

Chapter 7: Implementation and Funding

This chapter outlines key steps for municipalities and other agencies to take to implement the recommendations outlined in this Plan. It also highlights potential funding sources for walking and bicycling projects. Funding sources are organized into several categories: Local, Private, County, State/Regional, and Federal.

A. Implementation

This plan provides project recommendations for implementation by a variety of agencies: NYSDOT, Dutchess County, cities, towns, and villages, property owners such as schools and colleges, and other partners. Implementation steps will vary based on the agencies involved and the specific project. This section is intended primarily for municipalities interested in pursuing local walking and bicycling improvements.

At the local level, implementation of walking and bicycling projects is most effective when it is part of a larger planning effort. This could include the following steps:

1. Designate a Local Leader and Committee & Establish a Shared Vision
2. Assess Existing Conditions
3. Review Maintenance Practices
4. Review Local Planning Tools
5. Plan the Network and Identify Specific Improvements
6. Prioritize Improvements and Choose a First Project
7. Seek Funding and Implement the Project

Each of these steps is discussed below.

1. Designate a Local Leader or Committee & Establish a Shared Vision

Implementation depends on strong leadership. Determine the appropriate person to coordinate local walking and bicycling initiatives. Ideally, this would be an elected official or municipal staff person who can help coordinate various departments within the municipality.

A committee with representatives from key Departments, Boards, and local organizations can be instrumental in coordinating the implementation of projects. A committee should be small enough to be efficient. It could include just a few members, with additional representatives as needed for specific projects.

Consider members from the Supervisor's or Mayor's office; City Council, Town or Village Board; Public Works or Highway Department; Planning Board; and Recreation or Parks Department, as well as relevant local organizations, such as walking or bicycling clubs, school groups, parks/trails groups, health-related, senior-focused, safety, or environmental groups. A local police liaison may also be helpful.

One of the first tasks this committee should consider is to establish a shared vision or set of goals for the community. This vision will help the group focus its efforts and determine priorities.

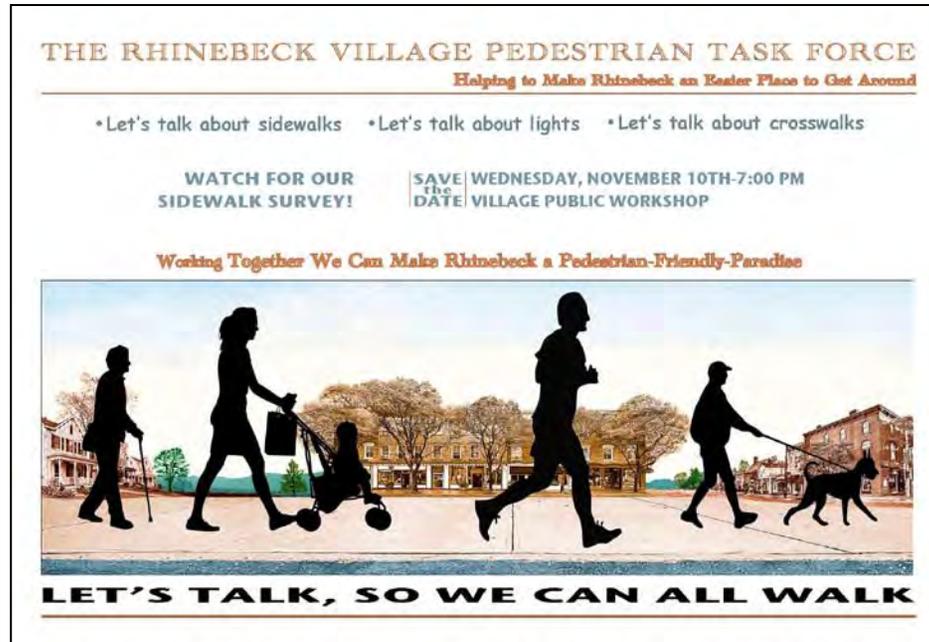
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Example: Village of Rhinebeck Pedestrian Task Force

When the Village of Rhinebeck undertook a [sidewalk study](#) in partnership with the PDCTC, it created a Task Force to assist Village and County staff. The Task Force included local residents and business owners who formed committees focused on Construction and Finance, Trees and Sidewalks, Public Outreach, Research, and the Village Code. The Task Force Chair served as the liaison between the Task Force, Village, and the County. The Mayor and Village Trustees also provided input throughout the planning process.

2. Assess Existing Conditions

Creating and maintaining walking and bicycling facilities requires understanding what you have and what condition it is in. The maps and data in this Plan can assist with this assessment. Additional assessment tools are available from many sources, such as [WalkingInfo.org](#) and [BicyclingInfo.org](#). An assessment can be focused on a specific area of concern, or a broader, community-wide assessment.



The Rhinebeck Village Pedestrian Task Force held public workshops, distributed a survey, and researched best practices (source: Village of Rhinebeck).

When doing an assessment, seek input from a variety of people of all ages and abilities (including teens, seniors, and others who do not drive) as well as key agencies such as those listed in Step #1.

Example: Hyde Park Town Center Pedestrian Study

The PDCTC worked with the Town of Hyde Park to assess sidewalk conditions in the Town Center. This included designating a study area within the Town, walking all of the streets, and collecting data on where sidewalks exist, their condition, material, any issues (broken or missing pieces,

uneven surfaces, obstructions, etc). Crosswalk, curb ramp, and pedestrian signal locations were also collected, as well as data on sidewalk buffers and accessibility. The data was used to identify and prioritize locations for new sidewalks and replacement of existing sidewalks.

