

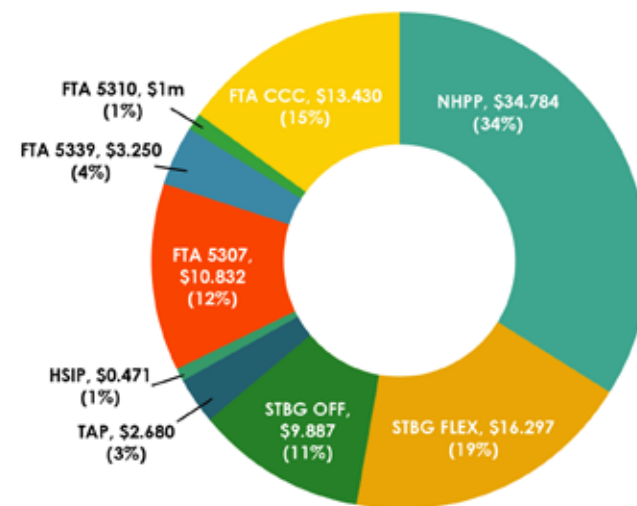
# IX. RECOMMENDED PLAN OF PROJECTS

*Photo by: Gerald Berliner*

The Recommended Plan of Projects identified in the following pages is directly linked to the UCTC’s FFY 2020-2024 Transportation Improvement Program (TIP), recently updated on October 1, 2019. The TIP includes a priority list of proposed federal and state supported projects and strategies to be implemented after the initial adoption of the TIP. A detailed financial summary is provided in each iteration of the TIP. As shown in Figure 9.1, the UCTC 2020 TIP included over \$23 million in FTA related capital projects and \$64 million in FHWA related capital projects supporting local, state and county efforts; required local and state fund matches account for an additional 20% or roughly \$17.4 million.

The 2020 – 2024 TIP/STIP was developed by MPOs statewide in 2018/19. At that time, NYSDOT provided MPOs with anticipated allocations for federal aid-eligible projects. Based on projects programmed during previous TIP years and the amount of federal aid made available to the UCTC planning area for the 2020 – 2024 period, the UCTC once again focused on ensuring that projects with phases already obligated would receive funding priority as opposed to adding new projects. A small number of projects were removed from the TIP which were deemed as no longer necessary or which would be advanced utilizing non-federal shares.

