Chapter 2

Federal, State, Regional, & County Guidance

The Transportation Council began *Moving Dutchess 2* with a review of relevant federal, state, regional, and county laws, policies, and planning guidance. This literature review sought to capture those planning policies and recommendations that best support the Transportation Council's mission and the goals set forth in *Moving Dutchess 2*. More often than not, similar themes arose from these documents, whether they were legal statutes, State, regional and local plans, or best practices. The Transportation Council referred to these themes as it developed the transportation recommendations needed to fulfill the requirements in the current federal transportation law – *Moving Ahead for Progress in the 21st Century (MAP-21)*[1] – while also fulfilling the Transportation Council's mission and the four guiding principles of *Moving Dutchess 2* (described in Chapter One).

A number of documents and concepts proved most valuable to the Transportation Council as it developed *Moving Dutchess 2*. These included the previous long range plan, *Moving Dutchess*, which formed the basis of this new Plan, the Dutchess County Planning Department's *Centers & Greenspaces* guide and *Greenway Connections* (Greenway Compact Program and Guides for Dutchess County Communities), NYSDOT's *Transportation Strategies for a New Age: New York's Transportation Plan for 2030*, and the federal *Livability Initiative*. These documents and concepts, coupled with proposed MAP-21 planning guidance, shaped the strategic direction of *Moving Dutchess 2*. Figure2-1 illustrates the relationship between the MAP-21 planning factors and federal, state, and county guidance.

Federal Laws, Policies, & Guidance

The Transportation Council, as with any MPO, must adhere to a set of federal laws, guidance, and policies that govern the metropolitan planning process and establish the requirements for programming federal transportation funds. These regulations prescribe the basic roles and responsibilities of an MPO, while also guiding the content for key products such as the MTP.

The requirement to produce a long-range plan first appeared in 1991 with passage of the Intermodal Surface Transportation Efficiency Act (ISTEA)[2], which, in addition to providing federal funding for traditional highway and transit programs, laid the groundwork for a number of new metropolitan planning initiatives that remain to this day; the Congestion Management Process being one example.

In 1998, the Transportation Equity Act for the 21st Century (TEA-21)[3] modified and in some cases expanded federal planning requirements for MPOs. This continued with the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU)[4] in 2005 and continues with MAP-21. All of these federal transportation acts have shaped how the Transportation Council seeks to meet the transportation needs of Dutchess County and formed a precedent that will likely remain for years to come.

Moving Ahead for Progress in the 21st Century (MAP-21)

The Transportation Council operates under the tenets of MAP-21, the law that provides federal funds for transportation projects and planning efforts, and establishes federal transportation priorities. MAP-21 requires that the metropolitan transportation planning process, which results in the Metropolitan Transportation Plan (MTP), address eight planning factors:[5]

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

The Transportation Council referred to these planning factors throughout the development of *Moving Dutchess 2*; though not discussed individually, they are addressed throughout the MTP and frame its recommendations.

Metropolitan Transportation Plan Requirements

Though not final at the time of writing, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a Notice of Proposed Rulemaking (NPRM) in 2014 to implement the planning requirements of MAP-21.[6] It is likely that the Final Rule will not significantly change the proposed content requirements of an MTP, which include the following items:

1. The projected transportation demands of persons and goods in the planning area over the period of the plan.
2. Existing and proposed transportation facilities in the planning area, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the plan.
3. A description of the performance measures and performance targets used in assessing the performance of the transportation system.
4. A system performance report evaluating the condition and performance of the transportation system with respect to established performance targets.
5. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicle congestion and maximize the safety and mobility of people and goods.
6. Consideration of the results of the Congestion Management Process (CMP).

7. An assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
8. Transportation and transit enhancement activities, including transportation alternatives.
9. A discussion of potential environmental mitigation strategies to maintain or restore environmental conditions affected by the Plan.
10. Consideration of pedestrian and bicycle transportation facilities.
11. A Financial Plan that demonstrates how the plan can be implemented. The Financial Plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation systems within the planning area.

Additional Federal Laws

Beyond transportation-specific laws, the Transportation Council must also adhere to laws that apply to programs that receive federal funding. These federal laws include the following:

1. Civil Rights Act of 1964: Prescribes that no person shall, on the grounds of race, color, national origin, age, sex, or disability be subjected to discrimination under any program or activity receiving federal financial assistance.[7]
2. National Environmental Policy Act of 1969 (NEPA): Signed into law in 1970, NEPA establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment and provides a process for implementing these goals within federal agencies.[8]
3. Clean Air Act (CAA) and Amendments (CAAA): Originally signed into law in 1970 and amended in 1990, the CAA and CAAA establish federal responsibilities for protecting and improving the nation's air quality and mandate that transportation plans, programs, and projects conform to state air quality implementation plans.[9,10]
4. Americans with Disabilities Act of 1990 (ADA): Institutes enforceable standards to prevent discrimination against individuals with disabilities.[11]

Livability Initiative

The *Livability Initiative* is an ongoing, federal policy that leverages federal resources towards projects and plans that support sustainable development. The *Livability Initiative* recognizes that many federal funding programs share similar goals, such as protecting the environment, promoting economic development, and meeting transportation needs. It supports the simple premise that these goals are better achieved if agencies work together instead of along separate tracks.

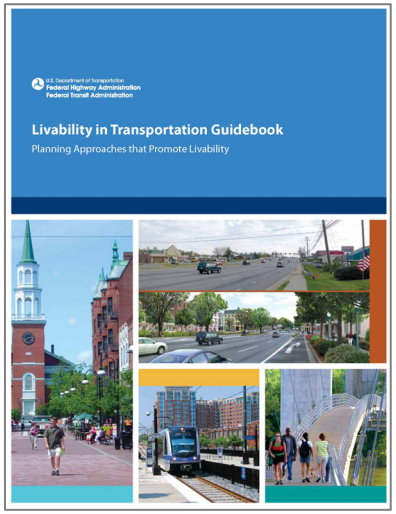
In 2009 the U.S. Department of Transportation (DOT), U.S. Department of Housing and Urban Development (HUD), and U.S. Environmental Protection Agency (EPA) launched a Partnership for Sustainable Communities program to formally align federal transportation, housing, and environmental goals.[12] Through a set of livability principles and inter-agency agreements, the partnership coordinates federal

transportation, housing, and other infrastructure investments to protect the environment, promote equitable development, and help address the challenges of climate change. The *Livability Initiative* has six fundamental principles:

1. Provide more transportation choices to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health.
2. Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
3. Improve economic competitiveness of neighborhoods by giving people reliable access to employment centers, educational opportunities, services and other basic needs.
4. Target federal funding toward existing communities – through transit-oriented development and land recycling – to revitalize communities, reduce public works costs, and safeguard rural landscapes.
5. Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the effectiveness of programs to plan for future growth.
6. Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods, whether rural, urban or suburban.

The livability approach attempts to tie the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safer streets and roads. USDOT supports livable communities through funding transportation projects that enable people to live closer to jobs, save households time and money, and reduce pollution.

The Transportation Council views the *Livability Initiative* as an important framework for *Moving Dutchess 2*. It reinforces the work that the Transportation Council has performed in the past, especially on planning studies conducted in conjunction with the Dutchess County Department of Planning and Development.



Published in 2010, the FHWA-sponsored Livability in Transportation Guidebook illustrates how livability principles have been incorporated into transportation planning, programming, and project design, using examples from State, regional, and local sponsors.

Context Sensitive Solutions

One method of achieving *livability* is considering Context Sensitive Solutions (CSS) during the development of transportation projects. The CSS approach seeks to design facilities that fit the surrounding physical setting, preserve scenic, aesthetic, historic and environmental resources, and maintain safety and mobility. CSS focuses on the employment

of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.[13] According to the FHWA, CSS promotes the following core principles:

1. The project satisfies the purpose and needs, as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted during project development.
2. The project is a safe facility for both the user and the community.
3. The project is in harmony with the community and preserves environmental, scenic, aesthetic, historic, and natural resource values of the area.
4. The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
5. The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
6. The project is designed and built with minimal disruption to the community.
7. The project is seen as having added lasting value to the community.