3. Review Maintenance Practices

Maintaining existing facilities is as important as building new ones. Therefore, the assessment should include a discussion of current

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maintenance practices with the local Highway or Public Works Department. Questions could include the following:

- What is the process used to identify and fix failing sidewalks?
- Do crews trim vegetation that obstructs sidewalks?
- Is snow removed from sidewalks? What happens when it is not?
- Are street edges and road shoulders swept regularly?
- What are other typical maintenance practices?
- How effective are these practices?
- What adjustments could be made?
- What equipment is needed to better maintain walking and bicycling facilities?
- Is there a simple way for residents to submit maintenance requests for local streets? How are these requests tracked and responded to?



Establishing and enforcing a maintenance policy and program helps keep sidewalks, shoulders, and other infrastructure in good condition.

Based on this discussion, identify opportunities for improving maintenance practices, and consider establishing a maintenance program including written policies, inspection criteria, a public reporting website and/or phone number, and a tracking system.

See Chapter 4 for a discussion of sidewalk maintenance practices in Dutchess County municipalities.

Example: City of Ithaca Local Sidewalk Policy

In 2013, the City of Ithaca established a new policy to support sidewalk maintenance and installation. It divides the city into five Sidewalk Improvement Districts (excluding Cornell University, which is responsible for its own sidewalks). All lots in each district,

even tax-exempt properties, are assessed. One- and two-family homes pay a low flat rate, while other lots are assessed based on street frontage and square footage. The funds collected are used by the City to improve sidewalks in that District. This distributes the cost of sidewalk improvements fairly among all properties rather than just the adjacent owner(s), and provides a consistent funding stream sufficient to finance all sidewalk work in the city each year. More information is available on the [City of Ithaca's website](#).

In the winter, property owners are responsible for clearing snow and ice from adjacent sidewalks, but Ithaca encourages those who need help to hire a youth through

the City's Youth Employment Service. The City's Office for the Aging also has a program for volunteers to help those who are unable to remove snow.

4. Review Local Planning Tools

In addition to understanding current maintenance practices, it is helpful to understand how local planning tools (such as the comprehensive plan, zoning code, subdivision regulations, street regulations and sidewalk codes, and the site plan review and approvals process) relate to walking and bicycling. A Complete Streets policy can also be helpful to ensure that local streets are designed, maintained, and operated to serve people on foot and bike as well as in vehicles.

a. Comprehensive Plan

The Comprehensive Plan may provide support for improving conditions for walking and bicycling. Other documents and planning decisions should be consistent with the Comprehensive Plan.

Review the vision, goals and objectives, current and projected data, and maps of the transportation network to find elements related to walking and bicycling. You may decide that the Plan could be improved in these areas. This could be done as part of an update to the Comprehensive Plan, or a separate bicycle and/or pedestrian plan can be developed and adopted as a supplement to the Comprehensive Plan. In either case, the document should incorporate a vision statement, assessment of existing conditions, network plan and priority projects, as well as specific performance measures to track progress. An Official Map can also be used to document the network and identify project locations.

b. Zoning Code

The Zoning Code directly affects how a community develops: what type of development is allowed and where, what it looks like, and how it accommodates various kinds of travel, including walking and bicycling. Review the code, and look for elements that support walking and bicycling:

- **Walkable Districts:** encourage development in compact centers (typically a half-mile radius) either in existing developed areas or new areas.
- **Mixed Use Zones and Buildings:** create zones where retail, office, residential and other uses are combined. This supports walkable neighborhoods and centers.
- **Design Guidelines:** establish clearly defined street, streetscape and public space criteria to ensure that new projects accommodate walking and bicycling.
- **Sidewalk Requirements and Standards:** indicate where sidewalks are required and their design features.
- **Bicycle Parking Requirements:** indicate where bicycle parking is required, what amount should be provided, and its design features. Best practice bicycle parking codes are summarized in Appendix C.

Based on this review, identify where updates to the zoning code are needed.

Example: Town of Hyde Park Zoning Updates

In order to implement the recommendations of the [Hyde Park Town Center Pedestrian Study](#), the Town of Hyde Park decided to update its zoning code. The code will be revised to require sidewalks for new commercial development along Route 9, create standards for sidewalk materials and width, and require pedestrian-scale lighting and trees. In addition, the Town is developing form-based zoning¹ for two intersections that were identified to be redesigned. The form-based zoning is intended to clarify the desired layout of sites and structures and help promote walkable and bikeable redevelopment.

c. Subdivision Regulations

New subdivisions provide an opportunity to create street systems that support walking and bicycling and minimize short-distance trips by motor vehicles. Review the local subdivision regulations to ensure that they include the following elements:

- Connected street networks: ideally, streets should be part of a grid system. This distributes traffic and provides options for people who want to walk or bicycle. If cul-de-sacs are allowed, consider requiring 'cut-through' connections for walking and bicycling.
- Walking network requirements: Sidewalks and/or walking trails should be required where appropriate.

¹ Form-based zoning focuses on how buildings look (their size, architecture, and relationship to the street and other public space) rather than the use they contain. They rely heavily on diagrams and images to convey the desired character of a street and district.

- Bicycling network requirements: Streets should accommodate bicycling, whether on slow-speed shared streets, on-street bicycle lanes, or separate bicycle paths.

d. Site Plan Review/Approvals Practices

Site Plan review is a critical tool for building a walkable and bikeable community. Talk to the local Planning Board to understand what they look for in site plans, and make sure that the following elements are considered, as appropriate:

- Placement of buildings and parking: In centers and other commercial areas, place buildings close to the street, with parking to the side or rear, to create a more inviting environment for people walking.
- Access management: Limit the number of driveways for each site. This reduces conflict points between vehicles and people walking or bicycling. Consider sharing access and parking with adjacent sites.
- Sidewalks and curb ramps: Ensure that the site is accessible by those on foot.
- Street trees and landscaped buffers: Trees and a landscaped buffer between the sidewalk and curb increase comfort and safety for people walking along the site.
- Utility placement: Ensure that utility poles, street lights, and other objects do not interfere with sidewalks. On roads where shoulders could be widened or sidewalks installed in the future, place utility poles outside the future sidewalk or shoulder location.

