

**ULSTER COUNTY TRANSPORTATION COUNCIL
Policy Committee Meeting**

Meeting Summary

July 24, 2014

SUNY Ulster, Stone Ridge, NY

Members Present:

Alan Adin	City of Kingston
Wayne Freer	Town of Esopus
John Dittus	Town of Hurley
Mike Warren	Town of Marbletown/Supervisors Association
Howard Baker	Town of Marlborough
Vernon Benjamin	Town of Saugerties
James Quigley	Town of Ulster
Joel Brink	Town of Ulster
Terry Houck	Town of Wawarsing
Jeremy Wilber	Town of Woodstock/Town of Kingston
Mike Reynolds	Town of Woodstock
Bren White	Village of New Paltz
Alex Wade	Village of Saugerties
Carol Hargrove	Ulster County Area Transit
David Bolles	Ulster County DPW
Edward Pine	Ulster County DPW
Andrew Emrich	Ulster County DPW
Bill Gorton	NYS Dept of Transportation
Tom Weiner	NYS Dept of Transportation
Jack Hohman	NYS Thruway Authority
Kristen Resnikoff	NYS Thruway Authority
Maria Chau	Federal Highway Administration

Staff:

Dennis Doyle	U.C. Planning Board/UCTC Staff
Brian Slack	UCTC Staff
David Staas	UCTC Staff

CALL TO ORDER

The Policy Committee meeting was called to order by Mr. Doyle at 10:00am. Roll call was conducted by Mr. Slack.

CALL FOR CITIZENS' COMMENTS

Mr. Doyle asked if there were any citizen comments.
No citizen comments were submitted.

APPROVAL OF THE MARCH 26, 2014 POLICY COMMITTEE MEETING SUMMARY

Mr. Doyle requested a motion for discussion of the minutes from the 3/26/14 meeting of the UCTC Policy Committee. Jeremy Wilber noted a typo on page 3 of the minutes where “Wilber” was misspelled. Joel Brink made a motion to approve the minutes as amended; second by Jeremy Wilber. **No further discussion. All in favor, none opposed -- Motion Carried.**

CORRESPONDENCE

Correspondence was received from the Federal Highway Administration following the completion of the triennial review of the MPOs in the Mid-Hudson Valley Transportation Management Area (TMA). The planning process for each of the MPOs has been certified, with the following three corrective actions:

1. Resolve issue between the TMA and NJTPA due to changes in the UZA boundaries.
2. Develop the Congestion Management Process to include the following
 - a. multimodal performance measures
 - b. Schedule and funding sources identified for improvements
 - c. Identify a process for periodic assessments
3. OCTC needs to ensure that each activity and task in their UPWP includes all necessary information.

Mr. Doyle explained that there is one additional minor corrective action required of UCTC to bring the operating procedures in line with requirements under MAP-21. The existing operating procedures reference SAFETEA-LU and need to be updated to reference MAP-21. Preliminary edits have been completed and will be presented before the council at a future date.

No further discussion.

NEW BUSINESS

Resolution 2014-05: Distribution of the FFY 2014 Federal Transit Administration Section 5307/5340 Urbanized Area Apportionments Attributable to the Kingston Urbanized Area:

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. FFY14 allocation to the Kingston Urbanized Area is \$923,843. Resolution 2014-05 proposes a distribution of these funds between UCAT and Citibus as reached between the two entities.

Mr. Doyle indicated that the two designated recipients of these funds have not come to an agreement regarding the distribution of funds between the two entities. Until such an agreement is reached the resolution needs to be tabled.

James Quigley asked for clarification of the definition of the Kingston Urbanized Area Boundary. Mr. Doyle explained that this boundary is a result of the 2010 census and has expanded to extend to Woodstock and even into Greene County. Currently the only two designated recipients operating in the Kingston Urbanized Area are UCAT and Kingston Citibus.

Supervisor Quigley further inquired to see what the Town should do in order to meet transit needs.