The Dutchess County Department of Planning and Development's *Greenway Connections* includes design guidelines that are representative of the CSS approach and provide examples of how projects can be best integrated within an existing community. In addition the Transportation Council's Pedestrian-Bicycle Plan, *Walk Bike Dutchess*, includes design guidelines on how to better integrate walking and bicycling elements into new and existing transportation facilities.

Environmental Justice

Environmental Justice refers to the requirement that federal agencies (including federally funded projects and programs) identify and address, as appropriate, any disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. This requirement was first established through a 1994 Executive Order (#12898),[14] which was reaffirmed in 2014.[15] In the original Executive Order, federal agencies such as FHWA and FTA were directed to make Environmental Justice part of their missions. This included focusing agencies on the environmental and human health conditions in minority and low-income communities, enhancing efforts to assure nondiscrimination in federal programs affecting human health and the environment, and promoting meaningful opportunities for access to public information and for public participation in matters relating to minority and low-income communities and their environment. These themes feed into the three fundamental principles of Environmental Justice:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In 2011 USDOT, along with other Federal agencies, signed a Memorandum of Understanding (MOU) on Environmental Justice and Executive Order 12898, confirming the continued importance of identifying and addressing Environmental Justice considerations in agency programs, policies, and activities. As part of the MOU, each agency agreed to review and update their existing Environmental Justice strategy as appropriate. FHWA and FTA subsequently clarified their Environmental Justice policies in 2012, declaring their intent to actively ensure nondiscrimination in federally funded activities.[16] They further declared their goals to identify and prevent any potential discriminatory effects by actively administering their programs and activities to ensure that the social impacts to communities and people are recognized early and continually throughout the transportation decision-making process. The Transportation Council performed an Environmental Justice analysis for *Moving Dutchess 2*, which is discussed n Chapter 4.

State Guidance

New York State Transportation Plan

Released in 2006, *Strategies for a New Age: New York State's Transportation Master Plan for 2030* presents a comprehensive, 25-year outlook for transportation in New York State and includes a range of ideas for managing and operating the State's multi-modal transportation network. The Transportation Plan was designed to foster the creation of a seamless, customer-friendly transportation network that is predictable, convenient, and accountable to the public.[17]

The Transportation Plan outlines a simple, but broad vision statement: "a seamless system in which travelers can conveniently shift between modes and operators to complete trips that meet their individual and business needs."

The Transportation Plan also outlines a simple, but broad vision statement: "a seamless system in which travelers can conveniently shift between modes and operators to complete trips that meet their individual and business needs." o achieve this vision, NYSDOT developed five priority areas to define measurable goals and monitor progress in achieving this vision:

1. Mobility and Reliability – Places a high priority on travel time predictability for both personal travel and goods movement. Reliable transportation requires that all

systems be adequately maintained to support predictable, efficient, and safe travel.

2. Safety – Safe travel is the highest priority for all modes of travel, both for people and goods. An emphasis is on improving vehicle operator performance through enforcement and education.
3. Security – Mitigate the vulnerabilities of the transportation system, develop emergency plans to assist with recovery, and protect critical data, information, and communication networks.
4. Environmental Sustainability – Transportation investments should protect human, natural, and built environments, conserve non-renewable energy resources, and reduce emissions and greenhouse gases. Transportation actions should support the goals of the State Energy Plan.
5. Economic Competitiveness – The transportation system should strengthen the economic sustainability and improve the quality of life in local communities. One strategy is to more closely integrate transportation planning and local land use planning, in coordination with MPOs and other partners.

The 25-year Transportation Plan recommends improving coordination among transportation operators, focusing investment on the most critical multimodal transportation corridors, increasing compatibility between existing and desired land uses and transportation, adopting performance management practices to ensure progress, and promoting sound environmental and energy policies in all transportation investments. The Plan further defines four types of corridors:

1. Trade Corridors support the flow of high volume/high value commodities and services, and provide connections to major economic centers within and outside the state.
2. Intercity Passenger Corridors support non-commuting business and personal travel between major urban centers within and outside the state.
3. Commuter Corridors support high volume travel from residential centers to employment centers, and are usually characterized by heavy demand at peak periods. NYSDOT has requested assistance from PDCTC and other MPOs to identify commuter corridors.
4. Tourism Corridors support high volume tourist travel from inside and outside the state to major tourist destinations.

Some corridors and facilities serve more than one type of travel. The State's criteria for designation included current and projected levels of demand, and the value and criticality of connections between major centers and activities. The Transportation Plan identified the following facilities in Dutchess County as significant corridors:

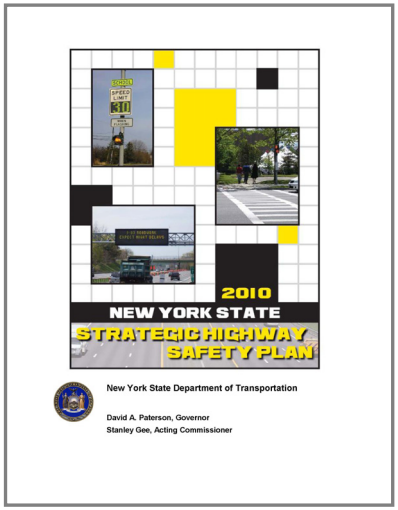
1. I-84
2. Hudson River
3. Newburgh-Beacon Bridge
4. Mid-Hudson Bridge
5. Kingston-Rhinecliff Bridge
6. Hudson Line (Commuter Rail)
7. Harlem Line (Commuter Rail)
8. NYS Routes 9, 22, 44, and 55
9. Taconic State Parkway

New York State Strategic Highway Safety Plan

NYSDOT's 2010 Strategic Highway Safety Plan offers a variety of best practices and strategies to substantially reduce the number of crash-related fatalities and injuries in New York State.[18] The Safety Plan establishes a broad safety vision for the State, relying on a multi-agency and jurisdictional safety community that "will ensure that those who live, work and travel in New York have a safe, efficient, balanced, and environmentally sound transportation system, and that safety is appropriately considered in all education, enforcement, engineering, and emergency medical services activities in order to reduce fatal and injury crashes." The Safety Plan includes two statewide safety goals:

1. Reduce motor vehicle fatalities from 1,231 in 2008 to 1,169 in 2010 and 1,035 in 2014.
2. Reduce the fatal crash rate per 100 million vehicle miles traveled (VMT) from 0.87 in 2008 to 0.83 in 2010 and 0.74 in 2014.

To achieve these two goals, the Safety Plan recommends behavioral and infrastructure strategies that improve data sharing and strengthen partnerships with MPOs. It also includes specific objectives, performance measures, and strategies for seven emphasis areas: driver behavior, pedestrians, large trucks, motorcycles, highways, emergency medical services, and traffic safety information systems. For example, in order to reduce the number speed-related fatalities, the Safety Plan proposes an increase in the number of statewide and local speed enforcement campaigns.



The Safety Plan notes that MPO plans, such as Moving Dutchess 2, should include a safety element that reflects the priorities, goals, and objectives of the Safety Plan. This closely relates to federal safety priorities and the proposed MAP-21 rulemakings on safety performance.

New York State Highway Safety Strategic Plan

The annual Highway Safety Strategic Plan, completed by the Governor's Traffic Safety Committee (GTSC), establishes the Committee's safety goals for the State. The FFY 2015 Safety Plan carries on the Committee's long-standing goals to prevent motor vehicle crashes, save lives, and reduce the severity of injuries on New York's roads.[19] The Safety Plan establishes performance measures to track the overall highway safety program as it relates to traffic fatalities, serious injuries, and three fatality rates based on vehicle miles travelled (VMT). The Safety Plan also assesses the State's progress towards meeting goals for eight priority areas:

1. Impaired driving
2. Police traffic services
3. Motorcycle safety

4. Pedestrian and Bicycle safety
5. Occupant protection
6. Traffic records
7. Younger/Older drivers
8. Public information and education

The FFY 2015 Safety Plan indicated that only slight progress was made toward reducing fatalities; in 2012, fatalities in motor vehicle crashes in New York State declined to 1,168 compared to 1,171 in 2011. Based on this trend, the Board's target to decrease fatalities by three percent from the 2010-2012 average of 1,180 to 1,145 was set for 2015.