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- Bicycle access and parking: Ensure that the site is accessible by those on bicycle. This includes providing convenient, secure bicycle parking.
- Transit connections: Ensure that buses can access the site. This may include designating a bus stop or pull-off location, and reviewing widths and design of interior streets with the County Public Transit Division.

The Planning Board should emphasize these priorities with applicants early in the process so that walking and bicycling elements can be incorporated. If a Board consistently prioritizes high-quality access for people to walk, bicycle, and use transit, the development community will know what to expect and their site plans will reflect that understanding.

e. Consider a Complete Streets Policy

New York State passed a Complete Streets Act in 2011, but it only applies to transportation facilities that receive both federal and state funding and are subject to NYSDOT oversight (see Chapter 2 and the [NYSDOT Complete Streets webpage](#) for more details). A local Complete Streets policy would apply to all local streets and would formalize a community's intent to consider all types of transportation in street improvements and development projects. In New York State, 44 towns and villages and six counties have Complete Streets policies as of 2012, and another ten municipalities are working on policies. A number of resources, including best practice policies, are available on the [National Complete Streets Coalition's website](#).

Example: Town of Fishkill Complete Streets Policy

In 2013, the Town of Fishkill adopted a Complete Streets policy (via [Resolution 2013-196](#)). The policy affirms the Town's commitment to creating a comprehensive, integrated transportation network that serves all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and emergency vehicles. The policy calls for Complete Streets infrastructure to be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets, unless a specific exemption is approved by the Highway Superintendent or Town Engineer. The policy is intended to be incorporated into the Town's zoning code, subdivision regulations, and highway/street standards.



Complete Streets are safe and accessible by people of all ages and abilities, whether on foot, bicycle, on transit, or in cars (source: AARP).

5. Plan the Network and Identify Specific Improvements

Based on the assessment (Step #2), identify gaps in access to key destinations such as schools, municipal buildings, commercial areas, parks, libraries, community centers, transit stops, and employment locations. These gaps may be missing sidewalk links, high-volume streets that are not bicycle-friendly, or intersections that are difficult to cross safely.

Use maps to plan a network of walking and bicycling facilities to connect common destinations. Make sure to consider any planned development areas or destinations. You may want to start with a small area, focusing on a few missing links, rather than the entire municipality. Or, you can identify a more complete network as part of a larger-scale planning effort. Consider adopting a Sidewalk Master Plan, Bicycle Master Plan, and/or [Official Map](#) showing priority locations for future walking and bicycling facilities, to be implemented in coordination with future development, road work, or as stand-alone projects.

Determine what improvements are needed to complete the network. The specific improvements will vary for each location. Make sure to coordinate with the road owner (municipal Highway Department for local streets; County Public Works Department for County roads; and NYSDOT for State roads) to identify the best treatment for each location. The maps, design guidelines, and lists of project recommendations in this Plan are a good place to start.

When thinking about improvements, consider all five E's: engineering, education, encouragement, enforcement, and evaluation. Engineering-related improvements such as new sidewalks or bike lanes often dominate discussions. Incorporating

the other E's provides a multi-pronged and often more effective approach. Education can include training on safe walking practices and bicycling skills; encouragement can include events to inspire people to walk or bike for transportation; enforcement can include targeted campaigns to raise awareness of existing laws; and evaluation includes using tools to determine the effectiveness of other strategies. See the County-wide Recommendations in Chapter 6 for ideas.

Example: City of Poughkeepsie Bicycle Route System

In 2006, the City of Poughkeepsie planned a Bicycle Route System. City planners identified routes to connect residential areas to schools, parks, commercial areas, colleges, and the train station, as well as the planned Dutchess Rail Trail and Walkway Over the Hudson. The Engineering Department helped assess the existing conditions and suggested appropriate improvements. The intended improvements varied by street segment: on some streets, almost no engineering improvements would be needed. On busier streets, bike lanes or sharrows could be appropriate. The intent was to coordinate improvements with the Engineering Department's planned road work. The routes are codified in [City Code Chapter 15, Article V](#) and shown in Map 28 (in Chapter 5.1), but as of this Plan, no bicycle facilities have been created.

6. Prioritize Improvements and Choose a First Project

The list of needed improvements may seem overwhelming. It is important to prioritize the projects so that you have agreement on what is most important. The prioritization can incorporate factors such as access to key destinations, connections to existing facilities, safety, and needs of the population served, as well as