**Figure 9.1: UCTC TIP Funds Distribution, 2020-2024**

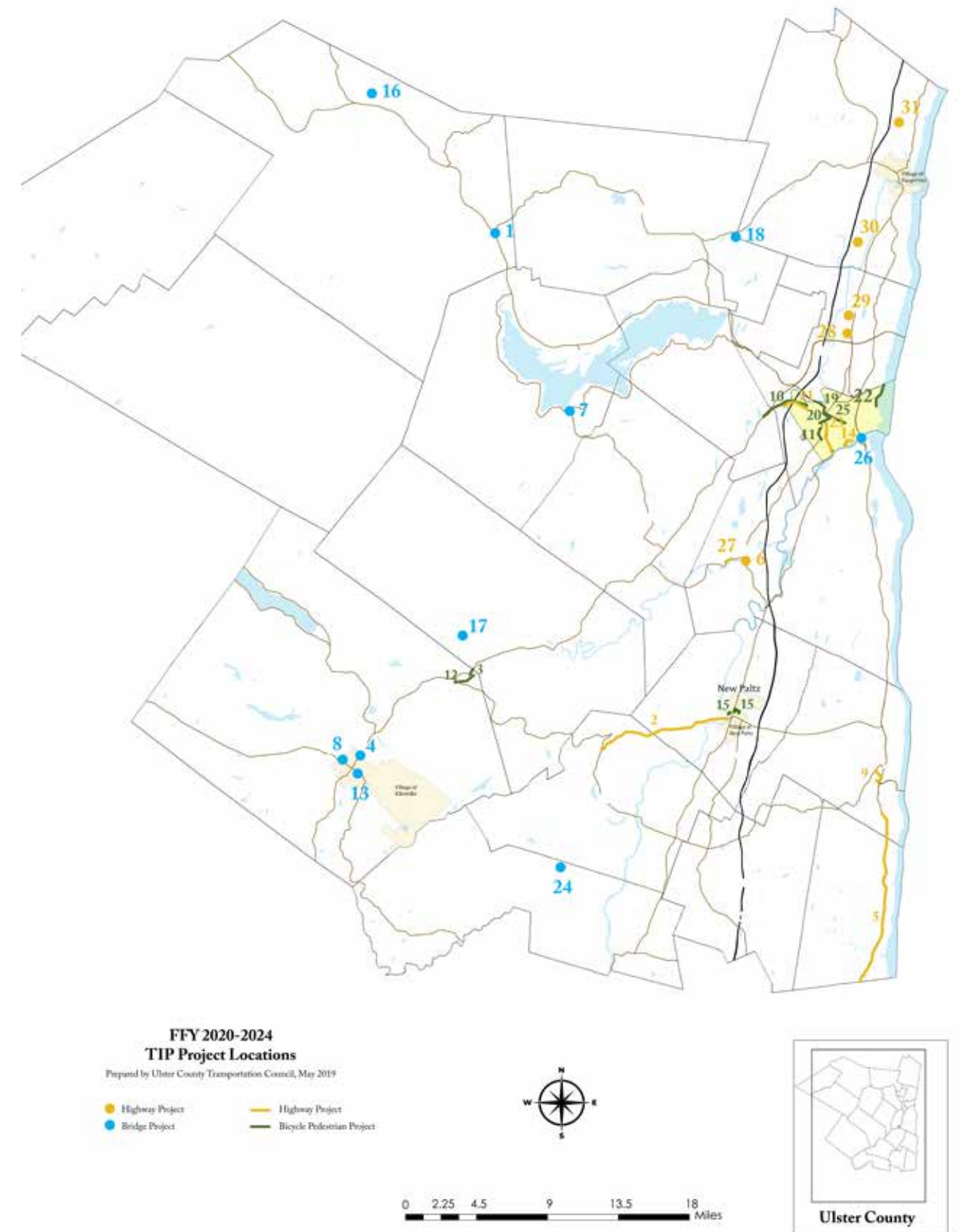


As explained in Section 8, federal aid revenues are not necessarily guaranteed; as such, the Recommended Plan of Projects has been prioritized based on need and the level of funding reasonably expected to be available into the future. Projects currently programmed on the TIP with phases underway/obligated are included as “Short Range” projects. Short Range projects can be expected to be initiated or completed during the 2020 – 2024 TIP or next iterative cycle.

Projects that are currently programmed on the TIP but have not yet commenced are typically included in the “Mid Range” project listing. In this instance, however, no Mid Range projects have been identified, as routine reductions in federal aid to new local projects has been steadily reduced over the past 3 TIP update cycles. No new projects have been added to the TIP in outlying years (except for those with discretionary, independent fund sources) and every project presently listed on the TIP has had funds obligated on one or more phases.

Long Range projects are those that have not yet been included on an approved TIP but may be eligible for federal aid as resources allow in outlying years (2025 – 2045). Long Range projects are organized to conform to the goals and objectives of the UCTC Year 2045 Long Range Transportation Plan but have no specific funding source or sponsor identified at this time. These are sometimes referred to as “conceptual projects” and have been arranged according to the LRTP goals.

**Figure 9.2: 2020 – 2024 Transportation Improvement Program, State and Local Highway, Bridge and Trail Projects (refer to table on following page for project list)**



## SHORT RANGE RECOMMENDED PLAN OF PROJECTS

Map Reference	PIN	Project Name	Municipality
1	801846	Rts 28/Esopus Creek Bridge Replacement BIN 109120	T/Shandaken
2	805111	County Route 7&8-Route299 Roadway Repaving	T/New Paltz Gardiner
3	817747	Route 209 Sidewalk Improvement	T/Warwarsing
4	817749	SR 209/Fantine Kill Brdg Spstr rplemnt BIN 1095450	V/Ellenville
5	823954	Rt 9W Repaving	T/Marlborough&T/Lloyd
6	846059	Lease of T/Rosendale Park & Ride Lot on Route 32	T/Rosendale
7	875713	Route 213 Extension (CR4) Tongore Bridge rep BIN#30	T/Olive
8	875771	Cape Ave/Beerkill Bridge Rehab BIN 3347440	V/Ellenville
9	875781	Tillson Ave: From Route 9W to Route 44/55	T/Lloyd
10	875804	Kingston Rail Trail: Preserve, Improve O & W RR	C/Kgstn&T/Ulst&T/Hrly
11	875913	Route 32 Klingberg Ave to Amy Kay PKWY Sidewalks	C/Kingston
12	875925	D&H Canal/O&W RR Trail	T/Warwarsing
13	875927	Clinton Ave/North Gully Bridge Rehab. Bin#2262980	V/Ellenville
14	876027	Abeel Street: Stage 1	C/Kingston
15	876122	Village of New Paltz Sidewalk Improvements	T/New Paltz
16	876161	Peck Hollow Rd over Peck Hollow Stream	T/Shandaken
17	876175	Fantinekill Bridge Replacement BIN 3347600	T/Rochester
18	876176	Wolven Bridge Replacement over Sawkill BIN 3346510	T/Woodstock
19	876182	Midtown Linear Park Cornell St to Westbrook Ln	C/Kingston
20	876184	Henry St Pedestrian Improvements	C/Kingston
21	876194	Hurley Ave Repaving: Washington Ave to City Line	C/Kingston
22	876199	Hudson Landing Trail	C/Kingston
23	876202	Wilbur Ave repaving from Greenkill Ave to Abeel St	C/Kingston
24	876216	Rehab of BIN 3347510 CR 18 over Shawangunk kill	T/Shandaken
25	878049	Bike/Ped Improvements along Broadway. TEP award	C/Kingston
26	880862	Wurts Street/Dock Street Bin#1007350	C/Kingston
27	881354	RT 213 Sidewalk and road settlement repair in the vicinity of Binnewater	T/Rosendale
28	893244	RR Crossing Improvement: Grant Ave	T/Ulster
29	893245	RR Crossing Improvement: Leggs Mills Rd	T/Ulster
30	893295	RR Crossing Improvement: Glasco Tpke	T/Saugerties
31	893296	RR Crossing Improvement: Peoples Rd	T/Saugerties