The FFY 2015 Safety Plan also noted that progress was not made in the core measure of reducing serious injuries. Based on State crash data, following a decrease in the number of serious injuries from 2010-2011, the number increased in 2012. Due to this fluctuating trend, the Committee set a 2015 target of reducing serious injuries by 3 percent from 2010-2012 (from an average of 12,326 to 11,956).

Of note in the FFY 2015 Safety Plan, a new measure, bicyclist fatalities, was added to the original set of core performance measures (e.g. speed-related and pedestrian fatalities), as recommended by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA).

New York State Rail Plan

The 2009 New York State Rail Plan presents a 20-year plan for the state's rail system, describing strategies and initiatives to build and maintain an efficient passenger and freight rail system.[20] The Rail Plan identifies a series of goals and objectives to implement the State's vision for improved and expanded rail service. Most applicable to Dutchess County are the Plan's goals related to intercity passenger and commuter rail service:

1. Double the number of total intercity rail passengers that travel across the State's three main rail corridors, to include the New York City to Albany corridor.
2. Provide reliable and frequent travel connecting New York City to Albany with an on-time performance of 95 percent.
3. Provide high-speed intercity passenger rail service through the Northeast corridor.
4. Provide greater intercity passenger services based on market demand.

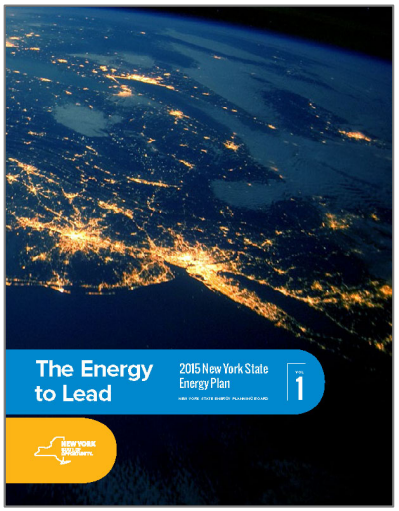
The Rail Plan goes on to identify the State's rail needs and future investment requirements, which total $10.7 billion.

New York State Energy Plan

Developed by the New York State Energy Board, the 2015 New York State Energy Plan sets forth a vision for New York's energy future. The Energy Plan identifies ways to connect the private sector market with communities and individual customers, in order to create a dynamic, clean energy economy.[21] The Energy Plan builds upon the State's 2009 Energy Plan and contains actionable policy recommendations and analysis to guide the State's efforts to advance new energy technologies that foster an innovative clean energy economy.[22]

The Energy Plan establishes a way forward to build a resilient and affordable energy system for New York, supported by the State's new energy initiative: Reforming the Energy Vision (REV). REV seeks to support policies and projects that build a stronger and healthier economy by stimulating the private sector market to provide clean energy solutions to communities and individual customers. The Energy Plan, guided by statutory requirements of Article 6 of the State's Energy Law, offers a variety of key initiatives under seven general, interrelated categories:

1. Renewable Energy
2. Buildings and Energy Efficiency
3. Clean Energy Financing
4. Sustainable and Resilient Communities
5. Energy Infrastructure Modernization
6. Innovation and Research & Development
7. Transportation



The State Energy Plan addresses energy use, its sources and impacts, and provides detailed background data. It also provides forecasts for energy supply and demand, a statewide inventory of greenhouse gas emissions, and the vulnerabilities of the energy system.

For the transportation sector, the Energy Plan includes initiatives to build a cleaner, more efficient, and sustainable transportation system. The Energy Plan seeks to increase the number of vehicles using clean transportation fuels such as plug-in electric vehicles (PEV), while supporting public transportation systems to use less energy per passenger mile and transportation management infrastructure that integrates communication technology to improve traffic operations. The Energy Plan establishes a number of transportation-related initiatives:

1. ChargeNY – a new initiative that seeks to build a self-sustaining market for PEVs. State agencies will collaborate to advance ChargeNY's goal of 3,000 PEV charging stations to support an expected 40,000 PEVs by 2018.
2. Clean Fleets NY and Innovative Ownership Models – a new initiative where State agencies will ensure that at least 50 percent of their new, administrative-use vehicles will be Zero Emission Vehicles (ZEVs) by 2016.
3. Expanded smart mobility through improved information and communication technologies (e.g. 511NY) to reduce travel times.
4. More efficient public transportation services to reduce their energy use.
5. Expanded Transportation Demand Management (TDM) Programs to reduce vehicle use.

The Energy Plan notes that gasoline made up the largest share of the State's transportation energy use at 69 percent in 2012. Data on New York's major energy consuming sectors (i.e. residential, commercial, industrial, and transportation) shows

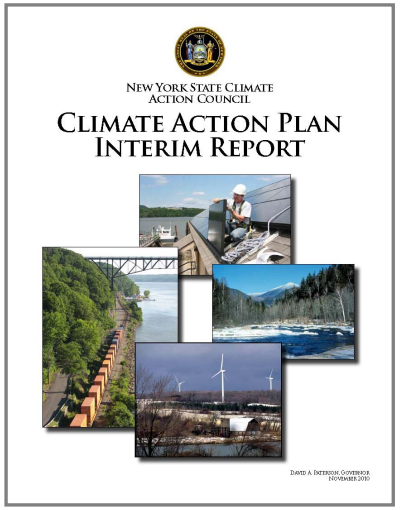
that the greatest net energy use occurs within the transportation sector: 38 percent of the total energy consumed in the State in 2011. It further notes that 94 percent of the energy used by the transportation sector is derived from petroleum fuels and that transportation accounted for 77 percent of all petroleum consumed in New York. The Energy Plan forecasts that from 2012 to 2030, gasoline use in the transportation sector is projected to decrease at an average annual rate of 0.6 percent. This may have ramifications on the federal Highway Trust Fund, which is supported by fuel tax receipts.

New York State Interim Climate Action Plan

In 2010 the New York State Climate Action Council developed an Interim Climate Action Plan that established a strategy to reduce greenhouse gas (GHG) emissions.[23] The Interim Climate Action Plan seeks to meet the State's goal of reducing GHG emissions 80 percent below 1990 levels by 2050 (referred to as "80 by 50").

A collaborative effort among 100 technical experts and agencies, the Interim Plan identifies policy options and strategies to address GHG emissions in four sectors: buildings and industry, transportation and land use, power supply/delivery, and agriculture, forestry, and waste. For the transportation/land use sector, the Interim Plan identified the following climate change policies:

1. Advocate for stronger federal vehicle efficiency standards or adopt stricter California standards if available.
2. Create financial incentives to promote the purchase of low-GHG vehicles or institute emissions based registration fees.
3. Establish a revolving loan fund for replacing fleet vehicles with lower GHG-emitting vehicles.
4. Develop alternative fuel related measures and infrastructure-low carbon fuel standard (LCFS).
5. Promote travel demand management programs: commuter and traveler assistance, parking pricing, telecommuting, and congestion pricing.
6. Assist municipalities in designating priority growth centers.
7. Identify and prioritize key freight projects to reduce GHG emissions.
8. Encourage and incentivize local planning and zoning to reduce vehicle trips.
9. Pursue multi-state strategies to reduce GHG emissions.