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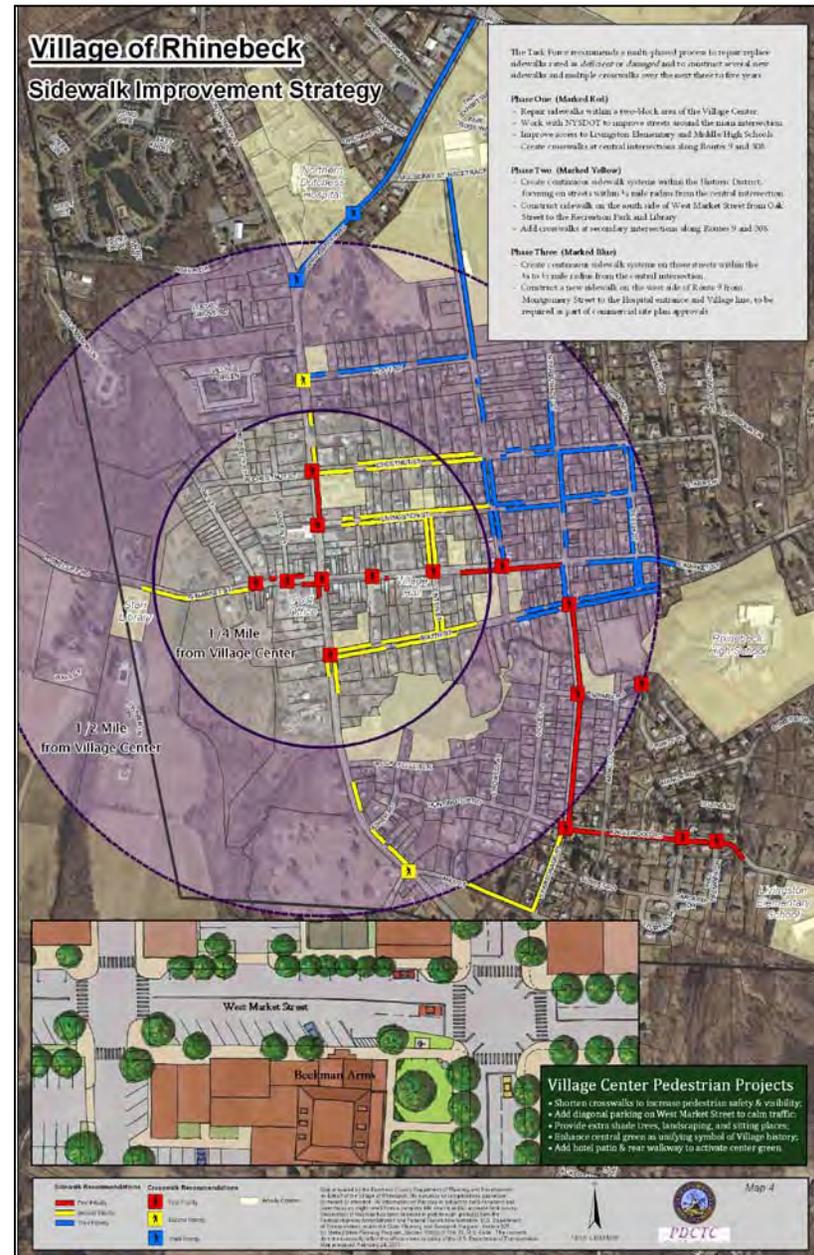
practical issues such as local support, coordination required, and ability to implement (see Appendix L for a sample prioritization method).

Make sure to discuss the projects with the road owner (municipal Highway Department for local streets; County Public Works Department for County roads; and NYSDOT for State roads) so that you can coordinate implementation with their schedule for any planned road work.

When choosing a first project, consider selecting something relatively small or simple first, in order to build capacity within the group and gain momentum. Achieving a few small successes will encourage the group to continue its work.

Example: Village of Rhinebeck Sidewalk Improvement Strategy

After completing a sidewalk inventory, identifying needed improvements, and surveying residents about their needs and priorities, the Village (working with the PDCTC and Planning Department) established a three-phased approach to the improvements. The first priority projects included improvements within two blocks of the Village Center as well as connections to the elementary and high school. The second priority projects focused on the area within a quarter-mile of the Village Center, access to the library and park, and connections to the southern part of the Village. The third priority projects included those within a half-mile of the Village Center, as well as access to the hospital and County fairgrounds.



The Rhinebeck Sidewalk Improvement Strategy includes first- (red), second- (yellow), and third- (blue) priority locations.

How can the PDCTC and Dutchess County Department of Planning & Development help you?

The PDCTC and Planning Department can assist you in a number of ways:

- **Site Plan Review:** Planning staff is happy to meet with local Boards and/or developers to discuss site plans. We encourage having these conversations early in the process, so that recommendations can be incorporated.
- **Mapping/GIS:** The Planning Department's GIS and Mapping Division can create maps of local sidewalks, trails, or other facilities for local planning purposes. The County's [mapping applications](#) provide parcel ownership, dimensions, aerial photographs, and other information.
- **Urban Design:** The Planning Department can create images to communicate development concepts or alternative site plans.
- **Community Development Block Grants (CDBG) Funds:** The Planning Department's Community Development Division can provide guidance and feedback on potential applications for CDBG funding.
- **Local Studies:** The PDCTC often works with municipalities on local studies, such as sidewalk inventories, safety studies, or other plans.
- **Technical Assistance and Data:** The [County Planning Federation](#) hosts short courses on technical subjects. PDCTC staff can provide guidance on bicycle and pedestrian planning and assist with traffic count and crash data. The [PDCTC traffic count webpage](#) includes a searchable application with traffic volumes, speeds, and vehicle types for State, County, and many local roads.
- **Funding Sources:** PDCTC staff can provide guidance about various funding programs, such as those listed below.

B. Cost Estimates

Cost estimates require a detailed understanding of the project context and components. However, cost estimating tools can provide planning-level estimates. [NYSDOT's Quick Estimator Reference](#) is an Excel-based tool for estimating costs of various improvements. It does not include costs related to acquiring right-of-way, relocating utilities, or altering drainage structures. The Downstate NY tab is most applicable to Dutchess County. Current unit cost estimates from the tool are listed below (see the tool itself for more details). Cost estimates for items not listed in the tool could be provided by [NYSDOT Region 8](#), the [County Department of Public Works](#), or local highway or engineering departments. In addition, the Pedestrian and Bicycle information Center has developed a [national database of pedestrian and bicycle infrastructure costs](#) which is available as both a [pdf report](#) and an [Excel spreadsheet](#). This database includes cost estimates for over 70 items including walking facilities, bicycle facilities, traffic calming treatments, streetscape amenities, signals, signs and striping.

