

# ULSTER COUNTY TRANSPORTATION COUNCIL Technical Committee Meeting

## Meeting Summary

August 30, 2005  
Ulster County Community College  
Stone Ridge, NY

### Members

<b>Present:</b>	Mark Anduze**	NYS Thruway Authority
	Mike Campbell	Village of Saugerties
	Mircea Catona	UC Department of Public Works
	Dennis Doyle	UC Planning Board
	John Dragan**	Village of Saugerties
	Ken Herman**	Town of Marlborough
	Jack Hohman**	NYS Thruway Authority
	Albert Meyer**	UC Legislator
	Richard Peters	NYS DOT Region 8
	Toni Roser**	City of Kingston CitiBus
	Cynthia Ruiz**	UC Area Transit
	Charles Schaller	UC Traffic Safety Board

### Staff

<b>Present:</b>	Jean Gunsch	UCTC - Poughkeepsie
	Tom Mank	UCTC - Kingston
	Bill Tobin	UCTC - Kingston

### Others

<b>Present:</b>	Walter Cherwony	Abrams-Cherwony Associates
	Richard Parrish	Kingston Hospital
	Mark Boungard	Adirondack Trailways
	Barbara Budik	Town of Saugerties
	Paul Jebbett	NE Signal
	Ron Epstein	NYS DOT
	Russ Robbins	NYS DOT

+Permanent Voting Member

\*Current Voting Member (Until June 4, 2007)

\*\*Voting Proxy

^Advisory Member

### CALL TO ORDER

The meeting was called to order by Mr. Doyle at 10:00 a.m. Those in attendance introduced themselves.

## CALL FOR CITIZEN COMMENTS

There were no Citizen comments.

## ANNOUNCEMENTS/PROJECTS UPDATE

Mr. Doyle provided a brief update on the status of the following projects:

- Year 2030 Long Range Transportation Plan
- Saugerties Area Mobility Analysis (SAMA), Phase II
- Ulster and Delaware Railroad Corridor Trail Feasibility Study
- U.C. Traffic Operations and Public Safety (TOPS) Committee efforts
- City of Kingston/Town of Ulster Quiet Zone and Pedestrian Crosswalk Safety and Mobility Study
- City of Kingston Route 32 and Fair Street Intersection Alternatives Analysis and meeting scheduled for August 31 at 10:00 a.m. at Kingston City Hall
- Non-State Road Traffic Monitoring Program – Mr. Mank confirmed that 79 counts had been performed this year. Additional counts have been scheduled for May 2006.
- Ulster County Area Transit & City of Kingston City Bus Transit Systems Integration Analysis
- US Route 209 Transportation and Land Use Study update
- Federal Transportation/Mass Transit Bill (SAFETEA) Re-Authorization Update

## APPROVAL OF MEETING MINUTES

Mr. Doyle asked for consensus to approve the meeting summary for the July 12, 2005 Technical Committee meeting.

Mr. Tobin stated there was a clarification needed on Page 3 describing exactly what FTA Section 5307 TMA formula funds can be used for. Mr. Tobin stated the response given was not exactly correct and will be corrected for the permanent record.

Mr. Epstein confirmed that FTA Section 5307 non-TMA funds can be used for operating funds in Ulster County but not within the TMA. A consensus was reached to approve the meeting minutes as amended.

## NEW BUSINESS

Draft Resolution 2005-07: Congestion Management System. Mr. Tobin gave a presentation on the Congestion Management System (CMS) for the Mid-Hudson Valley Transportation Management Area. Mr. Tobin noted that the UCTC will need to take this CMS report to Policy Committee for adoption September 27.

Mr. Doyle stated we are already looking at congestion management system strategies for New Paltz, Saugerties area and the Washington Avenue corridor in Kingston.

Mr. Tobin stated there was an error in the 3rd paragraph on the Resolution. The

Resolution misstated the CMS strategies presented were to be completed over a 3 year period. This is not correct. The CMS program is continuous and will be evaluated periodically by staff to determine what strategies work best. The Council will be kept informed of CMS strategies implementation and their evaluation. The change will be reflected when presented to the Policy Committee.

Mr. Doyle asked for consensus for the Draft CMS, with changes noted. The Technical Committee approved the document and will next be sent to the Policy Committee for review and adoption.

Draft Resolution 2005-08: TMA Memorandum of Understanding (MOU). Mr. Doyle stated that a TMA MOU is a recommendation emerging from the UCTC's federal certification review. A draft TMA MOU was prepared with assistance by Dutchess, Orange, and Ulster County staff.