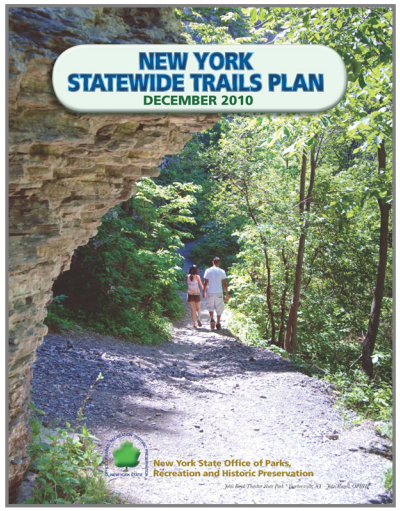


The Interim Climate Action Plan recommends the expansion of transit and high-speed rail to reduce emissions. It also encourages the development of transit oriented developments (TODs) in and around train stations, such as those in the cities of Beacon and Poughkeepsie.

New York Statewide Trails Plan

Developed by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), the 2010 Statewide Trails Plan establishes a vision of a statewide trails system that includes a network of greenway trails, hiking trails, and water trails, as well as interstate connections.[24] The Trails Plan seeks to accomplish six objectives:

1. Provide statewide policy direction for trail planning, development, and management.
2. Develop a framework for the statewide trails system.
3. Identify trail related issues and provide strategies to address them.
4. Provide standards and guidelines and resources for development of sustainable trails statewide.
5. Recommend the creation of a Statewide Trails Clearinghouse
6. Define roles and responsibilities for implementation.



The Trails Plan encourages trail advocates to work with local governments and regional planning organizations (i.e. MPOs) to develop plans for regional trail systems to connect homes, work places, schools, open space, and recreation areas.

Within Dutchess County, the Trails Plan statewide network includes the Hudson River, the Dutchess Rail Trail, Harlem Valley Rail Trail, Walkway Over the Hudson, Appalachian Trail, and the proposed Greenway Trail along the Hudson River. The Trails Plan also describes the different types of trails, outlines trail needs, trends, and benefits, and includes guidelines for trail development. The Trails Plan also offers a variety of strategies to promote the development and design of trails and improve access and education. Some of these strategies directly relate to the MPO transportation planning process:

1. Maximize the involvement of interested individuals and groups, including landowners, businesses, community groups, municipalities, and the general public, in the process of planning new trails.
2. Identify and facilitate the use of existing corridors for community trails and work towards their permanent protection as public open space.
3. Locate trailheads and road crossings to maximize the safety of trail users.
4. Consider appropriate access points in the design of new trails to include sufficient space for the trailhead and parking.
5. Consult with NYSDOT and local DOTs when determining locations of new trail parking areas.
6. Design trails to the extent possible to be accessible to persons with disabilities.
7. Use sustainable design techniques and standards when constructing trails to ensure long-term use and protection of resources.

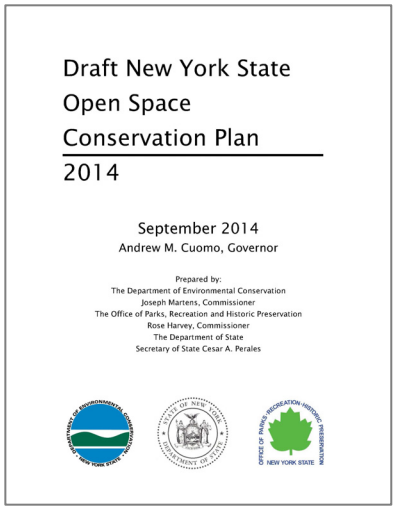
8. Provide sufficient and clear road signage directing trail users to trailhead parking areas and trail crossings at roads.
9. Adhere to design standards in constructing or rehabilitating trails.

New York State Open Space Conservation Plan

A joint effort of the NYS Department of Environmental Conservation (DEC), NYS OPRHP, and NYS Department of State, the Draft 2014 New York State Open Space Conservation Plan is an update and revision of the 2009 Open Space Plan.[25] The fundamental purpose of the Open Space Plan remains the same: to urge increased protection of our state's significant natural, scenic, recreational, historic and cultural resources. The Draft Open Space Plan identifies the types and locations of open space resources and various open space conservation tools and methods. The Draft Open Space Plan addresses the open space conservation actions under four critical priorities:[26]

1. Promoting Outdoor Recreation.
2. Addressing Climate Change.
3. Ensuring Clean Water, Air and Land for a Healthy Public and Vibrant Economy.
4. Protecting, Using and Conserving Our Natural Resources and Cultural Heritage.

The Draft Open Space Plan makes recommendations to State, federal, and local governments, non-profits, and private entities concerning programs and partnerships, education and outreach, policies and regulations, and research and funding.


Draft New York State
Open Space
Conservation Plan
2014

September 2014
Andrew M. Cuomo, Governor

Prepared by:
The Department of Environmental Conservation
Joseph Martens, Commissioner
The Office of Parks, Recreation and Historic Preservation
Rose Harvey, Commissioner
The Department of State
Secretary of State Cesar A. Perales

The Draft Open Space Plan makes recommendations to State, federal, and local governments, non-profits, and private entities concerning programs and partnerships, education and outreach, policies and regulations, and research and funding.

Many of the recommendations have been started or will be implemented in the near term. With relation to the metropolitan transportation planning process, the Draft Open Space Plan identifies a number of strategies to promote smart growth and improve transportation choices:

<u>Promoting Smart Growth</u>

1. Provide a variety of transportation choices – provide people with efficient and alternative transportation choices to foster more opportunities for housing, shopping, and jobs, compliant with Smart Growth principles.
2. Create walkable neighborhoods – encourage walkable communities by mixing land uses and building compactly, expanding transportation options, and creating complete

streets that better serve a range of users, including pedestrians, bicyclists, transit riders, and automobiles.
3. Strengthen and direct development toward existing communities – direct development toward existing communities already served by public infrastructure, to use the resources they offer and to conserve open space and natural resources.
4. Mix land uses – promote mixed use development, placing commercial uses in proximity to residential areas to conserve land.

Improving Transportation Choices

1. Implement the requirements and promote the principles of the New York State Smart Growth Public Infrastructure Policy Act.
2. Implement the 2005-2030 Statewide Transportation Master Plan.
3. Work collaboratively with planning partners at regional and local levels, including MPOs, public authorities and planning boards/departments as a means of coordinating land-use planning and transportation investment strategies.
4. Encourage transportation operators to support community planning efforts that promote higher population densities, friendly development and preservation of farmland.
5. Support local land-use planning efforts to ensure that transportation implications of specific local plans are appropriately considered.
6. Promote transportation connecting communities to open space, including low-cost and easily accessible public transportation.
7. Implement, as appropriate, Context Sensitive Solutions (CSS).
8. Use form-based codes to transform or create town centers.

Priority conservation projects in Dutchess County include the Great Swamp (in Pawling and Dover), Hudson Highlands State Park/Fishkill Ridge/Scofield Ridge (south of Beacon), the Taconic Ridge/Harlem Valley, the Hudson River Greenway Trail, various wetland and upland turtle conservation sites, and the Appalachian Trail.

Smart Growth Public Infrastructure Policy Act

Enacted in 2010, the Smart Growth Public Infrastructure Policy Act requires that state infrastructure spending meet smart growth criteria, which include using, maintaining or improving existing infrastructure; locating projects in developed areas; protecting open space; and improving transportation options. The Act defines infrastructure as “transportation, sewer and waste water treatment, water, education, housing and other publicly supported infrastructure” and applies to projects approved, undertaken, supported or financed by State agencies or authorities, including through grants, awards, loans and assistance programs.[27]

The Act identifies ten Smart Growth criteria for evaluating public infrastructure improvements:

1. Advance projects for the use, maintenance, or improvement of existing infrastructure.
2. Advance projects located in municipal centers.
3. Advance projects in developed areas or areas designated for concentrated infill development in an approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.
4. Protect, preserve, and enhance the state's resources, including agricultural land, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and significant historic and archeological resources.
5. Foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation, and commercial development, and the integration of all income and age groups.
6. Provide mobility through transportation choices including improved public transportation and reduced automobile dependency.
7. Coordinate between state and local government and inter-municipal and regional planning agencies.
8. Participate in community based planning and collaboration
9. Ensure predictability in building and land use codes
10. Promote sustainability by strengthening existing and creating new communities, which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure to sustain its implementation.

