

DRAFT RESOLUTION 2022-10

ULSTER COUNTY TRANSPORTATION COUNCIL

**APPORTIONMENT OF FEDERAL FISCAL YEAR 2022 FEDERAL TRANSIT ADMINISTRATION SECTION 5307/5340
FORMULA FUNDS IN THE MID-HUDSON TRANSPORTATION MANAGEMENT AREA**

WHEREAS, the Ulster County Transportation Council (UCTC), Dutchess Transportation Council (DCTC), and the Orange County Transportation Council (OCTC) have been designated by the Governor of the State of New York as the Metropolitan Planning Organizations (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning processes for their respective counties; 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 Year 2022 (FFY 2022); and,

WHEREAS, the three TMA Transportation Councils share responsibility for transportation planning and programming within the TMA; and,

WHEREAS, the three 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 2022 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 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 respective Metropolitan Planning Organization (MPO) processes, and may include any mix of eligible FTA capital activities; and

WHEREAS, the three TMA Transportation Councils have adopted and periodically updated the methodology for distributing the FTA Section 5307/5340 formula funds; and,

WHEREAS, the three TMA Transportation Councils wish to allocate the new FFY 2022 Section 5307/5340 formula funds;

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NOW, THEREFORE, BE IT RESOLVED, that the Ulster County Transportation Council agrees to the distribution of FFY 2022 FTA Section 5307/5340 formula funds as specified in Attachment 1; and be it further

RESOLVED that the allocations associated with the Inter-County Commuter Bus Services may, at the discretion of the respective Metropolitan Planning Organization (MPO), be reallocated to the public operators based on eligibility of the inter-county commuter bus service or transit funding priorities as determined by the respective MPO.

CERTIFICATE, the undersigned, duly qualified 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 September 27, 2022.

Date

By _____

Lance MacMillan, P.E., Secretary,
Ulster County Transportation Council

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ATTACHMENT 1
Distribution of Section 5307/5340 Formula Funds
Mid-Hudson Valley Transportation Management Area
FFY 2022

FFY 2022 Full Allocation.....	\$26,623,451
Public Operators¹	
Dutchess County.....	3,436,191
Orange County	3,258,889
Ulster County.....	895,654
Metropolitan Transportation Authority.....	4,684,375
New Jersey.....	477,236
Total.....	12,752,345
Inter-County Commuter Bus Services²	
Dutchess County.....	506,060
Orange County.....	5,898,159
Ulster County.....	2,314,513
Total.....	8,718,731
Unallocated	
Available for future TMA Programming.....	5,152,374

¹ The FTA Designated Recipients within the TMA will achieve the one percent Transit Enhancement requirement individually or collectively.

² Inter-County Commuter Bus Service sub-allocation is limited to no more than the operator’s vehicle maintenance expenses, as reported to the National Transit Database (NTD). TIP programming processes to be subsequently addressed by the three TMA MPOs in accordance with federal regulations.