NYSDOT Quick Estimator Reference cost estimates:

- Sidewalk (5 feet wide): \$74 per linear foot
- Shared-use path (10 feet wide): \$185 per linear foot
- Curb ramp: \$1,900 each
- Marked crosswalk: \$1,918 each
- Concrete curb: \$73 per linear foot
- Asphalt paved snow storage area (adjacent to sidewalk): \$18.50 per square foot
- Raised crosswalk: \$15,000 each

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- Mini-roundabout (for low-speed urban environments): \$175,000 each
- Small sign: \$171 each
- Radar speed sign (solar powered): \$9,000 each
- Pedestrian push-button (on existing signal): \$2,445 each
- New pedestrian signals with push-buttons (2 per crossing): \$7,500 per crossing

- Work zone traffic control: 5 percent of construction cost (based on project complexity)
- Incidentals, inflation, and contingency: 20 percent of construction cost (estimated)

- Survey: 10 percent of total construction cost (estimated)
- Design: 5-15 percent of total construction cost (based on project complexity)
- Construction Inspection: nine percent of total construction cost (estimated)

Other unit cost estimates²:

- Bicycle parking rack (inverted U rack only; not including installation): \$100 each
- Paved shoulder (6-8 feet wide, full depth, including excavation, sub-base and asphalt): \$40-55 per linear foot
- Paved shoulder (4 feet wide, full depth, including excavation, sub-base and asphalt): \$35 per linear foot
- Resurfaced asphalt shoulder (4 feet wide, 1.5 inch depth): approximately \$4 per linear foot
- Sidewalk grass buffer (5 feet wide): \$32 per linear foot

² Bicycle rack estimate based on quotes from suppliers; other estimates from NYSDOT-Region 8.

- Epoxy pavement stripes: \$3.50 per linear foot if less than 1,000 feet; \$1.00 or less per linear foot if 20,000 feet or more.
- Pavement symbols: \$200 each
- New traffic signal with pedestrian signals and push buttons: \$150,000 per intersection (based on multi-lane roadways)

The costs listed above are current as of the writing of this Plan but may change in future years. Costs related to right-of-way, drainage, and utility work can vary substantially and may affect the feasibility of a project.

C. Funding Sources

There are a variety of funding sources for walking and bicycling projects, ranging from local municipal funds to federal transportation funds. However, funding programs change often. PDCTC staff, NYSDOT-Region 8 staff, and local grant writers are good resources for current funding opportunities.

1. Local Funds

Although local resources are often limited, local funds are more flexible and require less reporting and administrative work than federal funds. Many municipalities find that it is less expensive to use local funds than federal funds. Local funding mechanisms include the following:

- General Fund/Discretionary Funds: Local general funds are the most flexible funding source, but may also be the most limited. The municipality will need to weigh the project against other local priorities.

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- [CHIPS](#) (Consolidated Local Street and Highway Improvement Program): Municipalities receive CHIPS funding annually from NYSDOT based on their local roadway mileage. CHIPS funds can be used for construction and repair of streets, bridges, and other local facilities. This includes bike lanes, shoulder improvements, sidewalks, shared-use paths, and traffic calming projects. Capital projects must be paid for by the municipality and then reimbursed by NYSDOT. Some municipalities use CHIPS funds to purchase maintenance equipment such as sidewalk snowplow machines.
- Local Bond: The municipality could pursue a local bond to fund walking or bicycling improvements.

2. Private Funds

Some foundations and private non-profit organizations provide funding for walking and bicycling projects.

Foundations

- Health-related foundations such as the [Robert Wood Johnson Foundation](#) are increasingly interested in 'active living' and the built environment.
- The [Foundation Center website](#) has a national database of grant-makers and grants as well as other tools for grant-seekers.

Development Conditions of Approval: Some walking and bicycling improvements can be funded through a condition of approval on proposed development projects. When the local Planning Board reviews plans for a proposed project, it can require the developer to construct or provide funding for construction of certain

improvements (such as sidewalks, trails, bicycle facilities or bike parking) as part of the project. This is most effective when the improvements are detailed in the local Comprehensive Plan, Town Code, a local bicycle and pedestrian plan, or a specific plan for the area.

Public-Private Partnerships

- Bus stop shelters or benches may be funded through the sale of advertising space.
- Local business owners or Business Improvement Districts (BIDs) that understand that increased walking and bicycling is good for business may be willing to fund projects for sidewalk improvements, bus stop amenities, or bicycle racks.
- Service organizations may wish to participate in an 'adopt a bus stop' or similar maintenance program.
- In many communities, citizen groups have been formed to raise money for walking and bicycling improvements.

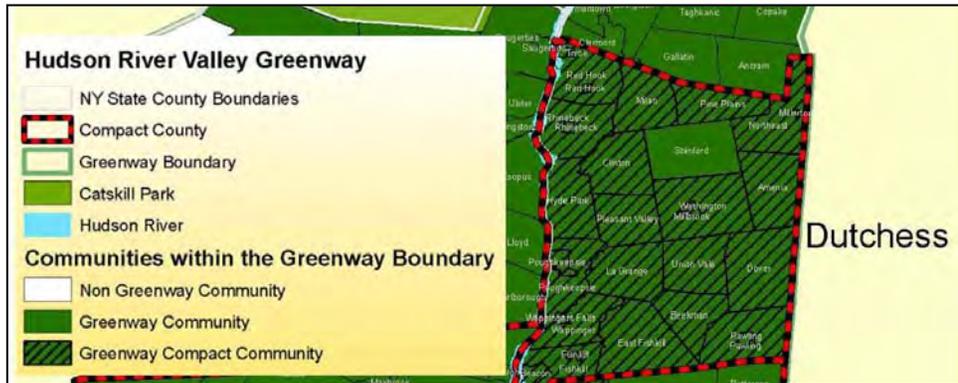
Non-Profit organizations

- The [Hudson River Valley Greenway](#) provides grants to municipalities and partner organizations. Grants are provided on a reimbursement basis and require a local match.
 - The Greenway Communities Grant Program provides funding (approximately \$5,000-\$10,000) to designated 'Greenway Communities' for projects related to community planning, economic development, natural resource protection, cultural resource protection, scenic resource protection, and open space protection.
 - The Greenway Conservancy Small Grants Program funds trail planning, construction, amenities, and education and interpretation projects.