The Act directed State agencies, including NYSDOT, to create individual Smart Growth Advisory Committees to ensure compliance with its provisions. NYSDOT subsequently created a Committee that helped develop a Smart Growth policy to promote smart growth principles in its program and projects. NYSDOT also developed Smart Growth guidelines and criteria to enforce the Act, addressing project planning, selection, and design processes. In 2013 NYSDOT published a Smart Growth Screening Tool for NYSDOT and local project sponsors to evaluate projects for consistency with Smart Growth design criteria.

New York State Complete Streets Law

New York State enacted a Complete Streets law in 2011, which amended State highway law, in relation to enabling safe access to public roads for all users by utilizing Complete Street design principles. Complete Streets is a design concept that seeks to retrofit streets so that they can safely accommodate all modes of transportation: pedestrians, bicyclists, motorists, and transit, while also accommodating travelers of all ages and abilities. Common design elements include sidewalks, bicycle lanes, wider shoulders, refuge medians and bulb-outs, bus shelters, raised crosswalks, and audible pedestrian signals. These features encourage walking and bicycling within a community, reducing its dependence on private vehicles and thus reducing overall energy consumption. Complete Streets provide communities with multiple transportation choices,

enabling them to adapt to changes in travel behavior caused by an aging population or increasing energy costs.

As per the law, NYSDOT and local agencies - typically counties and municipalities - are responsible for implementing Complete Streets. The law applies to projects that are undertaken by NYSDOT, or to local projects that receive both federal and State funding and are subject to NYSDOT oversight. Projects that are 100 percent locally funded are not subject to the law, but local agencies can choose to adopt Complete Streets practices. Many local agencies have already passed Complete Streets resolutions or adopted their own Complete Streets policies. Dutchess County is in the midst of developing a local Complete Streets policy.

The law also requires NYSDOT to publish a report showing how it has complied with the amended highway law and changed its procedures to institutionalize Complete Street Design elements into the planning, project scoping, design and implementation of applicable projects. The report must also include a discussion of revisions to State guidance documents regarding lane width, design speed, average daily traffic thresholds, level of service and roadway classification.

The State's Complete Streets law directly supports the federal *livability initiative*[28] and the USDOT *Policy Statement on Bicycle and Pedestrian Accommodation*. Adopted in March 2010, this Policy states that it is "USDOT policy to incorporate safe and convenient walking and bicycling facilities into transportation projects."[29] The Policy encourages local agencies to go beyond minimum standards to provide safe and convenient facilities for pedestrians and bicyclists of all ages and abilities, and to consider walking and bicycling as equals with other transportation modes.

Regional Plans

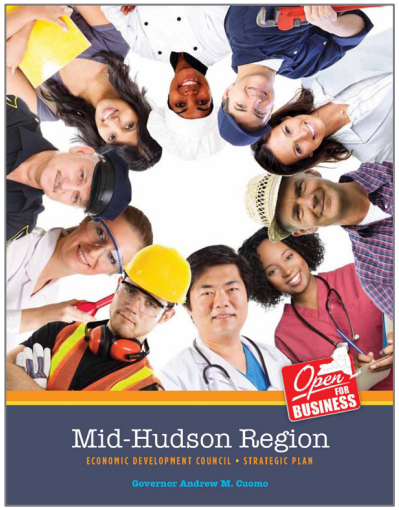
Regional Strategic Plan for the Mid-Hudson Region

Completed by the Mid-Hudson Regional Economic Development Council (EDC) in 2011, the Regional Strategic Plan promotes strategies to create an economically vibrant Mid-Hudson Region, defined as Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster, and Westchester counties.[30]
As part of its economic development strategy, the Strategic Plan includes a variety of transportation-related recommendations:

1. Improve key regional infrastructure to make the region more business-ready.
2. Develop an Infrastructure Bank that combines State, federal, and union pension funds to finance projects.
3. Prioritize anchor projects to include rebuilding the Tappan Zee Bridge and strengthening the capacity of Stewart Airport to support businesses.
4. Promote infrastructure investments in priority growth areas and established city or village centers to take advantage of existing infrastructure.
5. Support Transit Oriented Developments (TODs) to provide more sustainable, mixed-used development around transportation hubs.
6. Promote a reduction in transportation demand and energy use by shifting more trips from single-occupant vehicles

reliance to public transit, ride sharing/carpooling, and biking and walking.

7. Preserve undeveloped land, by encouraging higher density mixed use development in centers and along major transportation corridors, and enhancing current regional planning efforts.



The Regional Strategic Plan also created nine performance measures to monitor progress towards meeting the EDC's economic goals; this included one related to the percent of the workforce travelling outside of their home county/region for work.

Mid-Hudson Regional Sustainability Plan

The 2013 Mid-Hudson Regional Sustainability Plan was developed as part of the New York State Energy Research and Development Authority's (NYSERDA) Cleaner, Greener Communities program. The Sustainability Plan identifies smart growth practices and recommendations for the seven-county Mid-Hudson Region: Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster, and Westchester counties.[31]

The Regional Sustainability Plan frames its recommendations under five interconnected objectives: a diverse natural environment, a vibrant economy, strong transportation accessibility and connectivity, numerous existing centers, and an exceptional quality of life. The Sustainability Plan includes a variety of transportation related recommendation:

1. Implement Transit-Oriented Development (TOD).
2. Promote land efficient development.
3. Invest in livability improvements.
4. Expand and upgrade mass transit.
5. Use Transportation Demand and Systems Management to relieve roadway congestion and improve freight efficiency.
6. Improve streets, sidewalks, and trails.
7. Expand and upgrade bicycle infrastructure.
8. Mandate improvements in fleet vehicle fuel efficiency.
9. Create new commuter incentives.

The Regional Sustainability Plan establishes a vision for sustainable development that builds on the Region's unique social, cultural, and natural history, with the goal of promoting economic development, environmental sustainability, and enhancing quality of life.

The Sustainability Plan noted that the Region's transportation infrastructure is in need of repair and upgrades, and that the replacement of infrastructure presents opportunities to incorporate new design features and best practices, while also improving our resilience to the impacts of climate change.

Dutchess County Plans & Guidance

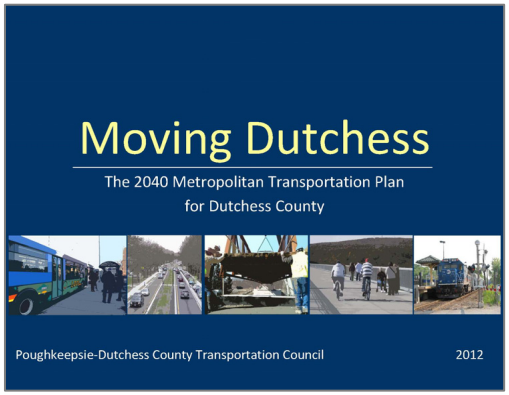
Moving Dutchess

In 2012 the Transportation Council approved its fifth MTP – *Moving Dutchess*, representing the Council's strategic 30-year vision for maintaining and improving the area's transportation system through 2040. The Transportation Council developed *Moving Dutchess* in accordance with the federal metropolitan planning and programming requirements in effect at the time (pursuant to SAFETEA-LU).[32]

Moving Dutchess provides a framework for addressing the transportation needs and priorities for Dutchess County, which were identified through a planning process that encompassed four major elements:

1. A review of federal, State, and local guidance, including previous Transportation Council studies and local comprehensive plans.
2. An analysis of transportation system data, including road and bridge conditions, transit use, vehicle crashes, traffic volumes, and travel times (congestion).
3. Information gathered from public outreach efforts, which included six workshops held throughout the county, a public survey, and monthly meetings of the Transportation Council's Technical Committee.
4. An assessment of where future population growth and travel might occur.

