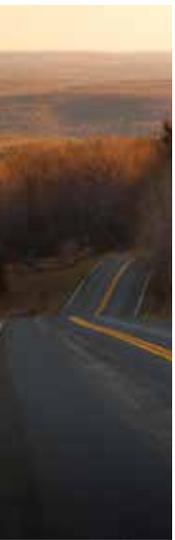
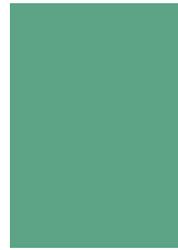




# 2045 Long Range Transportation Plan

For the Period October 1, 2020  
to September 30, 2024



**Prepared By:**

Ulster County Transportation Council

244 Fair Street, Kingston, NY 12402-1800

<https://ulstercountyny.gov/transportation-council>

# 2045 LONG RANGE TRANSPORTATION PLAN

For the Period October 1, 2020 – September 30, 2024

*This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, divisions of the U.S. Department of Transportation. The views and opinions expressed herein do not necessarily reflect those of the U. S. Department of Transportation.*

## POLICY COMMITTEE MEMBERS

**Patrick K. Ryan, Ulster County Executive**  
*UCTC Chair*

Steven Noble, Mayor  
*City of Kingston*

James Quigley III, Supervisor  
*Town of Ulster*

Fred Costello Jr., Supervisor  
*Town of Saugerties*

William Murphy, Mayor  
*Village of Saugerties*

Matthew J. Driscoll, Exec. Dir.  
*NYS Thruway Authority*

Jeanne Walsh, Supervisor  
*Town of Rosendale*

Michael Baden, Supervisor  
*Town of Rochester*

Frederick Pizzuto, Supervisor  
*Town of Lloyd*

Neil Bettez, Supervisor  
*Town of New Paltz*

Joseph G. Croce, Supervisor  
*Town of Plattekill*

Jeff Kaplan, Mayor  
*Village of Ellenville*

William McKenna, Supervisor  
*Town of Woodstock*

Marie Therese Dominguez, Commissioner  
*NYS Department of Transportation*

Dennis Doyle, Director

PO Box 1800  
244 Fair Street, 3rd Floor  
Kingston, New York 12402-1800

<https://ulstercountyny.gov/transportation-council>

# RESOLUTION 2020-11

## ADOPT THE ULSTER COUNTY TRANSPORTATION COUNCIL YEAR 2045 LONG RANGE TRANSPORTATION PLAN.

**WHEREAS**, the Ulster County Transportation Council (UCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning processes for its respective Metropolitan Planning Area (MPA); and,

**WHEREAS**, Federal regulations require that each MPO shall develop a long range transportation plan (LRTP) from which the transportation improvement program (TIP) shall be derived; and

**WHEREAS**, a portion of Ulster County is within the Federally designated Mid-Hudson Valley, New York, Transportation Management Area (TMA), and shares regional transportation planning and programming responsibilities with Dutchess and Orange Counties and a portion of New Jersey, including the coordination of a congestion management process (CMP); and

**WHEREAS**, Federal surface transportation programs are the responsibility of the UCTC and authorized by the Fixing America's Surface Transportation (FAST) Act; and

**WHEREAS**, the UCTC last adopted a LRTP in 2015 with a horizon date of 2040; and

**WHEREAS**, for these proposed amendments, the UCTC, in cooperation with the New York State Department of Transportation (NYSDOT) and transit operators, has reviewed and documented compliance of its planning process with adopted *UCTC Operating Procedures*, UCTC public notice procedures, and all existing federal rules and regulations, including Fixing America's Surface Transportation (FAST) Act requirements; and.

**WHEREAS**, the UCTC has updated its LRTP to Year 2045 based upon new data collected and forecasted; and

**WHEREAS**, the UCTC's Year 2045 Long Range Transportation Plan sets the planning and programming priorities for the entire UCTC metropolitan planning area transportation system; and

**WHEREAS**, at the time of the LRTP's adoption, the UCTC was classified as being an air quality attainment area and, therefore, the LRTP was not required to demonstrate air quality conformity with Federal and state air quality conformity requirements.