Mr. Doyle encouraged the Supervisor to bring his concerns before the Council to work with the existing providers to meet the needs of the Town. The council has completed three separate transit studies over the past ten years, identifying needs in the Town of Ulster. Specific needs should be brought to UCAT which has the operating authority in the Town.

No further discussion. Resolution Tabled.

Resolution 2014-06: Modify Table 1 of the UCTC 2014-18 TIP to Add Rollover Clause Provision to TIP Amendment Procedures. A Rollover Clause in the MPO's TIP approval resolution enables the MPO to move projects from the 'Committed' (or 'obligated') column of their TIP to one of the first four years of the TIP via an administrative action rather than by a formal TIP amendment, provided that fiscal constraint is maintained. This clause is a means to address the situation where projects or project phases on an old TIP do not get obligated before the new TIP and subsequent STIP are approved. UCTC currently has no rollover clause in its Operating Procedures. Resolution 2014-06 proposes and outlines rollover procedures for future use.

Mr. Doyle requested a motion for discussion. Motion made by David Bolles; second by Wayne Freer.

Mr. Slack explained that this modification of the TIP clarifies the rollover procedure and allows for a more seamless transition between TIPs through a primarily administrative function. This modification was included in a 15 day public notice prior to the policy committee meeting. No public comments were received regarding this resolution.

Mr. Doyle further explained that this has caused some issues, forcing the council to reprogram funds instead of rolling funds over. This modification is in line with recommendations from NYSDOT TIP/STIP guidance.

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

Resolution 2014-07: To Amend the UCTC 2014-2018 TIP to Include NYSDOT PIN 839141 – Corrective Pavement Treatment RT 55. NYSDOT Region 8 submitted a TIP Amendment Request to UCTC in order to program a Harsh Winter Paving project onto the 2014-2018 program. This project will consist of resurfacing a segment of asphalt pavement on State Route 55 in Ulster County, in the Town of Wawarsing, from the Sullivan County line to 3/10 mile west of Cutler Road. The total project cost is \$5.6m in Federal STP Flex and State Dedicated Funds (SDF). Further details are provided in Resolution 2014-07

Mr. Doyle requested a motion for discussion. Motion made by Joel Brink; second by David Bolles.

No public comments were received.

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

Mr. Doyle thanked NYSDOT for the repaving project.

Administrative Modifications to Ulster County Park and Ride Projects: Through UCTC Resolutions 2012-06 and 2012-07, FTA 5307 funds were “flexed” into FHWA funds to be used on various transit-related projects throughout the Mid-Hudson TMA, including improvements of park and ride facilities in Town of Ulster, Town of Saugerties and SUNY New Paltz. An administrative modification was required to modify the schedule of two of these projects in order for them to appear on the UCTC 2014 – 2018 TIP. A full update of the status of these projects will be provided for members by UCTC and NYSDOT Region 8 staff.

Mr. Slack explained that this modification takes the placeholders in the TIP and provides full phasing of the projects to reflect the project schedule. These modifications are related to Resolution 2014-08 as the funds from that project will be used in both the Town of Ulster and Town of Saugerties Park and Ride facilities.

No further discussion

Resolution 2014-08: Amendment to the Ulster County Transportation Council Transportation Improvement Program (TIP) to Delete Project No Longer Needed – PIN 882341: Route 32, SUNY New Paltz Bus Stop Relocation and Improvements. SUNY New Paltz has advanced construction on its park and ride expansion without the federal aid set aside for this project. By doing so, the project is no longer eligible to receive the \$300,000 in federal funds set aside for the project, thereby making those funds available for the Saugerties and Ulster park and ride facilities. Resolution 2014-08 removes this PIN from the UCTC TIP and makes the \$300,000 in federal funds available for future programming.

Mr. Doyle requested a motion for discussion. Motion made by David Bolles; second by Howard Baker.