## SHORT RANGE TRANSIT PROJECTS

Figure 9.3: UCAT 5 Year Program, 2020-2024 (in total dollars)

	2020	2021	2022	2023	2024	Total
<b>Capital</b>	\$1,895,480	\$626,600	\$1,405,800	\$474,000	\$640,000	<b>\$5,041,880</b>
<b>Preventative Maintenance</b>	\$805,000	\$805,000	\$805,000	\$805,000	\$805,000	<b>\$4,025,000</b>
<b>Project Administration</b>	\$410,000	\$410,000	\$410,000	\$410,000	\$410,000	<b>\$2,050,000</b>
<b>Operating Assistance</b>	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	<b>\$6,000,000</b>
<b>Total</b>	<b>\$4,310,480</b>	<b>\$3,041,600</b>	<b>\$3,820,800</b>	<b>\$2,889,000</b>	<b>\$3,055,000</b>	<b>\$17,116,880</b>

UCAT provides the UCTC with its 5 year capital program at a minimum during each TIP update cycle or when any relevant updates are made which would require similar updates to the UCTC TIP. As shown above, the current UCAT 5 year program includes costs for buses and other capital assets as well as the necessary costs associated with operating the transit system, including Preventative Maintenance, Project Administration, and Operating Assistance. The anticipated 5 year costs of the system are within the anticipated dollars available as estimated within the TIP and through the Financial Plan in the previous section.

## LONG RANGE RECOMMENDED PLAN OF PROJECTS

Long Range projects are organized to conform to the Goals and Objectives of the UCTC Year 2045 Long Range Transportation Plan (Chapter 2) but have no specific funding source or sponsor identified at this point in time. In some cases Long Range projects are generalized. More specific projects are identified where supporting plans and projects exist. (A comprehensive listing of all UCTC plans is included in Figure 9.5 with a detailed analysis of goal conformity and overlap. The supporting planning projects listed below are exemplary and should not be considered exhaustive). In the event that UCTC should issue a call for new projects in advance of 2025, those new projects should also conform to the following goals.

## GOAL 1 – SYSTEM PRESERVATION

Invest in transportation system infrastructure to bring all facilities and modes into a state of good repair.

### *Recommended Long-Term System Preservation Projects*

- ▶ Extending the useful life of existing highway, bridge, and transit facilities through asset management and improved design principles, seeking to maximize longevity of existing facilities.
- ▶ Reconstruction and rehabilitation of existing highway, bridge, and transit facilities in a manner that supports extension of their useful life. New facilities will be designed to be resilient to climate change and multi-modal.
- ▶ Extend the useful life of public transportation facilities – capital rolling stock, terminals, and shelters –to ensure service reliability. New capital rolling stock will be fuel efficient and support multi-modal.
- ▶ The Kingston-Rhinecliff and Mid-Hudson Bridges are maintained at a high standard of condition and traffic functionality.
- ▶ Conduct a local/county Bridge Preservation Repair and Replacement Analysis to establish priorities for capital expenditures.

### *Supporting Plans and Projects*

- ▶ NYSDOT Preservation First/Forward Four Principles.
- ▶ Ulster County Transit System Coordination and Development Plan (2012).
- ▶ Ulster County Pavement Management Program (ongoing).
- ▶ Ulster County Transportation Infrastructure Resiliency and Vulnerability Assessment Planning (future program).
- ▶ City of Kingston Traffic Signal Warrant Evaluation (2020).
- ▶ UCAT Storage Facility Site Selection (2020).



Recent paving of a road in Ulster County.

## GOAL 2 – ECONOMIC VITALITY

Invest in transportation system improvements that are necessary to support the current regional economy and future proposals for economic development.

### *Recommended and Representative Long-Term Economic Vitality Projects*

- ▶ Identify critical transportation investment opportunities in regional activity centers that will result in significant, lasting, and positive economic impacts for the region.
- ▶ Identify innovative strategies to secure adequate financial support for such projects, such as leveraging of discretionary federal aid, including the Better Utilizing Investments to Leverage Development (BUILD) program, Transportation Alternatives Program, FTA unallocated 5307 funds available to Ulster County, and innovative public-private partnerships.
- ▶ Rehabilitation of existing and/or construction of new intermodal facilities in Kingston and New Paltz.
- ▶ Conversion of I-587 from an Interstate highway to a state road, allowing access.
- ▶ Frank Sottile Boulevard/Route 199: Alternative Number 4, Construct East Bound Ramps Only. Town of Ulster.