Moving Dutchess included a discussion on the regional planning issues facing the Mid-Hudson Valley TMA: Dutchess, Orange, and Ulster counties. The Plan recommended that the three counties pursue a regional transit study to improve inter-county connections and expand transportation choices.



Moving Dutchess reiterated the Transportation Council's mission to provide the resources (funding) and tools (planning) necessary to build and maintain a transportation system that promotes the safe and efficient movement of people and goods in a sustainable manner.

<u>*Moving Dutchess* Goals</u>

Carried forward in *Moving Dutchess 2*, the Transportation Council began *Moving Dutchess* with a review of relevant federal, State, and local laws, policies, and guidance. This literature review sought to capture existing policies and recommendations that supported the Transportation Council's mission, while also serving as part of the Council's consultation work with other agencies. This review eventually provided the framework for the ten goals used in both Plans:

1. Preserve our highways and bridges.
2. Reduce traffic congestion.
3. Maintain our transit system.
4. Increase the use of carpools/vanpools.
5. Increase bicycling and walking.
6. Improve transportation safety.
7. Reduce transportation-related impacts to the environment.
8. Increase public participation in the transportation planning process.
9. Improve the delivery of federally-funded transportation projects.
10. Improve transportation security.

Demographic & Transportation Data

Moving Dutchess included an overview of Dutchess County using data relevant to transportation planning. This included information on population and socio-economic characteristics, employment and housing trends, and travel behavior. Census 2010 data was used to identify population trends and to benchmark various demographic forecasts. The Plan also looked at two future land use scenarios:

1. A build-out analysis that quantifies the amount of development that could occur under current local zoning and
2. A center-focused build-out analysis that assesses the scope of development under the county's *Centers and Greenspaces* concept. *Moving Dutchess 2* will revisit these scenarios.

Moving Dutchess further provided an overview of the county's transportation system, presenting condition and use data on highways and bridges, bus and rail transit, bicycle and pedestrian facilities, and freight. The Plan also analyzed vehicle crash data to identify locations with safety concerns, and travel time data to identify locations with congestion.

Planning Areas

Moving Dutchess established the Transportation Council's practice of looking at the characteristics and special needs of five distinct areas within the county. The five areas (discussed in Chapter One) were established through an assessment of development patterns, travel characteristics, and demographic profiles. This approach allowed for greater detail on existing and future conditions, and helped target resources. Analyzing smaller areas has allowed the Council to better comprehend local nuances and increase its value to local communities. *Moving Dutchess* describes each area's demographics, activity centers, and transportation facilities, and summarizes transportation issues identified in local comprehensive plans and previous studies.

Performance Measures

For the first time in its history, the Transportation Council established performance measures in a MTP. These measures, continued in *Moving Dutchess 2*, quantify the Council's progress on meeting the goals in the first *Moving Dutchess*. The performance measures relied on available data to measure existing conditions for key aspects of the

transportation system, including safety, highway/bridge maintenance, transit operations, bicycle/pedestrian facilities, the environment, public participation, and project deliverability. Goals were established for 2015, when *Moving Dutchess* would be updated, and 2040, the Plan's horizon year.

Recommendations & Funding

In a departure from previous MTPs, *Moving Dutchess* recommended specific projects to preserve and improve the transportation system. This was done to increase the value of the Plan to public agencies and local communities, by providing them greater detail on where to target future investments. *Moving Dutchess* recommended over 150 projects to preserve and improve the transportation system, which was done to increase the value of the Plan to public agencies and local communities by providing greater detail on where to target future investments. The project recommendations were divided into three general time periods, under three funding scenarios:

1. Short-range (2012-2015), where funding remained flat at 2011 levels over four years.
2. Mid-range (2016-2025), where funding increased at the rate of inflation (approx. three percent annually).
3. Long-range (2026-2040), where funding continued to increase at the rate of inflation.

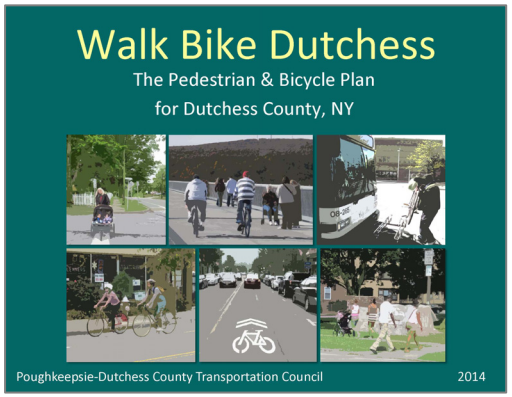
The Plan included a financial constraint analysis that used estimates of future funding ($1.5 billion total) to support its recommendations, which were categorized into eight project types:

1. Bridge Maintenance ($607 million)
2. Highway Maintenance ($399 million)
3. Highway Operations ($89 million)
4. Pedestrian/Bicycle Transportation ($81 million)
5. Safety ($128 million)
6. Transit ($192 million)
7. Planning Studies ($2 million)
8. Travel Demand Management ($7 million)

Moving Dutchess outlined a preservation based approach to maintain transportation safety and mobility, noting that there was insufficient funding available to reconstruct the majority of the system or reach a true state of good repair.

Walk Bike Dutchess

Adopted in 2014, *Walk Bike Dutchess* represents the Transportation Council's second Pedestrian-Bicycle Plan in 20-years. The Transportation Council developed *Walk Bike Dutchess* in accordance with the federal planning requirements set forth in MAP-21, while building upon federal and State initiatives to promote sustainable communities. Its completion also fulfilled a key short-term recommendation from the original *Moving Dutchess*. *Walk Bike Dutchess* relied on input from a new Bicycle-Pedestrian Advisory Committee (BPAC) that included residents and representatives from municipalities, county departments, NYSDOT-Region 8, and local organizations.[33]



Walk Bike Dutchess provides a long-term (20-year) vision for walking and bicycling in Dutchess County, and aims to address the gap between our desire to make these activities a greater part of everyday life and the current limitations of our built environment.

Walk Bike Dutchess serves as a resource for municipalities by summarizing design guidelines, analyzing data, highlighting best practices, recommending projects, and identifying funding sources and implementation steps to make walking and bicycling safer, more convenient forms of transportation and recreation in Dutchess County. It includes an analysis of current walking and bicycling travel data, crashes, facilities, and programs, as well as performance measures and a series of county-wide recommendations. The Plan includes discussions on the following items:

1. A review of relevant policies and plans, including recommendations from local plans.
2. Descriptions and detailed guidance for the location and design of various walking and bicycling facilities.
3. A review of demographic and transportation data, inventories of existing walking and bicycling facilities, and analysis of crash data, and describes current walking and bicycling programs in the county.
4. An analysis of walking and bicycling patterns and identified recommendations for five the planning areas.
5. Projects and programs to be implemented at the county level, while setting short and long-term performance measures organized under the Five E's of Engineering, Education, Encouragement, Enforcement, and Evaluation.
6. Steps to help municipalities undertake a local bicycle or pedestrian plan and to implement local projects, including descriptions of funding sources and an online cost estimation tool.

<u>Performance Measures</u>

Walk Bike Dutchess includes objectives and performance measures to support the goals of increasing walking and bicycling and improving pedestrian and bicycle safety. These measures were expanded upon to create a fuller set of goals for walking and bicycling. For each measure, the existing status is listed, as well as short-term and longer-term goals. The Plan sets ambitious 2040 goals to improve walking and bicycling in Dutchess County:

1. Double the length of shared-use paths in the county, from 25 to 50 miles.
2. Build over 50 miles of sidewalks (from 435 to 486 miles).
3. Install 20 miles of on-street bicycle facilities.
4. Add bicycle parking racks at 500 key locations.
5. Increase walking trips from 8.5 percent of all trips to 15 percent.
6. Increase bicycle trips from less than one percent of all trips to five percent.
7. Pass a Complete Streets policy in each municipality.

