

**DRAFT RESOLUTION 2018-06**

**ULSTER COUNTY TRANSPORTATION COUNCIL**

**APPORTIONMENT OF UNALLOCATED FEDERAL FISCAL YEAR 2014 AND 2015 FEDERAL TRANSIT ADMINISTRATION SECTION 5307/5340 CAPITAL FUNDS IN THE MID-HUDSON VALLEY TRANSPORTATION MANAGEMENT AREA**

**WHEREAS**, the Dutchess Transportation Council (DCTC), Orange County Transportation Council (OCTC), and Ulster County Transportation Council (UCTC) have been designated by the Governor of the State of New York as the Metropolitan Planning Organizations (MPOs) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning processes for their respective counties of the Poughkeepsie-Newburgh NY-NJ Urbanized Area; and

**WHEREAS**, the federal surface transportation programs that are the responsibility of the Ulster County Transportation Council are authorized by the Fixing America's Surface Transportation (FAST) Act (Pub. L. 112-141, December 4, 2015); and

**WHEREAS**, Section 5307/5340 formula funds have been apportioned by the Federal Transit Administration (FTA) to the Mid-Hudson Valley Transportation Management Area (TMA) for Federal Fiscal Years 2014 (FFY 2014), 2015 (FFY 2015), and 2016 (FFY 2016); and

**WHEREAS**, the DCTC, OCTC and UCTC ("the TMA Transportation Councils") share responsibility for transportation planning and programming within the TMA; and

**WHEREAS**, the TMA Transportation Councils have considered the planning factors under 23 USC 135 (d)(1)(A-J) in reaching consensus in the methodology supporting the sub-allocation of the FFY 2014 and FFY 2015 Section 5307/5340 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 Transportation Councils 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 respected Metropolitan Planning Organization (MPO) processes, and may include any mix of eligible FTA capital activities; and



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**WHEREAS**, the TMA Transportation Councils adopted a methodology for distribution of Section 5307/5340 formula funding, which states that the TMA Transportation Councils may cooperatively agree to allocate, with or without competition, the unallocated funds in order to address identified regional transit needs based upon the guiding principles of the respective Metropolitan Transportation Plans, federal planning factors, and other plans and policies of the TMA Transportation Councils; and

**WHEREAS**, in response to a call issued jointly by the TMA Transportation Councils for projects on November 20, 2017, three applications were received and reviewed; and

**WHEREAS**, applications submitted by Dutchess County Public Transit and Adirondack Trailways were deemed to be eligible and recommended for funding; and

**WHEREAS**, the application by Ulster County Area Transit was deemed eligible for funding but not sufficiently developed to recommend funding; and

**WHEREAS**, the TMA Transportation Councils desire to foster continuing innovation in the delivery of transit services by the three designated recipients within Dutchess, Orange and Ulster Counties; and

**WHEREAS**, the three TMA Transportation Councils wish to allocate unprogrammed FFY 2014 and FFY 2015 Section 5307/5340 formula funds; now therefore be it

**RESOLVED**, the Ulster County Transportation Council (UCTC) approves the proposed distribution of FFY 2014 and FFY 2015 FTA Section 5307/5340 formula funds as specified in Attachment 1; and, be it further

**RESOLVED**, that the UCAT application shall be reconsidered upon completion of a feasibility study that establishes an appropriate location and better defines anticipated costs.

**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 June 12, 2018.

\_\_\_\_\_  
Date

By \_\_\_\_\_  
Lance MacMillan, P.E., Acting Secretary,  
Ulster County Transportation Council



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**ATTACHMENT 1**  
**Distribution of FTA Section 5307/5340 Unallocated Funds**  
**Mid-Hudson Valley Transportation Management Area**  
**FFY 2014 and FFY 2015**

**Unallocated 5307/5340 Funding Available for TMA Programming**

|                |             |
|----------------|-------------|
| FFY 2014 ..... | \$1,065,479 |
| FFY 2015 ..... | \$3,459,562 |
| FFY 2016 ..... | \$2,840,974 |

**Total Available for Programming .....\$7,366,015**

**Distribution of Mid-Hudson Valley Transportation Management Area Section 5307 Funds Reserved for Regional Transit Needs<sup>1</sup>**

| <i>Project Title</i>                                | <i>Sponsor</i>  | <i>Award</i>                      |
|---|---|-----------------------------------|
| Kingston Bus Maintenance<br>Facility Expansion      | Adirondack Transit Lines                              | \$ 2,400,000                      |
| Enhancement of the Regional<br>Transit System       | Dutchess County Public<br>Transit                     | \$ 610,000                        |
| Regional Transit Innovation<br>or Planning Projects | Designated Recipients within<br>Each MPO <sup>1</sup> | \$ 600,000<br>(\$200,000 per MPO) |

**Total Distribution.....\$3,610,000**

**Unallocated 5307/5340 Funding Remaining for Future TMA Programming**

|                |             |
|----------------|-------------|
| FFY 2014 ..... | \$0         |
| FFY 2015 ..... | \$915,041   |
| FFY 2016 ..... | \$2,840,974 |

**Total Remaining for Future Programming.....\$3,756,015**

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<sup>1</sup> Award includes a set-aside of \$200,000 for each MPO's designated recipients/public transit operators for the purposes of innovative transit projects or planning projects as determined by them or their respective MPO.