## RESOLUTION 2020-11

**NOW, THEREFORE BE IT RESOLVED**, that the Ulster County Transportation Council adopts the Year 2045 Long Range Transportation Plan for the entire UCTC metropolitan planning area; be it further

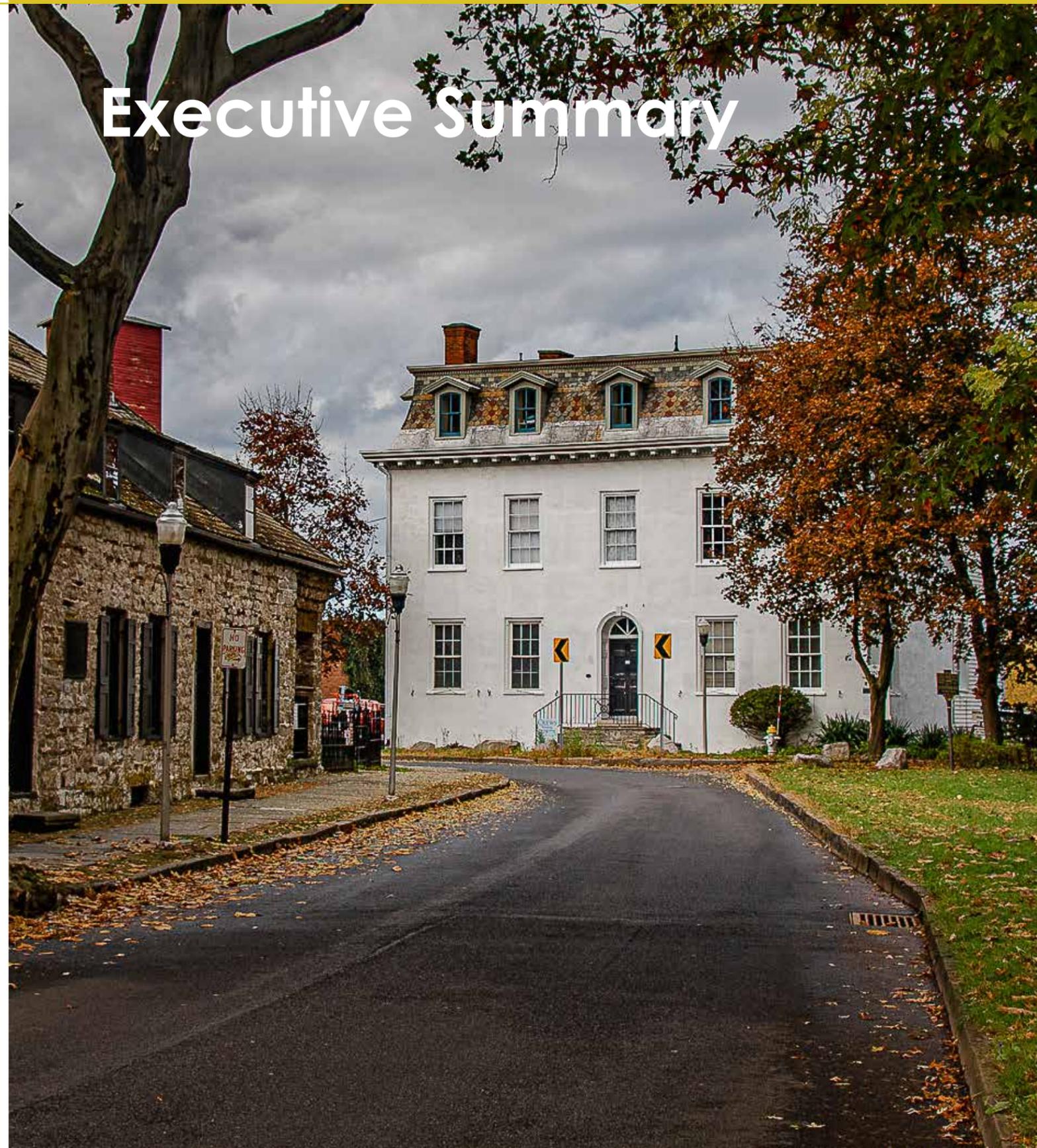
**RESOLVED**, that the Director of the Ulster County Transportation Council authorizes the Secretary to transmit the Year 2045 Long Range Transportation Plan to the New York State Department of Transportation (NYSDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and other appropriate Federal and state agencies to satisfy all current reporting requirements.