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Example: Beacon Main Street Sharrows

BeaconArts applied for a Greenway Conservancy Small Grant in partnership with the City of Beacon, Scenic Hudson, Beacon Streets, Peoples Bicycle, and Bike Beacon. The \$2,600 grant funded sharrows on Main Street and signs. The local match of about \$6,400 covered bicycle parking racks and installation, design of a Beacon Loop Trail logo, and a bicycle education program.



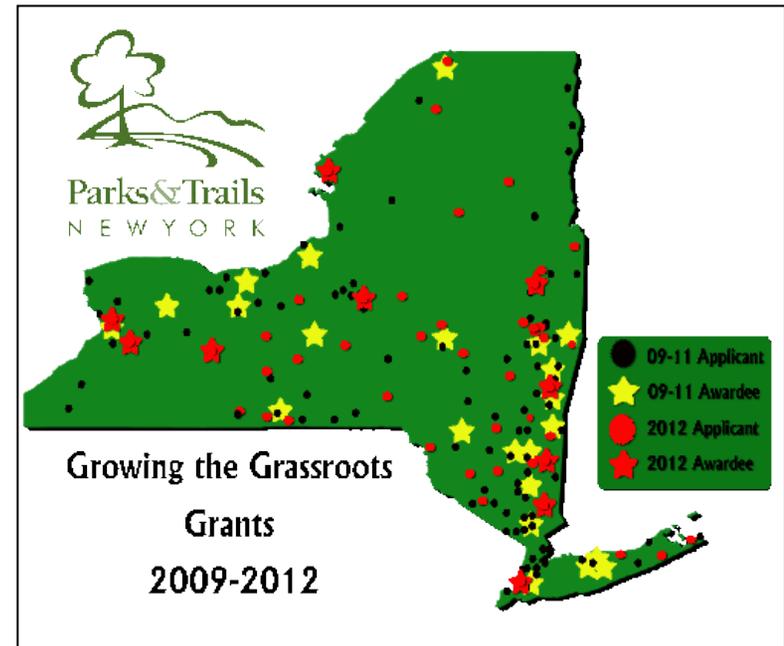
Dutchess County is a Greenway Compact County, and as of January 2014, 29 of its 30 municipalities were Greenway Compact Communities (source: HudsonGreenway.ny.gov).

- [Bikes Belong Foundation](#)
 - Community Partnership Grants provide funding to partnerships between local agencies, organizations, and businesses to increase bicycling in their community. Fundable projects include bike paths, bike lanes, rail trails, mountain bike trails, bike parking, BMX facilities, and large-scale bicycle advocacy initiatives. Awards range up to \$10,000 and require a local match and other funding sources.

- [Parks & Trails New York](#)
 - Growing the Grassroots Capacity Building Grants provide funding (up to \$3,000) and ongoing technical assistance to help non-profit park and trail stewardship organizations become stronger and more effective. Grants cannot be used for construction, maintenance, or infrastructure.

Example: Harlem Valley Rail Trail Association (HVRTA)

The HVRTA used a Capacity Building Grant to develop and send a mailing to every household in Columbia County, where a new trail is being developed. The mailing resulted in 197 new members, 21 new volunteers, and thousands in donations.



Parks & Trails New York has provided capacity building grants to almost 50 organizations since 2009 (source: ptny.org).

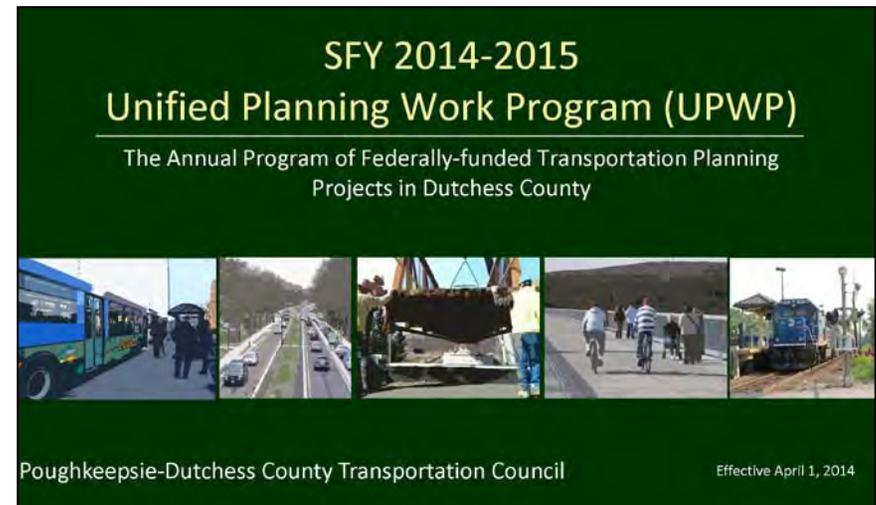
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- The [Rails-to-Trails Conservancy](#) does not provide funding, but has an overview of funding sources for rail trails and greenways on its website.
- The Hudson River Foundation's [Hudson River Improvement Fund](#) provides grants for projects that enhance public access to the Hudson River, including trails.
- The [Citizens' Institute on Rural Design \(CIRD\)](#) holds an annual competitive opportunity to host an intensive, two-and-a-half day design workshop focused on rural design and planning. The workshop includes a \$7,000 stipend and in-kind technical assistance and design expertise, capacity building conference calls and webinars on key rural design and planning topics, and web-based access to a wide range of rural design resources.
- The [Fields Pond Foundation](#) provides grants to community-based nature and land conservation organizations to involve local residents in conservation issues in the six New England states and New York State. Priorities include land acquisition for conservation and project grants for trail-making and other enhancement of public access to lands, rivers, and coastlines.
- [Advocacy Advance](#) provides funding for walking and bicycling advocacy organizations.
 - Capacity Building Grants support the development and professionalization of state and local advocacy organizations to increase rates of biking and walking.
 - Rapid Response Grants help state and local organizations take advantage of unexpected opportunities to win, increase, or preserve funding for biking and walking. There is no deadline or formal grant cycle for Rapid Response Grants.