8. Increase the annual number of Walk/Bike to School Day events from four to 20.

Recommendations

Walk Bike Dutchess recommends over 100 projects to make walking and bicycling a safer, more convenient part of everyday life in the county. They include ideas on new sidewalks and crosswalks; road shoulder improvements; shared-use paths and trails; sharrows, bicycle lanes, and bicycle boulevards; traffic calming; and specific studies. They were developed through a review of previous plans, an analysis of issues by the BPAC, and suggestions by municipal officials, the public, and staff from NYSDOT-Region 8, Dutchess County Public Works, and Dutchess County Planning.

While *Walk Bike Dutchess* identifies potential funding sources, it does not provide funding for implementation. Given this limitation, the project ideas are recommendations only and are intended to help municipalities and agencies identify priorities, refine project ideas, and develop future applications for federal, State, and other funding programs.

Greenway Connections

In 2000 the Dutchess County Department of Planning and Development completed *Greenway Connections* – a guidebook that demonstrates the benefits of the Greenway Compact Program and outlines policies and site specific design guidelines that promote sustainable development.[34] The guidebook was developed in cooperation with the Hudson River Valley Greenway, a State-sponsored, regional planning agency that provides technical assistance and funding to the thirteen counties in the Hudson River Valley.

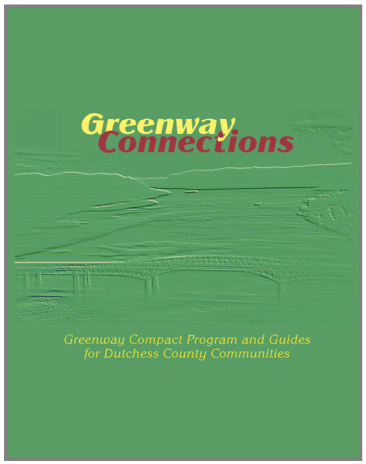
The regional Greenway Compact Program is a voluntary partnership between the Greenway Council and local communities, which is guided by a policy framework that covers five major goals:

1. Regional Cooperation
2. Environmental and Cultural Protection and Enhancement
3. Economic Development
4. Public Access
5. Heritage and Environmental Education

The county's *Greenway Connections* implements the Greenway Compact Program in Dutchess County, describing Greenway goals and principles, outlining the benefits of community participation, and presenting practical "how to" guides for encouraging development that creates better communities. *Greenway Connections* describes the Compact as "a voluntary partnership between the Greenway Council and local communities to work toward Greenway goals, help build a network of connecting routes and use the Greenway Guides to improve their surroundings," with five main goals:

1. Natural and cultural resource protection.
2. Economic development including agriculture, tourism, and urban redevelopment.
3. Public access and trail systems, including a Hudson River Greenway Trail.

4. Regional planning.
5. Heritage and environmental education.



Greenway Connections promotes an integrated system of scenic roads and streets, bicycle and transit routes, open space corridors, waterways, and sidewalks linked to trails throughout Dutchess County and the region.

Centers & Greenspaces

Unveiled in 2010, the Centers & Greenspaces Guide integrates regional land use, transportation, and ecological planning to help implement Greenway principles and prevent an expansion of current commercial strip and residential sprawl patterns. Recognizing that close-knit centers save surrounding greenspace, the overall goal is to encourage municipalities to identify priority growth centers with positive development potential as well as natural and agricultural greenspaces for possible protection. The Centers & Greenspaces map, designed as a vision for future local and intermunicipal planning initiatives, highlights four key patterns:

1. Walkable, Mixed-Use Centers
2. Natural and Agricultural Greenspaces
3. Natural Greenway Corridors
4. Connecting Network of Greenway Routes

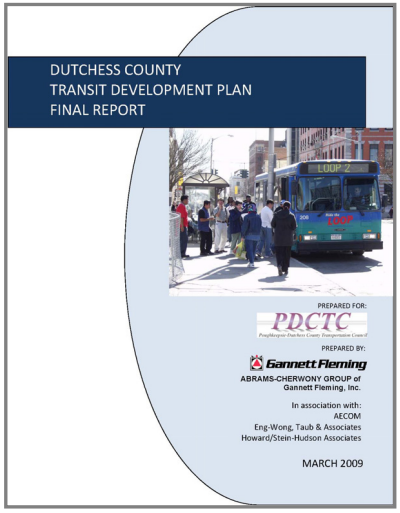
Dutchess County Transit Development Plan (TDP)

The 2009 Dutchess County Transit Development Plan (TDP) was a cooperative effort of the Transportation Council, Dutchess County Division of Public Transit, the City of Poughkeepsie, and NYSDOT.[35] The TDP sought to improve the efficiency and operations of the two local bus systems (Dutchess County and City of Poughkeepsie) and improve (or establish) connections to regional and inter-county services. The TDP included a passenger survey, extensive public outreach, and a detailed analysis of existing bus operations.

The service proposals identified in the TDP were developed under the premise that transit service should match the type of development it serves. The proposals supported the following project goals: eliminating duplication between the two bus systems, creating seamless transit policies (e.g. parallel fare structures), promoting more frequent service on major corridors, increasing user friendliness, improving efficiency, and improving service for specialty markets (e.g. colleges and tourist sites). Equally important, the proposals were based on current budgetary constraints.

The TDP proposed a simpler, more straightforward route system for Dutchess County Public Transit, consisting of six bus routes that served the major road corridors in the county. These new routes significantly increased the availability of one-seat connections along the Route 9 corridor between

Hyde Park, Poughkeepsie, and Fishkill. The TDP also recommended a demand-response flex-service in rural areas, and if feasible, long-term proposals for three additional fixed routes in the northern and eastern areas of the county. In 2010 Dutchess County reconfigured its bus routes and schedules based on the TDP and subsequently added additional routes based on passenger demand and local input.



Prior to implementing the TDP, Dutchess County Public Transit operated a complicated route structure that included 30 different bus routes, with many offering only one round trip per day. The TDP streamlined these routes and created a more user-friendly system with more efficient schedules.

Coordinated Public Transit-Human Services Transportation Plan

In 2015 the Transportation Council completed a Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan") for Dutchess County.[36] Required under MAP-21, the Coordinated Plan identifies the transportation needs of disabled persons, older adults, and low income populations, and prioritizes strategies to meet unmet needs. The Coordinated Plan forms the basis for distributing funds under the FTA Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities.

The Coordinated Plan recommends that additional vehicles be provided to human service agencies to meet growing demand and that the vehicles be replaced more frequently due to wear and tear. It also calls for Dutchess County Public Transit to explore the feasibility of allowing county vehicles to operate outside the county, to provide travel training for persons not familiar with local bus systems, and to expand marketing of existing bus services.

Congestion Management Process (CMP)

In 2005 the Transportation Council, in conjunction with its TMA partners the Orange County and Ulster County Transportation Councils, adopted a Congestion Management Process (CMP) to quantify, evaluate, and manage congestion.[37] The adopted CMP established a four-step process to measure and define recurring congestion in the three counties. The three MPOs completed a joint progress report in 2006 which identified the locations of severe congestion in the TMA region.[38]

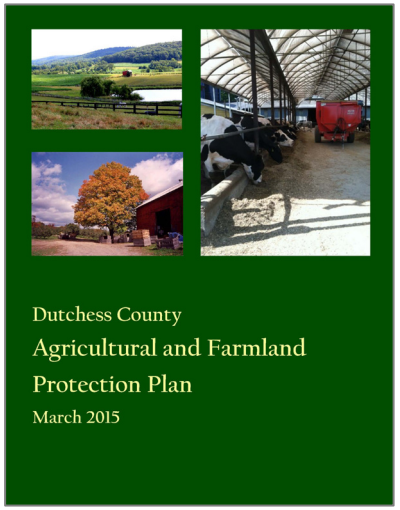
The MPOs continued to refine the CMP, and completed a Travel Time Survey in 2011 which collected data on key road corridors.[39] In Dutchess County, the survey included data on over 100 road miles for nine key routes: Routes 9, 9D, 9G/199, 44, 52, 55, 376, I-84, and the Taconic State Parkway. The survey data established baseline travel times for the corridors during morning, evening, and mid-day peak periods, as well as

Saturdays and Sundays for some routes. The MPOs intend to use the data to track congestion over time, to help identify priority corridors for improvements, and to calibrate their travel demand models.