### *Supporting Plans and Projects*

- ▶ Intermodal Analyses for Kingston (2009) and New Paltz (2015).
- ▶ City of Kingston I-587 at Albany Avenue/Broadway Intersection Study (2011).
- ▶ Washington Avenue Corridor Study (2005).
- ▶ Saugerties Area Mobility Analysis (2007).
- ▶ Marlboro Hamlet Area Transportation Plan (2008).
- ▶ City of Kingston Uptown Stockade Area Transportation Plan (2009).
- ▶ Building a Better Broadway – Corridor Conceptual Design Plan (2015).



Ski lifts at Belleayre Mountain Ski Center, Highmount, NY.

## GOAL 3 – SAFETY

Improve the safety of all users of the transportation system by responding to identified safety deficiencies and proactively addressing future safety needs.

### *Recommended Safety Projects*

- ▶ Improve the function of intersections through improved design that increases safety, reduces delay, and improves mobility.
- ▶ Implement engineering recommendations identified in complete Safe Routes to School Action Plans and similar studies.
- ▶ Implement complete streets policies and programs that improve and modernize central corridors to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
- ▶ Implement public safety awareness programs that improve driver, bicyclist and pedestrian safety.
- ▶ Route 32 at Exit 20 I87 intersection improvements, Town of Saugerties.
- ▶ Route 9W lane re-configuration improvements, Towns of Marlboro and Lloyd.
- ▶ Top 5 recommended projects identified in the Ulster County Road Safety Plan (2020).

### *Supporting Plans and Projects*

- ▶ Washington Avenue Corridor Study (2005)
- ▶ Marlboro Hamlet Area Transportation Plan (2008)
- ▶ City of Kingston Route 32 at Fair Street Intersection Study (2006)
- ▶ City of Kingston/Town of Ulster - Quiet Zone and City of Kingston Pedestrian Safety and Mobility Analysis (2006)
- ▶ Saugerties Area Mobility Analysis (2007)
- ▶ Ulster County Integrated Advance Train Detection and Arrival Prediction Implementation Plan (2008)
- ▶ City of Kingston Uptown Stockade Area Transportation Plan (2009)
- ▶ Town of Ulster – Boices Lane Rail Crossing Study (2013)
- ▶ Ulster County Safe Routes to School Program (2015)
- ▶ Building a Better Broadway – Corridor Conceptual Design Plan (2015)
- ▶ NYS Strategic Highway Safety Plan (2017)
- ▶ Ulster County Road Safety Audits (2019)
- ▶ Ulster County Road Safety Action Plan (2020)
- ▶ City of Kingston Traffic Signal Warrant Evaluation (2020)
- ▶ Rail Trail/Roadway Intersection Inventory and Analysis (2020)
- ▶ Wallkill Valley Rail Trail Community Opportunity Plan (2020)



Empire State Trail

## GOAL 4 – SECURITY

Ensure that transportation system users have a secure environment and that the transportation system provides residents of Ulster County with adequate service in the context of severe weather events.

### *Recommended Long-Term Security Projects*

- ▶ Ensuring a safe, secure and accident-free freight system.
- ▶ All at-grade rail crossings are designed in a manner that will protect motorists, pedestrians, bicyclists, and area residents and prevent collisions.

### *Supporting Plans and Projects*

- ▶ City of Kingston/Town of Ulster - Quiet Zone and City of Kingston Pedestrian Safety and Mobility Analysis (2006)
- ▶ Ulster County Integrated Advance Train Detection and Arrival Prediction Implementation Plan (2008)
- ▶ NYS Strategic Highway Safety Plan (2010)
- ▶ 2009 NYS Rail Plan

## GOAL 5 – MOBILITY AND RELIABILITY

Provide for efficient and reliable travel by all modes by investing in strategies that mitigate both recurring and non-recurring congestion.

### Recommended Long-Term Mobility and Reliability Projects

- ▶ Improve transit and service frequency and reliability along critical corridors, including NYS RT32, 9W, Broadway Kingston, and US 209.
- ▶ Improve transit service and frequency between critical nodes, such as schools, hospitals, essential services, regional transit centers and regional activity centers.
- ▶ Ensure appropriate transit support facilities are available to handle increase transit ridership and service needed capital investments.
- ▶ Integrate technology that will improve transit service efficiency and increase ridership, including Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) and other driver, dispatch and passenger information and on-board systems.
- ▶ Invest in facilities that encourage alternative modes of transportation, such as transit, pedestrian and bicycle facilities, including sidewalks, trails and bike facilities integrated into transit capital improvements.
- ▶ Implement or upgrade regional Intelligent Transportation Systems (ITS) technology along regional corridors of significance, including integrated signal technology, emergency signal preemption, advanced signal detection along rail lines, automatic toll collection, and traffic monitoring.
  - ▶ E.g. transit signal prioritization to permit signal preemption for transit buses along Route 299 at the Chestnut Street, Manheim Boulevard, Cherry Hill Road, and Putt Corners Road intersections.
- ▶ Establish a mobility management program to coordinate existing and future services of public, not-for-profit and private transportation throughout the Mid-Hudson region.
- ▶ Rehabilitation of existing and/or construction of new intermodal facilities in Kingston and New Paltz.
- ▶ Explore options for encouraging micromobility as a means of providing first mile/last mile connectivity between transit and destinations.
- ▶ Explore options for implementing mobility as a service (MAAS) technologies and route planning as a means of improving access to and enhancing existing transportation services.