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**ATTACHMENT 1 (continued)**

**Narrative Summary of Projects Proposed for Funding with Mid-Hudson Valley  
Transportation Management Area Section 5307/5340 Funds Reserved for Cooperatively  
Addressing Regional Transit Needs**

Adirondack Transit Line, Inc. – Maintenance Facility Expansion

Expansion of Adirondack Transit Lines, Inc. (“ATL:”) d/b/a Pine Hills Trailways, Maintenance Facility located at 289 Hurley Ave., Kingston, NY 12401. ATL’s current facility is a modern facility, built entirely with private funding in 1994. At the time, ATL operated 85 buses. There was an IDA bond involved which was repaid in full.

ATL has significantly expanded its service, and has grown to ~130 buses. It greatly exceeds the capacity of the existing facility. Some of maintenance operations must be performed outdoors, even in cold and inclement weather. The current facility is a 27,000 sq. ft. modern modular building. It is proposed to expand the building by 18,000 sq. ft.; comprising of 9,000 sq. ft. on the east side and 9,000 sq. ft. on the west side of the existing building.

The project is proposed to add additional bays to the current facility, which would include a drive through bus wash, improved collision repair facilities, and improved parts inventory area. More modern and efficient equipment will include a dedicated bus washing bay, improved collision repair spaces, and increased storage to accommodate the growing parts inventory that is necessary to accommodate the maintenance of such a large fleet. In addition to creating more work space, streamlining vehicle maintenance, and making more efficient use of the money spent to care for an maintain the company motorcoaches, the improvements to the building in size and operation will create a need for more employees. ATL has engaged TransSystems of Norwalk, Connecticut, an experienced transportation planning and engineering firm, to complete preliminary design phase drawings.

Project Costs and Schedule:

| Project Phase                       | Estimated Cost                     | Date |
|-------------------------------------|------------------------------------|------|
| Construction                        | 5307 Phase Cost \$ 2.040 m         | 2019 |
|                                     | Match Phase Cost \$ 0.510 m        |      |
|                                     | <b>Total Phase Cost \$ 2.550 m</b> |      |
| Design, Engineering, and Permitting | 5307 Phase Cost \$ 0.288 m         | 2018 |
|                                     | Match Phase Cost \$ 0.072 m        |      |
|                                     | <b>Total Phase Cost \$ 0.360 m</b> |      |
| Construction Inspection             | 5307 Phase Cost \$ 0.072 m         | 2019 |
|                                     | Match Phase Cost \$ 0.018 m        |      |
|                                     | <b>Total Phase Cost \$ 0.090 m</b> |      |
| <b>Total Project Costs</b>          | <b>5307 Phase Cost \$ 2.400 m</b>  |      |
|                                     | <b>Match Phase Cost \$ 0.600 m</b> |      |
|                                     | <b>Total Phase Cost \$ 3.000 m</b> |      |

Source of matching funds: private company revenues

Dutchess County Public Transit – Enhancement of the Regional Transit System

DCPT submitted a total grant request of \$1.5 million, which included various preventive maintenance, operating, and capital components. The TMA approved the capital components of the request, with the purpose to support the recent expansion of transit services in the City of Poughkeepsie. These include the following elements:

- Purchase of diagnostic equipment to maintain the regional transit system fleet and minimize the need to out-source engine and transmission diagnosing.



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- Installation of 25 bus shelters at key time stop locations in the county, primarily at high use stops in the urbanized area. At a minimum, the shelters would be ADA compliant (including sidewalk ramps), include benches and info kiosks, and be lighted and solar powered. The shelters would also be ITS ready.
- Provision and installation of 400 information panels for each Dutchess County Public Transit bus stop, allowing passengers to know when buses are scheduled to arrive. These panels would show schedule information and be attached to existing time stop poles
- Installation of real time transit information boards at seven regional destinations: Beacon Transit Hub, Beacon Train Station, DCC, Vassar College, Marist College, Poughkeepsie Galleria, and Poughkeepsie Train Station. Boards will provide ETA times for buses due to arrive at the stop.
- Provision and installation of 400 bus stop signs at identified Dutchess County Public Transit bus stops, which will create a uniform bus stop program since bus stop signs have not been installed in the City of Poughkeepsie.
- Installation of Intelligent Transportation Systems (ITS) on all 64 buses, to include ADA annunciators, Wi-Fi, and Syncromatics Fixed Route MDT/AVL, plus automated passenger counter units for 31 cutaway buses that do not have them.

| Project Phase              | Estimated Cost                       | Date    |
|----------------------------|--------------------------------------|---------|
|                            | 5307 Cost \$ 0.610 m                 |         |
| <b>Total Project Costs</b> | Local Match Cost \$ 0.076 m          | 2018/19 |
|                            | State Match Cost \$ 0.076 m          |         |
|                            | <b>Total Project Cost \$ 0.762 m</b> |         |

Dutchess County Transportation Council, Orange County Transportation Council and Ulster County Transportation Council – Discretionary Regional Transit Innovation or Planning Projects

Award includes a set-aside of \$200,000 for each MPO’s designated recipients/public transit operators for the purposes of innovative transit projects or transit planning as determined by the MPO in consultation with their respective operators.

Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

| Project Phase                                   | Estimated Cost                       | Date    |
|---|--------------------------------------|---------|
| Project Costs (per TMA MPO – DCTC, OCTC & UCTC) | 5307 Cost \$ 0.200 m                 |         |
|   | Local Match Cost \$ 0.025m           | 2018/19 |
|   | State Match Cost \$ 0.025 m          |         |
|   | <b>Total Project Cost \$ 0.250 m</b> |         |
| <b>Total Project Costs</b>                      | 5307 Cost \$ 0.600 m                 |         |
|   | Local Match Cost \$ 0.075m           | 2018/19 |
|   | State Match Cost \$ 0.075 m          |         |
|   | <b>Total Project Cost \$ 0.750 m</b> |         |

