

**Resolution 2018-10**

**Apportionment of Federal Fiscal Year 2017 Federal Transit Administration Section 5307 Formula Funds in the Mid-Hudson Valley Transportation Management Area**

**WHEREAS**, the Dutchess Transportation Council (DCTC), Orange County Transportation Council (OCTC), and the Ulster County Transportation Council (UCTC) 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 formula funds have been apportioned by the Federal Transit Administration (FTA) to the Mid-Hudson Valley Transportation Management Area (TMA) for Federal Fiscal Year 2016 (FFY 2017); 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 2016 Section 5307 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 formula funds; and,

**WHEREAS**, the three TMA Transportation Councils wish to allocate the new FFY 2017 Section 5307 formula funds;

**NOW, THEREFORE, BE IT RESOLVED**, that the Orange County Transportation Council agrees to the distribution of FFY 2017 FTA Section 5307 formula funds as specified in Attachment 1.

**CERTIFICATE**, the undersigned, duly qualified and acting Secretary of the Orange County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by a vote on June 19, 2018.

\_\_\_\_\_  
Date

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

ATTACHMENT 1  
 Distribution of Section 5307 Formula Funds  
 Mid-Hudson Valley Transportation Management Area  
 FFY 2017

<b>FFY 2017 Full Allocation.....</b>	<b>\$15,566,860</b>
<b>Public Operators<sup>1</sup></b>	
Dutchess County.....	1,782,525
Orange County .....	3,063,116
Ulster County.....	0 <sup>2</sup>
Metropolitan Transportation Authority.....	2,898,896
New Jersey.....	438,808
<b>Total.....</b>	<b>8,640,923</b>
<b>Inter-County Commuter Bus Services<sup>3</sup></b>	
Dutchess County.....	159,110
Orange County.....	2,722,355
Ulster County.....	2,206,229
<b>Total.....</b>	<b>5,087,694</b>
<b>Unallocated</b>	
Available for future TMA Programming.....	2,295,821

---

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

<sup>2</sup> Ulster County's 2017 share previously distributed by loan from Unallocated share via UCTC Resolution 2018-04; 2017 \$457,578 share attributed to Ulster County returned to unallocated portion

<sup>3</sup> 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.