Route 209, Hurley, NY.

### Supporting Plans and Projects

- ▶ City of Kingston/Town of Ulster - Quiet Zone and City of Kingston Pedestrian Safety and Mobility Analysis (2006)
- ▶ Saugerties Area Mobility Analysis (2007)
- ▶ Marlboro Hamlet Area Transportation Plan (2008)
- ▶ Ulster County Integrated Advance Train Detection and Arrival Prediction Implementation Plan (2008)
- ▶ Ulster County Non-Motorized Transportation Plan (2008)
- ▶ Kingston Intermodal Facility Site Location and Conceptual Design Analysis (2009)
- ▶ Finding Rosendale Circulation and Access Plan (2015)
- ▶ New Paltz Intermodal Facility Plan (2015)
- ▶ Building a Better Broadway – Corridor Conceptual Design Plan (2015)
- ▶ Ulster County Coordinated Human Services Transportation and Public Transit Plan (2017)
- ▶ Ulster County Transit Integration Plan (2018)
- ▶ Marlboro/Lloyd Route 9W Corridor Management Plan (2019)
- ▶ City of Kingston Traffic Signal Warrant Evaluation (2020)
- ▶ Mid Hudson Valley Congestion Management Plan Update (2020)
- ▶ Connect Mid Hudson Regional Transit Plan (2020)



Aerial view of the Ulster County Area Transit (UCAT) Building.

## GOAL 6 – ACCESSIBILITY AND CONNECTIVITY

Create and maintain a well-connected transportation system that provides access throughout Ulster County for people and goods travelling by all modes.

### *Recommended Long-Term Accessibility and Connectivity Projects*

- ▶ Continue to fill gaps in the existing non-motorized transportation system in an effort to create a seamless regional non-motorized system of transportation.
- ▶ Invest in filling gaps in the existing sidewalk network throughout Ulster County's activity centers through sidewalk and shoulder construction, reconstruction and rehabilitation projects.
- ▶ Invest in complete streets projects within all activity centers with a specific focus on key corridors. Focus on facilities such as improved crosswalks, bike lanes and other amenities that facilitate alternative forms of transportation among a population of varying physical abilities and means of transportation.
- ▶ Evaluate the need for facilities that meet Americans with Disabilities Act standards and program the necessary measures to ensure compliance within applicable federal-aid eligible facilities.
- ▶ Establish or improve wayfinding facilities to foster a coordinated approach to mobility and access of business, cultural and other critical facilities throughout the county and region.
- ▶ Conversion of I-587 from an Interstate highway to a state road, allowing access.
- ▶ I87 Exit 18 and Rte 299 congestion mitigation and alternative improvements, Town of New Paltz.

### *Supporting Plans and Projects*

- ▶ City of Kingston - Route 32/Fair Street Intersection Alternatives Analysis (2006)
- ▶ Ulster County Non-Motorized Transportation Plan (2008)
- ▶ Saugerties Area Mobility Analysis (2007)
- ▶ Marlboro Hamlet Area Transportation Plan (2008)
- ▶ City of Kingston - Intermodal Facility Site Location and Conceptual Design Analysis (2009)
- ▶ City of Kingston - Uptown Stockade Area Transportation Plan (2009)
- ▶ City of Kingston - I-587 at Albany Avenue/Broadway Intersection Study (2011)
- ▶ Finding Rosendale Circulation and Access Plan (2015)
- ▶ Building a Better Broadway – Corridor Conceptual Design Plan (2015)
- ▶ Wallkill Valley Rail Trail Community Opportunity Plan (2020)
- ▶ Connecting Kingston Signage and Wayfinding Plan (2020)
- ▶ Ellenville/Wawarsing Signage and Wayfinding Plan (2020)
- ▶ Ulster and Delaware Corridor Revitalization Study (2020)
- ▶ UCTC Community Sidewalk Digitization and ADA Assessment (2020)

## GOAL 7 – PROTECT AND ENHANCE THE ENVIRONMENT

Contribute to making Ulster County a sustainable place by protecting and enhancing the natural and built environment, reducing greenhouse gas and other motor vehicle emissions, supporting sustainable construction and maintenance practices, and coordinating land use and transportation plans.

### *Recommended Long-Term Projects that Protect and Enhance the Environment*

- ▶ Reduce or eliminate risks at all at-grade railroad crossings in an effort to mitigate the effects of train horn noise and establishing new quiet zones, particularly in densely-populated areas.
- ▶ Design and construct transportation facilities that reduce if not avoid altogether impacts to the natural environment.
- ▶ Support the design and construction of transportation facilities that lessen impacts on water quality and decrease species mortality and habitat loss.
- ▶ Incorporate the use of sustainably-manufactured and reused materials in the design and construction process.
- ▶ Invest in infrastructure necessary to expand the use of alternative fuel vehicles among citizens and public and private sector organizations.
- ▶ Support Ulster County Department of the Environment's efforts toward county fleet vehicle electrification.
- ▶ Support Ulster County Area Transit's efforts toward transit fleet electrification.
- ▶ Improve access to EV charging stations for Ulster County residents and visitors.