**CERTIFICATE**, the undersigned, duly qualified and acting Secretary of the Ulster County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by a vote on September 22, 2020

Sep 22, 2020

Date

By   
Lance MacMillan (Sep 22, 2020 12:52 EDT)  
Lance MacMillan, P.E., Secretary,  
Ulster County Transportation Council



# Executive Summary

*Photo by: Gerald Berliner*

## WELCOME

WELCOME to the Ulster County Transportation Council's (UCTC) 2045 Long Range Transportation Plan (LRTP). The Plan presents a 25-year strategic vision that will guide our region's transportation planning and investment decisions. The Plan continues an inclusive effort led by UCTC staff to consult with individuals, agencies and communities in the development of a plan that addresses the critical needs of all elements of our surface transportation system.

The 2045 LRTP recommends investments in the transportation system that will provide the foundation on which the County can build to achieve its quality of life, economic development, environmental protection, public health, and social equity goals. In each of the Plan's 8 goals of System Preservation, Economic Vitality, Safety, Sustainability, Mobility, Accessibility, Environmental Enhancement, and Equity, can be found direction for transportation investments that will help to ensure stronger, more equitable communities.

The Plan profiles the County's unique geography, workforce, and social characteristics, providing critical insights regarding how these affect our transportation system today and the likely concerns that will emerge in the future. Metrics on road and bridge conditions, traffic congestion, commutation patterns, transit service and facilities, as well as progress on our expanding trail system have been included to help guide our investment decisions. Within the Plan you will also find discussions on our population growth, land use patterns, topography, streams and rivers, commutation patterns, and how each of these add to the challenges presented by aging infrastructure, a changing climate, flat federal revenues, and stretched local budgets.

The Plan uses its goals and data to make better-informed decisions about how to invest our available funding. It sets targets around major factors such as safety and holds those investments accountable for results. The Plan's Goals, Objectives and Performance Measures provide a basis for focusing limited public dollars on the investments that improve safety, grow the economy, and allow the transportation system to benefit all users. At the heart of this performance-based effort is desire for better connected and productive communities.

The Plan estimates available federal financial resources in the order of 62 to 67 million dollars every five years for the life of the Plan and an additional 54 to 58 million in state funds, as well as roughly 5 million in local funds. Over the life of the Plan nearly 620 million dollars is anticipated in state and federal aid.

The Plan goes on to identify 31 short term projects including highway repairs and bridge replacements as well as new trail construction. Transit projects involving state of good repair total over 17 million during the Plan's first five years. The long-term projects in the Plan draw from UCTC's studies and are included under the broad categories of system preservation, economic vitality, safety, security, mobility and reliability, accessibility and connectivity, and environmental enhancement.

UCTC thanks all who participated in the development of the Plan; local officials, agencies and individuals added to the accuracy and direction of the Plan elements. The UCTC also thanks our federal and state partners for their technical and financial support that has been provided throughout the Plan development process.