Mr. Doyle stated additional comments have come from Dutchess and Orange Counties over the past several days concerning some of the language in the TMA MOU. Questions have arisen as to who should attend the meetings, about the policy group structure, meetings frequency, and questions about coordinating UPWPs, travel demand model integration, and public participation. There is no deadline to formulate the TMA MOU agreement but all three Counties recognize the value of some formal agreement. The concern right now is if one Transportation Council is in disagreement with another Transportation Council. How this type of disagreement is handled is still being negotiated.

Mr. Doyle stated that we should have a TMA MOU that all MPOs can agree upon in the near future and asked Committee members to provide comments.

Mr. Tobin said the draft TMA MOU was close to completion but recommended Council to table the TMA MOU effort until further notice.

Ms. Ruiz suggested establishing a transit sub-committee that could meet three times a year or as needed to discuss regional transit coordination issues.

Mr. Doyle said that if we form subcommittees, we would need to make sure we have support and participation by the Dutchess and Orange County MPOs. The MOU calls for subcommittees as it currently stands.

A consensus was reached to table the TMA MOU until further notice.

Draft Resolution 2005-09: FTA Section 5307 TMA Formula Funds to be administered by the CDTA in Albany, New York. Mr. Doyle provided background information on the FTA Section 5307 TMA formula funds. He noted that the 5307 funding formula that the UCTC approved earlier this year provides for a reimbursement to private mass transit carriers for preventive maintenance. Mr. Doyle stated some of these private carriers do business in more than one county and it has been suggested that the UCTC consolidate administration of the TMA funds and transfer administrative responsibilities to the Capitol District Transportation Authority (CDTA) in Albany.

Mr. Doyle asked for the approval from the Technical Committee to transfer administrative responsibilities. There is some confusion relating to Adirondack Trailways but they are working on an allocation methodology between FTA, CDTA and Adirondack Trailways. This is a one time resolution and is only valid for the federal fiscal year for which it is written (FFY 2005).

Mr. Epstein stated the primary purpose of this transfer is to assist state and federal governments consolidate funds into one grant for efficiency. There are other areas of the State where this is already happening.

Mr. Doyle asked for a consensus to go to the Policy Committee to approve transferring responsibilities to CDTA. A consensus was reached by the Technical Committee for approval of the proposal and it will next be presented to the Policy Committee for discussion and adoption.

Draft Resolution 2005-10: Coordinated Emergency Traffic Signal Preemption System in Ulster County. Mr. Tobin explained that Traffic Operations and Public Safety group meets quarterly to discuss emergency responder issues as they relate to transportation issues throughout Ulster County. He stated the group has identified a need for emergency traffic signal preemption in Ulster County. Mr. Tobin explained how the Resolution would address the incremental improvements to traffic signal control systems and how the process would be managed. Mr. Tobin recommended adopting the Resolution.

Mr. Peters requested this Resolution be placed on hold until the next meeting. He would like to make sure no conflicts exist with NYSDOT traffic signal policy. He stated that NYSDOT owns/maintains the majority of signal systems in Ulster County.

Mr. Mank stated NYSDOT owns and/or maintains 111 of a total of 189 traffic signal systems in Ulster County.

Mr. Herman asked if the Bridge Authority should be notified.

Mr. Doyle stated that signal preemption could be a part of CMS program as well.

Mr. Schaller stated he thought the resolution wording had originally come from the NYSDOT.

Mr. Tobin explained that the language of the Resolution was written by UCTC staff and not come from NYSDOT. However, Mr. Tobin stated, the traffic signal preemption system equipment specifications were drafted by NYSDOT and downloaded from their web site.

Mr. Doyle asked Mr. Peters how he would envision this type of system to be implemented.

Mr. Peters stated you would want to identify places that are most critical, may want to

focus on a specific corridor or may want to do it where there is congestion. People need to keep in mind that it takes the signal some time to recover and may take a few cycles to get the traffic flow back to normal.

Mr. Jebbet from Northeast Signal stated his company has done a lot of work around the state – normally for fire apparatus (highest priority), but also for ambulance companies, as well as police departments (police usually having the lower priority of emergency traffic signal preemption due to a patrol car’s agility and speed).

Mr. Doyle asked if routes were prioritized.

Mr. Jebbett responded, yes, it is only used going to the emergency - not used for the return trip.

Mr. Doyle asked if the data was recorded. Mr. Jebbett answered, yes, a number is assigned to each apparatus.