EV Charging station at the Ulster County Office Building. Daily Freeman

### *Supporting Plans and Projects*

- ▶ City of Kingston/Town of Ulster - Quiet Zone and City of Kingston Pedestrian Safety and Mobility Analysis (2006)
- ▶ Ulster County Non-Motorized Transportation Plan (2008)
- ▶ Ulster County Transportation Infrastructure Resiliency and Vulnerability Assessment Planning (programmed 2015/16)
- ▶ Wallkill Valley Rail Trail Community Opportunity Plan (2020)
- ▶ Mid Hudson Valley Congestion Management Plan Update (2020)
- ▶ Connect Mid Hudson Regional Transit Plan (2020)
- ▶ Building a Better Broadway – Corridor Conceptual Design Plan (2015)
- ▶ Ulster County Transportation Council Metropolitan Transportation Plan Section on Sustainability, Climate Change and Transportation Resilience



Ellenville, NY. Photo Credit: Gerald Berliner

## DOCUMENTATION OF FISCAL CONSTRAINT

As explained in Section 8, this plan is required to demonstrate that recommended expenditures, adjusted by agreed upon inflation rates, do not exceed reasonably expected revenues that were developed through a cooperative process involving UCTC, NYSDOT, and Ulster County as the primary transit operator. It is also incumbent upon UCTC to demonstrate the fiscal capability to maintain and operate the regional transportation facilities included in the LRTP.

The revenue forecast shown in Section 8 is broken into multi-year blocks to assist in the matching of revenue and expenditure. The recommended plan of projects is treated in a similar manner for the initial phases of the LRTP, with Short Term recommendations matching the first revenue period (2020 – 2024) and Mid Term recommendations the second revenue period (2025 – 2045). As seen above, UCTC made the decision to address Long Term recommendations in a more goal-driven conceptual manner, based on the recognition that each five year update of the LRTP will recognize additional project actions in what are the out-years of this plan. While it is very useful to compare estimated expenditures with forecasted revenue on a time period basis, UCTC understands that it is the entire LRTP that must demonstrate fiscal constraint.

As shown in Table 9.4, while there may need to be minor adjustments to the short term program when the current Transportation Improvement Program is updated, the LRTP is well within the requirements of fiscal constraint. Additional definition of the FTA program will also be required, but proposed bus replacement and capital needs outlined among the Long- term recommendations can be accommodated within available revenue.

**Figure 9.4: UCTC Long Range Transportation Plan Fiscal Analysis Core Federal Aid Program Areas**

All Figures in Millions of \$

	2020-2024			2025-2045		
	Revenue (Actual)	Project Costs (Actual)	Revenue - Cost	Revenue Forecast	Project Costs	Revenue - Cost
<b>FHWA Programs</b>						
National Highway Performance Program (NHPP)	\$34.784	\$34.784	0	\$77.354	\$77.354	0
Surface Transportation Block Grant Program (STGP FLEX)	\$16.297	\$16.297	0	\$39.917	\$39.917	0
STBGP Off-System Bridge (STBGP-OFF)	\$9.887	\$9.887	0	\$24.745	\$24.745	0
Highway Safety Improvement Program (HSIP)	\$0.471	\$0.471	0	\$1.980	\$1.980	0
<b>FHWA Total</b>	<b>\$61.439</b>	<b>\$61.439</b>	<b>0</b>	<b>\$143.997</b>	<b>\$143.997</b>	<b>0</b>

<b>FTA Programs</b>			
Sec 5307	\$10.832	\$10.832	0
Section 5310	\$0.600	\$0.600	0
Section 5339	\$3.250	\$3.250	0
Inter-County Commuter Bus, Mid Hudson TMA	\$13.430	\$13.430	0
<b>FTA Total</b>	<b>\$28.112</b>	<b>\$28.112</b>	<b>0</b>

The UCTC LRTP does not include specific cost estimates for mid-term or long-term transit actions. Transit capital needs, operating services and other associated costs are funded according to available resources. The projected capital needs are not expected to exceed available capital revenue.

The above table illustrates the results of a fiscally-constrained 5-year, short term plan of projects. Given that all projects and fund sources are tied directly to the UCTC 2020-2024 TIP, all known project costs are accounted for.





Critical Bridge Over Water Program bridge replacement on Rtes 44/55, Town of Gardiner.

The goal-driven approach to recommended projects, actions, and programs when combined with the fiscal analysis demonstrates UCTC's commitment and capability to maintain and operate the regional multimodal transportation system. As noted in the determination of needs, UCTC is committed to an affordable transportation system. As a result, the recommended plan does not include construction of new facilities that will add to the maintenance burden of local governments or NYSDOT. Any new facilities of significant stature and complexity would need to be financed through discretionary funds (such as the Federal Better Utilizing Investments to Leverage Development (BUILD) program) and/or new, public/private sources. The multicounty asset management preservation program that NYSDOT Region 8 used to direct funding to pavement, bridge, and ancillary asset needs provides a methodology for meeting the infrastructure preservation needs of the State highway system.