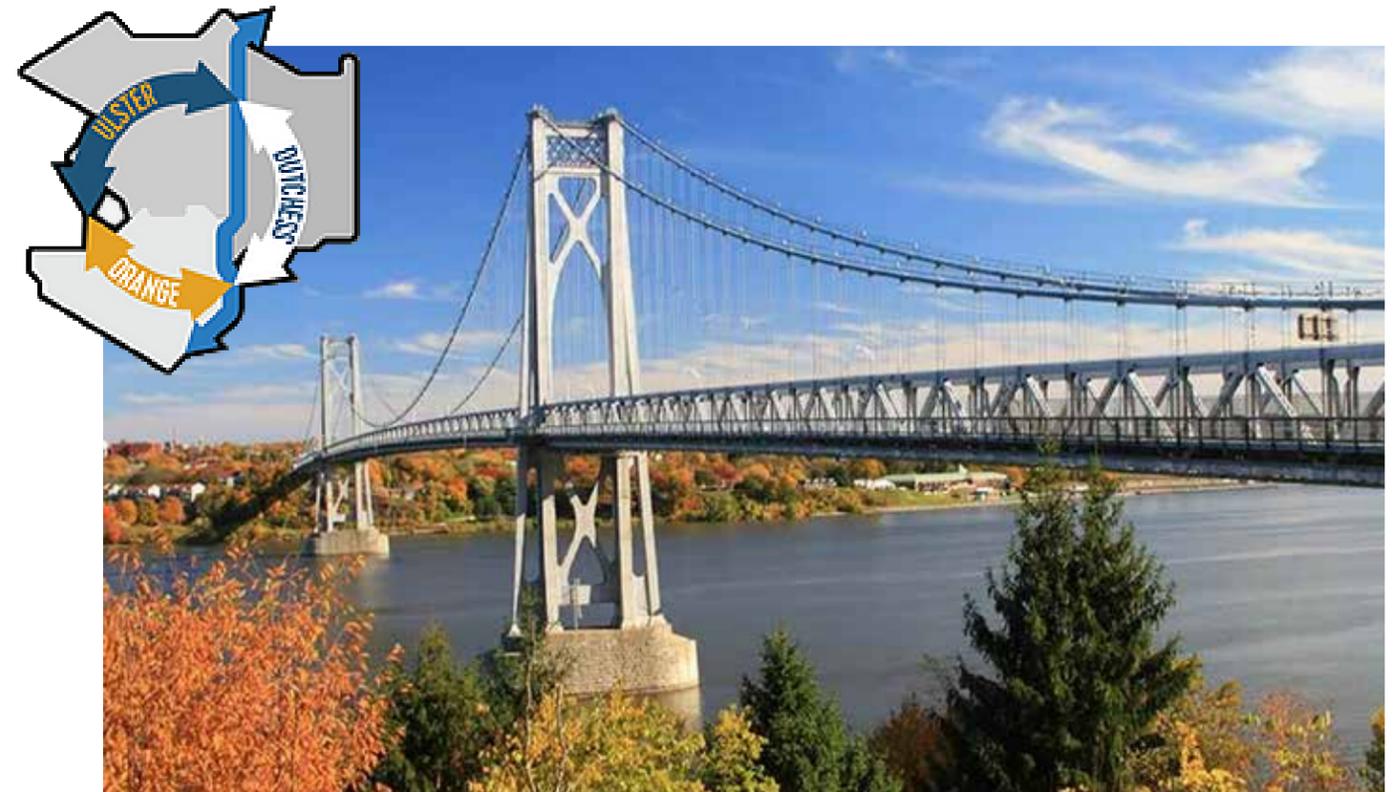
In the end, the Plan is successful if it presents compelling reasons for its recommendations that are translated into actions by those charged with implementation. The UCTC, in its role as the Metropolitan Planning Organization for Ulster County, and working with our federal, state and regional partners, will continue to foster knowledge building and technology transfer that help to maximize transportation's contribution to economic development and quality of life in our area.

## I. INTRODUCTION

**The Vision for Plan 2045 is a transportation system that is capable of affordably supporting its vibrant communities, and that all members of those communities are provided safe access to all modes of travel, thereby supporting a robust economy and high quality of life.**

UCTC is the designated Metropolitan Planning Organization (MPO) for the Kingston Urbanized Area and a portion of the Mid Hudson Transportation Management Area (TMA). The MPO is required to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan (long range) transportation plan.

UCTC decision-making authority rests with its Policy Committee voting members, which are comprised of Chief Elected Officials from across Ulster County, as well as the NYS Department of Transportation and the NYS Thruway Authority.



**Mid-Hudson Bridge crossing the Hudson River in Poughkeepsie, New York.  
Photo Credit: Connect Mid Hudson**

## II. PUBLIC PARTICIPATION

### Public participation for Plan 2045 included:

- ▶ Remote public workshops;
- ▶ Stakeholder roundtables with individuals in the private sector, interest groups, and non-governmental agencies;
- ▶ On-line Survey; and
- ▶ Media Coverage including Spanish speaking radio appearance.