- The [Alliance for Biking & Walking website](#) lists grants available to its members to promote walking and bicycling.

3. County Programs

- PDCTC [Unified Planning Work Program \(UPWP\)](#): The PDCTC receives federal transportation planning funds which it programs each year in its UPWP. The UPWP typically includes funding for community transportation planning assistance as well as specific local projects, such as sidewalk studies. Please [contact PDCTC staff](#) to discuss potential opportunities for planning assistance.
- The County Planning Department also provides local planning assistance, including mapping and GIS, urban design, and site



The PDCTC publishes an annual work program that includes community-based transportation planning projects.

plan review. Contact the [Planning Department](#) for more information.

- Community Development Block Grants (CDBG): These are federal funds from the U.S. Department of Housing and Urban Development which are administered by the [Planning Department's Community Development and Housing Division](#). Eligible activities include economic development and infrastructure improvements (such as sidewalk construction, road work, and drainage) in areas defined as low and moderate income, or in some cases to benefit disabled persons or the elderly. See the Planning Department's [Community Development & Housing Division website](#) and [e-newsletter](#) for more information.
- The [County Department of Public Works \(DPW\)](#) maintains all County roads. DPW may be able to incorporate walking or bicycling-related elements into a project or coordinate with a municipality to incorporate those elements. Projects are typically scheduled several years out, so early conversations will be the most productive.

4. State/Regional Funds

- [New York State Department of Transportation \(NYSDOT\)](#)
 - The [Multi-Modal Program](#) provides reimbursement funding for capital projects related to five specific modes: rail, port, ferry, airport, and State and local highways and bridges. Projects are nominated by the Governor or a State Legislator and must be approved by a State Committee and determined to be eligible by NYSDOT.
 - In addition to [CHIPS](#) funding and the [Multi-Modal Program](#), NYSDOT provides or authorizes federal and State funding for transportation projects under various programs. When using federal funds, project sponsors must work with NYSDOT's Local Projects Unit to ensure that the federal-aid process is followed correctly. These projects are sometimes referred to as locally-administered federal-aid projects. State funds are typically applied to projects on State roads. See the Federal Funding section for more information.
- The [Governor's Traffic Safety Committee \(GTSC\)](#) provides funding to police agencies for safety-related programs. Funding is coordinated through the County's [Traffic Safety Board](#).
 - Police Traffic Services (PTS) funds targeted enforcement based on crash data.
 - General Highway Safety Grants provide funding to municipalities and non-profit agencies to address safety issues based on local ticket and crash data. Issues may include pedestrian and bicycle safety.
- [Section 402- State and Community Highway Safety Grant Program](#): Section 402 funds are federal funds but are administered by GTSC at the State level. They are intended to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. Funds can be used by municipalities or non-profit organizations for pedestrian and bicycle safety education, outreach, and trainings, as well as traffic law enforcement programs. Funding applications must be endorsed by the County's [Traffic Safety Board](#).

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- [New York State Department of Environmental Conservation \(DEC\)](#)
 - The DEC has a variety of grant programs. Its program for the Hudson River Estuary aims to improve access to the Hudson River Estuary and its tributaries, which includes developing plans and projects to provide recreational and visual access, particularly for Environmental Justice neighborhoods.
- [New York State Energy Research and Development Authority \(NYSERDA\)](#) has some funding programs related to Livable Communities and Sustainable Transportation. It typically partners with NYSDOT on these programs.

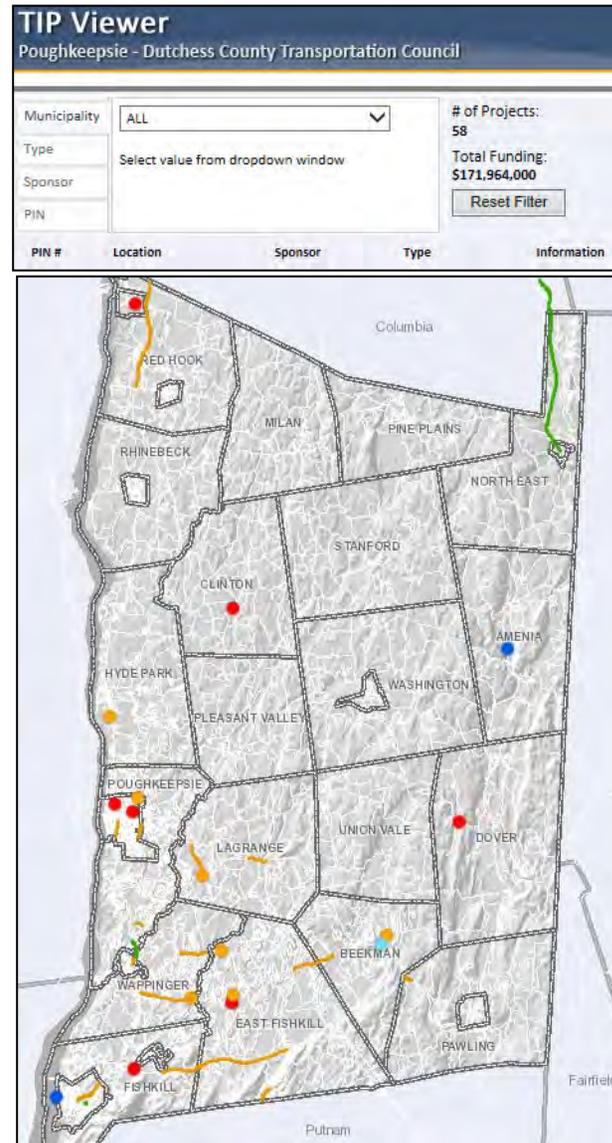
Example: GObike Buffalo, a non-profit organization in Buffalo, used NYSERDA funds (along with other sources) to convene a Complete Streets coalition which worked with the City to implement Complete Streets. The coalition also organized a two-day summit and a neighborhood outreach campaign consisting of a website, videos, ads, and a petition.
- The [New York Department of State \(DOS\) Local Waterfront Revitalization Program \(LWRP\)](#) provides funding and technical assistance to communities along a waterway (including the Hudson River and other designated rivers, lakes, and creeks) to create a Local Waterfront Revitalization Plan. Funding is also available to implement elements of the plan once it is adopted. Many LWRPs include waterfront trails or walkways and other walking and bicycling-related elements.