UCTC does acknowledge the concern about the fiscal capability of local governments to address transportation system needs of facilities under their jurisdiction. As noted previously, federal aid for local

projects is severely limited as a result of lack of growth if the FHWA programs and direction of a greater share of the overall program to the National Highway System. The CHIPS program provides the only direct source of state resources for local road and bridge construction. Funding major asset needs from local general budgets remains a challenge. UCTC is committed to directing its resources to the most critical local system needs when they are available.

## INNOVATIVE FINANCING OF TRANSPORTATION PROJECTS

Continued inability of the US Congress of pass meaningful and timely transportation funding legislation, combined with the uncomfortable regularity of global economic disruptions has made it clear that states, MPOs and regions must develop new, innovative methods of funding transportation projects outside of the traditional federal reimbursement framework that states have relied upon for nearly 7 decades.

### THE FAST ACT INNOVATIVE FINANCE PROGRAMS

The FAST Act created the National Surface Transportation and Innovative Finance Bureau, a new office intended to help streamline and improve the application process for the Department's credit assistance programs. Specifically, the FAST Act does the following:

- ▶ **Leveraging Federal Dollars.** The Transportation Infrastructure Finance and Innovation Act (TIFIA) program leverages federal dollars by facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects more quickly. While the FAST Act cuts funding to the TIFIA program, it reduces the minimum project size for TIFIA, provides funding to cover the loan evaluation costs typically borne by the borrower, and provides flexibility to States to use Federal formula dollars to cover credit subsidy costs.
  - ▶ **Increases Eligible Projects Under RRIF.** The Railroad Rehabilitation and Improvement Financing (RRIF) program lends funds to entities that are building rail infrastructure. The FAST Act makes transit-oriented-development elements of passenger rail station projects eligible for RRIF.
- Further, the FAST Act creates the National Surface Transportation and Innovative Finance Bureau (Bureau) to provide assistance and communicate best practices to project sponsors looking to take advantage of DOT credit programs. The Bureau will help:
- ▶ **Streamline the application process for DOT credit programs.** The FAST Act directs the Bureau to improve the application processes for Departmental credit programs through streamlined review and transparent approval processes.
  - ▶ **Promote innovative financing best practices for Public Private Partnerships (PPP) across all modes.** The FAST Act ensures DOT credit assistance provided to PPP projects is transparent to the public.

**Coordinate the progress of environmental review and permitting process.** Consistent with the Department's goals to improve project timelines, the Act requires the Bureau to coordinate efforts to improve efficiency and effectiveness of the environmental review and permitting process.

Other approaches may include:

- ▶ **State and regional bonds.** State legislatures should propose ballot initiatives that provide significant bonding to repair, replace and, where necessary, expand transportation facilities. The favorability of such initiatives could be improved by encouraging regional economic development councils to focus bond efforts toward regional needs, thereby emphasizing the benefits to the local system.
- ▶ **New revenue streams.** Expanded tolling, increases in state and federal gas taxes, sales taxes, EV user fees, mileage-based user fees and other potential revenue sources.
- ▶ **Alternative fund source identification.**
  - ▶ Greater private participation in infrastructure development by transferring risk and responsibility from public project sponsors to private sector engineers, contractors and investors.
  - ▶ The City of Kingston has effectively been utilizing state funds, such as the NYSERDA “Cleaner Greener” and NYSDEC Smart Growth programs as part of the local share or as a means of supplementing the federal share of project costs for sidewalks and traffic signals.

## TRANSIT BUS INTEGRATION

In September 2016, the finalized Ulster County/City of Kingston Sales Tax Agreement acknowledged the importance of intermunicipal cooperation and further sought to “facilitate a single bus transit system within the County, and operated by the County, so long as such system does not result in any additional cost to the County.” UCTC began the Bus Transit Integration project to explore issues which affect the current nature of transit service in Ulster County and to provide local leaders and the public with the information necessary to clearly and objectively evaluate the benefits and costs associated with consolidating services

In July of 2019, Kingston Citibus officially ceased operations and UCAT began operating 3 new routes and paratransit services in the City. To date, operations continue to be adjusted to guarantee optimum service for Kingston residents. Ridership has been steadily improving as UCAT staff continually evaluates service and optimizes routes to best serve riders.