Kingston Greenline.



Engineering consultants conduct a site visit with U.C. Planning staff and Community Advisory Committee.

The on-line survey captured **365** responses including motorists, transit riders, pedestrians, bicyclists and those with mobility devices; over **80** percent of respondents live (**43%**) or live and work (**41.9%**) in Ulster County.

Out of all eight Plan goals, accessibility and connectivity, transportation equity, and safety were ranked the highest in importance by survey participants.

## III. PROFILE OF THE REGION

The Plan estimates that Ulster County will continue to have a modest rate of growth for the next 25 years, but remain below **200,000** in 2045. The 2018 estimate is **179,303**, down **1.75%** since the 2010 Census. An additional **50,000** people flow into the County during the summer months from second home ownership, large and numerous campgrounds, a booming short-term rental market, and multiple state parks; This influx boosts utilization of the transportation system.

### The top employment sectors include:



Health Care and Social Services



Retail Trade



Accommodation and Food Services



Educational Services



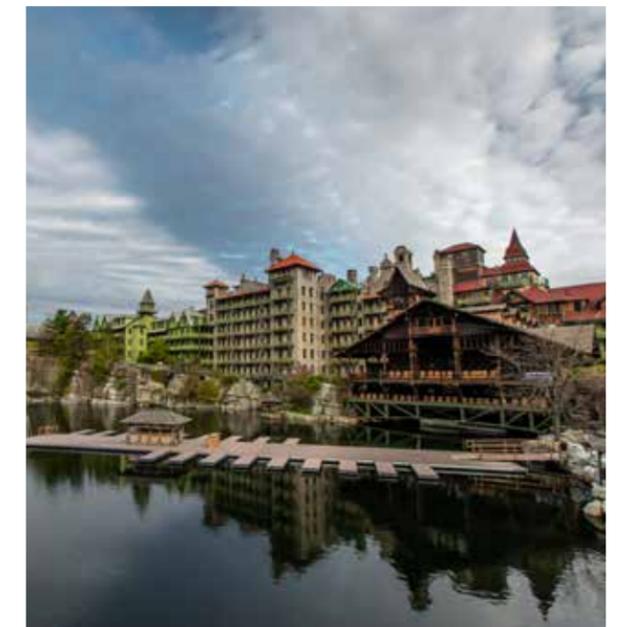
Public Administration

Housing affordability issues have increased with declining vacancy rates and lack of new housing production, coupled with stagnant and declining wages when adjusted for inflation.

Most major new development proposals in Ulster County are Commercial projects, followed by Mixed-Use Residential/Commercial, Energy Production and Industrial.

Prior to the COVID-19 Pandemic, private sector job growth in Ulster County enjoyed a positive trend, with steady growth in the construction, food manufacturing, and accommodation/hospitality industries acting as key drivers of new jobs in the region.

The Plan provides the basis to address adverse human health or environmental effects of its programs, policies, and activities on minority populations through its environmental justice (EJ) analysis. EJ areas in the County include Kingston and Ellenville.



Mohonk Mountain House is one of Ulster County's most iconic tourism destinations and one of the region's biggest service industry employers.

Source: MMH

## IV. TRANSPORTATION SYSTEM

### The Transportation System by the numbers:

- ▶ **2,300** centerline miles of roads, **60%** of which are owned by town governments
- ▶ **387** bridges of which **154** are county owned
- ▶ Ulster County Area Transit, the only public transit operator in Ulster County, operates **15** scheduled fixed routes utilizing **46** vehicles including paratransit
- ▶ Serious injuries increased by **25%** between 2017 and 2018, hitting their highest total since 2010
- ▶ The leading crash type in both fatalities and serious injuries in Ulster County is roadway departure
- ▶ Between 2010 to 2019 there were **18** reported incidents involving trespassers on CSX property resulting in **11** fatalities and **9** injuries
- ▶ **77.2%** of Ulster County workers travel to work alone by car
- ▶ County wide, **7.5%** of households have no car available
- ▶ **94-98%** of Ulster County roads ‘pass’ measures for congestion across multiple factors, including peak period congestion, total congestion, travel reliability and freight reliability; locations not meeting thresholds set by UCTC include:
  - ▶ I-587 and Route 32 Kingston
  - ▶ Route 299 near I-87 New Paltz
  - ▶ Route 299 near Route 32 Lloyd
  - ▶ Route 44/55 near the Mid-Hudson Bridge Lloyd
  - ▶ Route 9W near Route 199 Ulster