Mr. Slack provided background to the resolution explaining that SUNY New Paltz chose to forego federal funds in favor of a faster project schedule. Funds previously set aside for the project will now be used as needed for Park and Ride locations in the Town of Ulster and Town of Saugerties.

A single public comment was received asking if the project was going away. Staff responded indicating that the project was still being undertaken, just without federal funds.

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

Draft Resolution 2014-09: Allocation of Previously Unallocated Federal Transit Administration Section 5307 Formula Funds for Various Transit Projects. Due to the ongoing pending agreement between New York and New Jersey regarding the Apportionment of Federal Fiscal Year 2013 and 2014 Federal Transit Administration (FTA) Section 5307 Formula Funds in the Mid-Hudson Valley Transportation Management Area (MHVTMA), Ulster County

Area Transit has requested a loan to support its FFY 2015 FTA grant application. These funds would be reallocated to the TMA pool from a future allocation to Ulster County when that occurs.

Mr. Doyle requested a motion for discussion. Motion made by Mike Warren; second by David Bolles.

Mr. Slack explained that the resolution provides \$200,000 to provide coverage for the operating expenses of UCAT in the absence of the 2013 and 2014 5307 allocations.

All three MPOs in the TMA need to pass resolutions agreeing to the allocation of the previously unallocated funds before they can be programmed. OCTC has already passed such a resolution and PDCTC is expected to pass a similar resolution in September.

Alternative funding opportunities such as the new Ladders of Opportunity Initiative from FTA are being pursued.

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

Amendment to the 2014/15 UPWP: The 2014/15 UPWP programmed a total of \$105,000 in combined federal, state and local funds for the Development of the UCTC year 2040 Long Range Transportation Plan. \$80,000 of those funds were designated for consultant services to be used toward completion of the LRTP. An RFP for consultant services was issued on June 9th, 2014 with a June 30th deadline which received no responses. Staff has reviewed the proposed Scope of Services and made minor revisions in an effort to elicit responses from consulting firms. In addition, UCTC proposes to raise the federal dollars available for consultant assistance. In accordance with UCTC Operating Procedures (as outline in Agenda Supplement Item 5-b), the Chair of the UCTC proposes a budget increase of \$20,000 to be moved from the Un-programmed Balance of \$478,639 in FHWA Planning (PL) funds for this purpose. Additional information included the Agenda Supplement.

Mr. Doyle requested a motion for discussion. Motion made by David Bolles; second by Howard Baker.

Mr. Slack explained that there were zero responses to the RFP and firms were contacted directly to try and understand why they did not respond. The funding amount, scope of services, and firm capacity appeared to be the primary factors causing no firms to respond.

UCTC is has increased the budget for the project using un-programmed planning funds, and revised the scope to elicit responses from firms.

Howard Baker asked for some clarification regarding the funding and amount of work to be performed.

Mr. Slack responded, noting that the travel demand model update component of the RFP has been removed and that the full 100,000 does not need to be spent as the RFP is a qualifications based call.

Staff is prepared to do an LRTP update in house without consultant assistance on schedule at the expense of other projects.

David Bolles asked about the purpose of the LRTP and the utility of the document to member municipalities.

Mr. Slack noted that the LRTP undertakes a substantial public involvement process including a fair amount of outreach to local municipalities. This outreach feeds into the identification of needs and development of regional priorities. Those needs and priorities are then matched against available funds and projected future funds.

Under MAP-21 the LRTP will have to develop performance measures and goals which will affect how the council chooses to prioritize projects. However, there is great difficulty in meeting performance measurements without appropriate funding to meet the goals.

It is important to note that FHWA and the FTA are not the only sources of funding for transportation projects. Laying out the priorities in the LRTP allows for the region to become more competitive in seeking funds from alternative, and often competitive, sources.

Jeremy Wilber commented on the lack of funding available and the commendations the council receives regarding its effectiveness as evidenced by the FHWA triennial review. The supervisor noted that at the local level, the council and its members have been performing admirably, while higher authorities appeared to have failed in their responsibilities. As a policy body, Supervisor Wilber suggested that a response could be drafted to those responsible for determining the funding for transportation infrastructure. The supervisor further observed that the work of the LRTP is limited in its use if there is no funding to implement the recommendations of the plan.