**Figure 9.5: Long Term Plans and Projects Conformity with LRTP Goals**

Plans and Projects	Goal 1 - System Preservation	Goal 2 - Economic Vitality	Goal 3 - Safety	Goal 4 - Security	Goal 5 - Mobility & Reliability	Goal 6 - Accessibility & Connectivity	Goal 7 - Protect the Environment	Goal 8 - Equity
<b>Plans and Projects (listed in the order by which they were completed)</b>								
Ulster County Pavement Management Program (ongoing)	▲							
Ulster and Delaware Corridor Revitalization Study (programmed 2020)		▲				▲	▲	
Ulster County Transportation Infrastructure Resiliency and Vulnerability Assessment Planning (programmed 2020)	▲	▲	▲	▲	▲		▲	▲
Rail Trail/Roadway Intersection Inventory and Analysis (ongoing 2020)			▲		▲	▲		▲
UCTC Community Sidewalk Digitization and ADA Assessment (ongoing 2020)	▲		▲			▲		▲
Wallkill Valley Rail Trail Community Opportunity Plan (2020)		▲	▲			▲	▲	
Ellenville/Wawarsing Signage and Wayfinding Plan (2020)		▲	▲			▲		
Ulster County Road Safety Action Plan (2020)			▲	▲	▲			
City of Kingston Traffic Signal Warrant Evaluation (2020)	▲		▲		▲			▲
Connecting Kingston Signage and Wayfinding Plan (2020)		▲	▲			▲		
Marlboro/Lloyd Route 9W Corridor Management Plan (2019)	▲	▲	▲		▲	▲		

Figure 9.5: Long Term Plans and Projects Conformity with LRTP Goals

Plans and Projects	Goal 1 - System Preservation	Goal 2 - Economic Vitality	Goal 3 - Safety	Goal 4 - Security	Goal 5 - Mobility & Reliability	Goal 6 - Accessibility & Connectivity	Goal 7 - Protect the Environment	Goal 8 - Equity
Ulster County Road Safety Audits (2019)			▲	▲	▲			
Ulster County Safe Routes to School Program (2015)			▲	▲	▲	▲		▲
Building a Better Broadway – Corridor Conceptual Design Plan (2015)	▲	▲	▲		▲	▲	▲	▲
Finding Rosendale Circulation and Access Plan (2015)		▲	▲			▲		
Town of Ulster – Boices Lane Rail Crossing Study (2013)	▲	▲	▲		▲			
City of Kingston Uptown Stockade Area Transportation Plan (2009)		▲	▲		▲	▲		▲
Marlboro Hamlet Area Transportation Plan (2008)	▲	▲	▲		▲	▲		
Ulster County Non-Motorized Transportation Plan (2008)		▲	▲		▲	▲	▲	▲
Saugerties Area Mobility Analysis (2007)	▲	▲	▲		▲	▲	▲	▲
City of Kingston/Town of Ulster - Quiet Zone and City of Kingston Pedestrian Safety and Mobility Analysis (2006)		▲	▲	▲			▲	▲
City of Kingston Route 32 at Fair Street Intersection Study (2006)	▲		▲		▲		▲	
Washington Avenue Corridor Study (2005)	▲	▲	▲		▲		▲	

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Plans and Projects	Goal 1 - System Preservation	Goal 2 - Economic Vitality	Goal 3 - Safety	Goal 4 - Security	Goal 5 - Mobility & Reliability	Goal 6 - Accessibility & Connectivity	Goal 7 - Protect the Environment	Goal 8 - Equity
Frank Sottile Boulevard/Route 199: Alternative Number 4		▲			▲	▲		
Conversion of I-587 from an Interstate highway to a state road, allowing access.		▲	▲		▲	▲		▲
<b>Regional and State Plans</b>								
Mid-Hudson Congestion Management Process (2020)		▲			▲	▲		
Mid-Hudson Transit Plan (Connect Mid Hudson) (2020)					▲	▲		▲
NYS Transportation Asset Management Plan for the NHS (2019)	▲	▲			▲	▲		
NYS Freight Transportation Plan (2019)		▲		▲	▲	▲		
NYS Highway Safety Improvement Program (HSIP) Strategic Highway Safety Plan (2017)			▲			▲	▲	▲
NYS Pedestrian Safety Action Plan (2016)			▲		▲	▲	▲	▲
<b>Transit Plans and Projects</b>								
Transit System Electrification (2020)					▲	▲	▲	▲

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Plans and Projects	Goal 1 - System Preservation	Goal 2 - Economic Vitality	Goal 3 - Safety	Goal 4 - Security	Goal 5 - Mobility & Reliability	Goal 6 - Accessibility & Connectivity	Goal 7 - Protect the Environment	Goal 8 - Equity
Improve transit and service frequency and reliability along critical corridors and within urban centers		▲			▲	▲	▲	▲
UCAT Storage Facility Site Selection (2020)					▲	▲	▲	▲
Connect Mid Hudson Regional Transit Plan (2020)					▲	▲	▲	▲
Ulster County Transit Integration Plan (2018)		▲			▲	▲	▲	▲
Ulster County Coordinated Human Services Transportation and Public Transit Plan (2017)					▲	▲	▲	▲
New Paltz Intermodal Facility Plan (2015)		▲			▲	▲	▲	▲
Ulster County Transit System Coordination and Development Plan (2012)		▲			▲	▲	▲	▲
City of Kingston - Intermodal Facility Site Location and Conceptual Design Analysis (2009)		▲	▲		▲	▲	▲	▲