**32%**  
of state roads rated to be in  
**‘Good’** condition,

**51%**  
rated as **‘Acceptable’**  
condition, and

**17%**  
rated to be in **‘Poor’** condition



**64.6 miles** of existing  
multi-use trails (2020),  
**14.7 miles** are under active  
development, and  
**41.2 miles** are planned for  
future development



**56%** of Ulster County’s  
workforce leaves the county every  
day for employment; **24%** of  
that share travels to the southern  
NY Metro area (NYC and L.I.)

## V. SUSTAINABILITY

Transportation Resilience is defined as *The ability to prepare for changing conditions and withstand, respond to, and recover rapidly from disruptions.*

When implemented, it includes measures such as adapting to climate change in bridge and culvert design, reducing greenhouse gas emissions, and utilize NYDOT Forward Four Guiding Principles.

### Greenhouse Gas Emissions:

Nationally, while tailpipe emissions have been improving, Vehicle Miles Traveled continues to increase and with it fuel consumption creating more emissions every year.

Over one-third of all carbon emissions in NYS are from transportation-related sources; New York State lawmakers agreed to the NYS Climate Leadership and Community Protection Act in June 2019 which identifies emissions from fuel consumption as a primary target for reduction.



**Electric Vehicle Charging Station at the Ulster County Office Building.**

Greenhouse gas emissions from transportation sources in the County showed a decline between 2016 and 2018, due primarily to fewer miles traveled.

Electric vehicles represent fewer than **1%** of all vehicles on the road in Ulster County, however the number of registered EVs has tripled year-to-year since 2017.

No fewer than **22** different mitigation measures are presently in place in Ulster County to begin to reduce emissions.



**Climate change is directly linked to more frequent and intense precipitation events, which can increase the risks of flooding and extreme events and impact transportation infrastructure.**

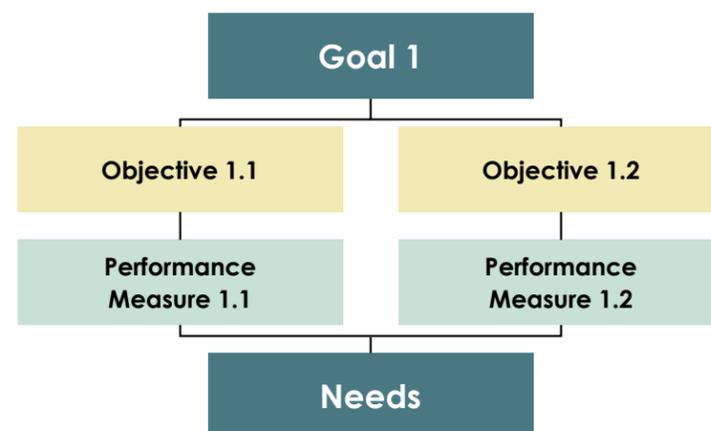
## VI. GOALS, OBJECTIVES, PERFORMANCE MEASURES AND NEEDS

The 2045 Plan Goals are SMART (specific, measurable, achievable, relevant and time-bound) and were developed according to four Guiding Principles of:

1. AFFORDABILITY
2. RESPONSIVENESS TO LAND USE
3. MEETING USER EXPECTATIONS
4. ADAPTING TO TECHNOLOGY AND SOCIAL CHANGES

THERE ARE EIGHT (8) MAJOR GOALS IN THE PLAN:

- ▶ *System Preservation*
- ▶ *Economic Vitality*
- ▶ *Safety*
- ