based on the analysis, recommendations are made in a number of areas including service, intermodal terminals, commuter parking lots, fare coordination and marketing. The proposals have been assigned implementation priorities and will require several years to implement.

The UCTC Transit Advisory Committee provided close technical support and input to the study's overall planning efforts. The study's findings and recommendations have been presented to the Transit Advisory Committee.

Staff recommends discussion on the study's conclusions and recommendations. No further action required.