Mr. Doyle responded that those conversations are happening at the regional, state, and national level through the TMA and the appropriate MPO associations. Furthermore, the authorization for MAP-21 expires in September 2014 and the successor to the legislation is still being developed and funding sources continue to be reevaluated. There are opportunities in the LRTP to highlight the lack of funding and inability to maintain the system at the current level of funding. Funding appears to have shifted towards prioritization of the National Highway System and competitive funding. The LRTP offers an opportunity to provide a view of the current situation and the impacts of the funding climate.

Bill Gorton suggested that the LRTP should be used to develop needs and priorities and how the overall condition of the system would be affected by various levels of funding through an asset management plan.

Mike Warren shared his experiences and explained that by supplementing with general funds, the Town has been able to get back to the 10 year road replacement plan.

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

UCAT Letter of Support – FTA Ladders of Opportunity Grant: The U.S. Department of Transportation Secretary has made available approximately \$100 million in competitive grant funds through the Federal Transit Administration’s (FTA) new Ladders of Opportunity Initiative. UCAT proposes to submit an application to this program in the amount of \$1,100,000 (80% Federal, 20% local match) for the purchase four (4) low floor clean burn diesel engine buses. The four buses that would be replaced are 2009 Ford light duty mid sized cutaway buses with anticipated useful life of 4 years or 150,000 miles; the buses to be replaced currently exceed those anticipated life cycles. UCAT respectfully requests the UCTC to support a letter of recommendation from the Director on its behalf.

Carol Hargrove indicated that UCAT has put together an application for the Ladders of Opportunity grant program for providing transportation services to the senior, disabled, and general populations in the area.

Mr. Doyle requested a motion to draft a letter of support. Motion made by Wayne Freer; second by Mike Warren.

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

OTHER/OLD BUSINESS

Other Business

- NYSDOT Region 8 Bridge Management – Tom Weiner indicated that 6 critical bridges in Ulster County will be funded by FEMA and HUD. Environmental analysis and draft design reports have been completed and are currently being reviewed by FEMA. Additional details were provided fro the following bridges:
 - Rt 213 bridge over the Rondout Creek in the Town of Marbletown – Complete replacement of structure with detour. Design calls for 6ft shoulder and 5ft sidewalks on both sides.
 - Wurts St Bridge over the Rondout Creek in the City of Kingston and Town of Esopus – Work is scheduled to begin August 4, 2014 to repair railings, wearing surfaces, and some other cosmetic life extension work.
- Ulster County DPW Update – Ed Pine provided a brief update of the following bridge projects.
 - Glasco Turnpike Bridge in the Town of Saugerties – Currently performing minor steel repairs and is on schedule.
 - Wyncop Bridge - Trusses and floor system work will begin next week.

Old Business

- Adirondack Trailways Request for UCTC Funding for 3 Replacement Coaches for Commuter Services to New York: under evaluation by TMA – Request continues to remain on hold until the 5307 allocation issue between NY and NJ can be resolved.

ANNOUNCEMENTS/PROJECT UPDATES

Mike Warren announced that the bridge on the O&W rail trail over the Kripplebush Creek has the steel in place and is expected to be completed over the next 3 weeks. Work was done with

local and County DPW forces. The project was funded utilizing local funds and money from Central Hudson in return for providing some right of way during the relocation of some power lines.

Mr. Doyle announced that NYSDOT will be programming approximately \$1.1 million for rail crossing safety improvements at Boices Lane following recommendations from the UCTC study of the location.

Mr. Slack Provided brief updates regarding current MPO projects as outlined in the agenda.

No further discussion.

Mr. Doyle requested a motion to adjourn; motion made by Wayne Freer; second by Howard Baker.

MEETING ADJOURNED at approximately 11:15 am.

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