Mr. Mank asked if NYSDOT was involved. Mr. Jebbett replied yes.

Mr. Doyle asked if written policy examples exist from other parts of the State. Mr. Jebbet believed there was.

Mr. Campbell asked what the additional costs per signal would be.

Mr. Peters responded that signal preemption equipment costs per traffic signal is relatively low compared to the total cost of a traffic signal.

Mr. Parrish asked who would pay for the responders in the vehicles.

Mr. Doyle noted that it would be the responsibility of authorized users to purchase and maintain in vehicle equipment.

Mr. Meyer noted that the City of Middletown has a signal preemption program in place.

Mr. Epstein stated that the UCTC should include any preemption program as part of its CMS program.

Mr. Doyle noted that the UCTC should wait for a NYSDOT Region 8 response to see if they have any conflicts with the policy statement or concerns about the initiative and then staff may take it back to TOPS and Technical Committees to address any remaining issues or concerns.

A consensus was reached to table the resolution until further notice.

Countywide Transit Study Draft Final Report and Presentation. Mr. Cherwony presented the draft final report of the Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis.

Mr. Epstein noted that the ability to have trip-planning available online would be

beneficial especially for college students, job-training, employment, etc. He added that this should also be done on a TMA basis beyond Ulster County.

Mr. Cherwony agreed and said this was especially needed in Ulster County because there are multiple operators.

Mr. Peters stated that in Orange and Dutchess Counties map inserts are placed in the local newspapers either annually or every couple years to detail the transit service.

Mr. Cherwony said the maps are a useful tool for showing where services are available but can sometimes be deceiving.

Ms. Ruiz noted that NYSDOT has a website called Trip 1-2-3 similar to Mapquest to assist transit users.

Mr. Doyle asked if there is a recommendation for Trips 1-2-3 to be implemented into the Ulster County/TMA area.

Mr. Cherwony responded that a recommendation was to consider a Trips 1-2-3 type of system for Ulster County.

In terms of the next steps, Mr. Cherwony said he would wait for public comments and also try to develop a matrix to coordinate transit services for dispatchers and the public.

Ms. Ruiz stated if UCAT had a coordination matrix people could call UCAT's "800" number and dispatchers would have the ability to inform the caller with a travel plan to NYC. They would also be able to contact the Trailways operator. She also stated a need for a matrix that shows where all routes intersect and all times and dates.

Mr. Cherwony said he was looking for something in a spreadsheet to show where things came together.

Mr. Doyle recommended improvements to service such as a more robust shuttle system in New Paltz and service from Kingston to the Rhinecliff train station.

Mr. Cherwony noted that Mr. Doyle's recommendations were rated fairly low.

Mr. Cherwony recommended more frequent service to be a higher priority. Ulster County also needs more capital improvements such as shelters, sidewalks, and signage.

Mr. Doyle asked about a new intermodal transit facility in Kingston.

Mr. Cherwony said the current location is a good location. Other sites, according to Mr. Cherwony, may also be advantageous especially in the Kingston Plaza area.

Mr. Epstein suggested the UCTC consider the Year 2006 legislative earmarks for FTA

Section 5309 funds for improvements to the New Paltz terminal, more frequent countywide service, and new bus shelters and sidewalks. Earmarks occur in January 2006 and must benefit the transportation system as a whole.

Ms. Ruiz asked if FTA Section 5307 funds could be used for a ramp off Chandler Drive.

Mr. Epstein said no. Ulster County should focus on building the new terminal first then seek ramp funding.

Mr. Doyle asked when the last day for comments to be submitted on the report.

Mr. Cherwony responded that we should give the amount of time we normally give. Mr. Tobin suggested 2 weeks or by September 15, 2005.

Ms. Ruiz suggested that we discuss possible Year 2006 legislative earmarks at the next Transit Advisory Committee meeting.

Mr. Tobin asked if FTA Section 5307 funds can used for marketing.

Mr. Epstein believes they are limited and not available for marketing. He suggested we talk to NYMTC about this subject.

Mr. Doyle asked for recommendations as what we should do with the report once it's finished. For example, adopt for TIP programming?

Ms. Ruiz noted that we don't have to be bound by what's in the report.

Mr. Tobin noted that we can always amend/revise the draft report, if needed.

Mr. Doyle asked if the current integration study was going on in Kingston.

Mr. Cherwony noted that site visits had been performed at each operator and they are gathering information and looking at alternatives.

There was no other business matters discussed.

ADJOURNMENT

The meeting adjourned by consensus at 11:58 a.m.