Example: The City of Binghamton used LWRP funds to implement the City's portion of trails within the [Two Rivers Greenway regional trail system](#).
- [The New York State Office of Parks, Recreation, and Historic Preservation \(OPRHP\)](#) Environmental Protection Fund (EPF) Municipal Grant program funds the acquisition, planning, development, and improvement of parks, historic properties, and heritage areas.
- [The New York State Office of Community Renewal's New York Main Street Program](#) provides funding and technical assistance to strengthen the economic vitality of traditional main streets and neighborhoods. The program provides funds to local governments, business improvement districts and not-for-profit organizations for building renovation and streetscape enhancements such as street trees, street furniture, and signage in historic downtowns, mixed-use neighborhood commercial districts and village centers.
- Economic development programs are another potential source of funding. The [Consolidated Funding Application \(CFA\)](#) is intended to be used to implement the economic development strategies developed by the [Regional Economic Development Councils](#). Some of the Mud-Hudson's strategies include promoting alternative transportation, linking urban centers via greenways, and encouraging transit-oriented waterfront projects.

5. Federal Funds

Most federal transportation funding originates from the federal transportation law in effect at the time. Moving Ahead for Progress in the 21st Century (MAP-21) was enacted in 2012. To be eligible for federal transportation funding, a project must be consistent with the area's current long-range transportation plan, such as [Moving Dutchess \(2011\)](#) and meet the funding program's criteria. If federal funding is available, the PDCTC will issue a call for projects and its Technical Committee will review applications to determine which projects should be added to the [Transportation Improvement Program \(TIP\)](#), the capital program of federally-funded projects. The PDCTC's Executive Committee must approve the TIP. It then becomes part of the official State Transportation Improvement Program (STIP).

Most federal transportation funding is distributed through [NYS DOT-Region 8](#). Programs are typically reimbursement programs and require a local match. See the [PDCTC's Federal Highway Funding webpage](#) for more information.



The PDCTC's TIP Viewer application provides details of all federally-funded transportation projects in the county.

Federal transportation programs relevant for walking and bicycling projects include:

- [Surface Transportation Program \(STP\)](#): These funds may be used for the construction of bicycle transportation facilities, pedestrian walkways, ADA improvements, or transit capital projects, as well as non-construction projects related to safety, such as brochures, public service announcements, and route maps. Projects must be located on a Federal-aid eligible facility.
- [National Highway Performance Program \(NHPP\)](#): These funds may be used to construct walking and bicycling facilities on land adjacent to any highway on the National Highway System (NHS). In Dutchess County, the current NHS covers approximately 240 centerline miles of State highways, including I-84, the Taconic State Parkway, and Routes 9, 9D, 22, 44, 52, 55, 82, and 199 (partial).
- [Transportation Alternatives Program \(TAP\)](#): This program provides funding for the planning, design, and construction of on- and off-road walking and bicycling facilities, including sidewalks, signals, ADA improvements, trails, Safe Routes to School projects, traffic calming, and other projects.

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- [Highway Safety Improvement Program \(HSIP\)](#): HSIP funds can be used to improve a hazardous street location or feature or address a safety problem. The project must be consistent with the State's Strategic Highway Safety Plan (SHSP) and be part of a data-driven, strategic approach. Improvements may include sidewalks, crosswalks and street crossing improvements, shoulder improvements, pedestrian countdown signals, training or education, or other projects.
 - [Recreational Trails Grant Program](#) (administered by the NYS Office of Parks, Recreation and Historic Preservation): Under MAP-21, the Recreational Trails Program is no longer guaranteed but rather must be opted-in by the State each year. The program funds trails for walking, hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding and four-wheel driving.
 - [FTA Section 5307](#) Urbanized Area Formula Program 'enhancement' funds (administered by the Federal Transit Administration): In urbanized areas with populations under 200,000, at least one percent of Section 5307 funds must be used for transit enhancements. This can include walking and bicycling access improvements such as bus stop shelters, benches, bicycle parking racks, ADA upgrades, and other amenities.
- Other Federal Funding Programs:**
- The [Environmental Protection Agency \(EPA\) Smart Growth Implementation Assistance program](#) provides technical assistance to local governments and non-profit partners in either policy analysis or public participation processes related to implementing Smart Growth strategies.
 - The [National Park Service's Rivers, Trails and Conservation Assistance Program](#) provides funding to help community groups, non-profits, and state and local governments plan and design projects that promote access to parks, trails, rivers, and other destinations.
 - The federal [grants.gov website](#) has a database of federal grant programs that can be searched by keyword, category, agency, and other parameters. Consider non-traditional sources. For example, the Centers for Disease Control (CDC) has had funding in the past for 'active living' projects through their Community Transformation Grant program.