Dutchess County Agricultural and Farmland Protection Plan

In 2015 the Dutchess County Agricultural and Farmland Protection Board (AFPB), in coordination with the Dutchess County Department of Planning and Development, completed an Agricultural and Farmland Protection Plan for Dutchess County. The Agricultural Plan was developed by a steering committee composed of AFPB members, farmers, staff from County Planning, Cornell Cooperative Extension Dutchess County, County Soil and Water Conservation District, and Dutchess Land Conservancy. The Agricultural Plan builds on the county's agricultural assets, and addresses future challenges to maintain and grow the local farm economy.[40]

The Agricultural Plan identifies 19 goals to help the county preserve and promote farming. The goals address agricultural economic development, technical assistance to farmers, protection of and access to farmland, promotion of farm-friendly regulatory policies, and the fostering public awareness, education, and communication. The goals establish a direction for increasing farm profitability and decreasing production costs. They also call for diversifying agricultural products and increasing direct-to-consumer sales.



The Agricultural Plan noted that commercial transportation to the New York City area could be improved, enabling local farmers to take advantage of direct sales to customers.

Other goals include providing technical and educational assistance, enhancing purchase of development rights programs to preserve more farmland, and helping towns update plans and zoning to be supportive of farm activities. Enhancing educational opportunities to recruit the next generation of farmers and increasing education and public awareness about farming are also among the goals. Finally, the goals establish the need to promote communication and collaboration among farmers, the public, and organizations and agencies in the county. The Agricultural Plan establishes five initiatives:

1. Initiative 1 - Coordination and Collaboration through an Agricultural Navigator & Agricultural Advisory Committee
2. Initiative 2 - Agricultural Economic Development and Business Retention & Expansion Program
3. Initiative 3 - Farmland Preservation

4. Initiative 4 - Farm Friendly Regulation
5. Initiative 5 - Marketing, Public Relations and Awareness

Moving Dutchess 2 Goals

Based on the variety of federal and State guidance and plans, coupled with numerous regional and local plans, *Moving Dutchess 2* reaffirms the ten goals first identified in 2012 for *Moving Dutchess.* The goals support the eight MAP-21 planning factors and the Plan's four guiding principles, and are reflective of the Transportation Council's mission.

1. Maintain highways and bridges in a state of good repair.
2. Maintain the transit system in a state of good of repair and increase ridership to reduce traffic and promote sustainable development.
3. Reduce traffic congestion to improve our quality of life and promote economic development.
4. Increase bicycling and walking to reduce traffic, improve operations, and promote sustainable development.
5. Increase carpools/vanpools to reduce traffic, improve operations, and promote sustainable development.
6. Improve safety to reduce transportation-related fatalities, injuries, and property damage.
7. Reduce transportation-related impacts to the environment and promote sustainable development and smart growth.
8. Increase public participation in the transportation planning process.
9. Improve the delivery of federally-funded transportation projects.
10. Improve transportation security.

These goals relate to the performance measures established in Chapter 7.

Summary

The amount of federal, State, and local laws and guidance affecting transportation points to the importance that transportation plays in people's daily lives, while also reinforcing the importance that transportation plays in attaining national, State, and local goals for the environment, public safety, economic development, and quality of life (see Figure 2-1).

The laws, policies, and guidance presented in this chapter converge on a number of themes about the way forward for transportation:

1. Continue to invest in a "state of good repair" to maintain the transportation system.
2. Maintain and improve the safety and security of the travelling public.
3. Expand people's transportation choices to include more opportunities for walking, bicycling, and transit.
4. Promote greater energy efficiency and explore alternative energy sources.
5. Support both community revitalization and open space and farmland protection activities to support orderly and sustainable growth.
6. Improve coordination between agencies and communities over transportation and land use decision making processes.

[1] *Moving Ahead for Progress in the 21st Century Act*, Public Law 112-141, July 6, 2012.
[2] *Intermodal Surface Transportation Efficiency Act of 1991*, Public Law 102-240, December 18, 1991.
[3] *Transportation Equity Act for the 21st Century*, Public Law 105-178, June 9, 1998.
[4] *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, Public Law 109-59, August 10, 2005.
[5] 23 *CFR* 450.306 (2014) (Proposed).
[6] 79 *Fed. Reg. No. 105* (31784), June 2, 2014.
[7] *Civil Rights Act of 1964*, Public Law 88-352, July 2, 1964.
[8] *The National Environmental Policy Act of 1969 (*as amended), Public Law 91-190, January 1, 1970.
[9] *Clean Air Act Amendments of 1970*, Public Law 91-604, January 1, 1970.
[10] *Clean Air Act Amendments of 1990*, Public Law 101-549, 1990.
[11] *ADA Amendments Act of 2008*, Public Law 110-325, 2008.
[12] *HUD-DOT-EPA Partnership for Sustainable Communities*, June 16, 2009, http://www.epa.gov/smartgrowth/partnership/.
[13] Federal Highway Administration (FHWA), *Context Sensitive Solutions*, as modified February 5, 2007, .http://www.fhwa.dot.gov/context/what.cfm.
[14] Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* February 16, 1994, http://www2.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice.
[15] Presidential Proclamation, *20th Anniversary of Executive Order 12898 on Environmental Justice*, February 10, 2014, http://www.whitehouse.gov/the-press-office/2014/02/10/presidential-proclamation-20th-anniversary-executive-order-12898-environ.
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Figure 2-1. MAP-21 Planning Factors Compared with Federal, State, Regional, & Local Guidance

Federal, State, Regional, & County Guidance		Federal MAP-21 Planning Factors							
		1. Support Economic Vitality	2. Increase Safety	3. Increase Security	4. Increase Accessibility and Mobility	5. Protect and Enhance Environment	6. Enhance Integration and Connectivity	7. Promote Efficient System Management	8. Emphasize Preservation of Existing System
Federal	Civil Rights Act of 1964				X	X			
	National Environmental Policy Act (NEPA)					X			
	Clean Air Act (CAA) and Amendments (CAAA)					X			
	Americans with Disabilities Act 1990 (ADA)		X		X				
	Environmental Justice (EJ)					X			
	Livability	X	X		X	X	X	X	X
	Context Sensitive Solutions (CSS)				X	X	X	X	X
State	NYS Transportation Plan	X	X	X	X	X	X	X	X
	NYS Strategic Highway Safety Plan (2010)		X						
	NYS Highway Safety Strategic Plan (FFY 2015)		X						
	NYS Rail Plan	X	X		X	X		X	X
	NYS Energy Plan	X				X			
	NY Statewide Trails Plan	X			X	X	X		
	NYS Open Space Conservation Plan				X	X	X		
	NYS Smart Growth Public Infrastructure Policy Law					X		X	X
	NYS Complete Streets Law		X		X	X	X	X	
	New York State Interim Climate Action Plan					X		X	
	New York Statewide Comprehensive Outdoor Recreation Plan (SCORP)				X	X	X		
Region	Regional Strategic Plan for Mid-Hudson Region	X			X	X	X		
	Mid-Hudson Regional Sustainability Plan	X			X	X	X		
County	Moving Dutchess (2012 MTP)	X	X	X	X	X	X	X	X
	Walk Bike Dutchess	X	X		X	X	X	X	
	Greenway Connections/Centers & Greenspaces	X	X		X	X	X	X	
	Dutchess County Agricultural & Farmland Protection Plan								
	Dutchess County Transit Development Plan				X		X	X	
	Coordinated Public Transit-Human Services Transportation Plan				X		X		
	Congestion Management Process	X			X			X	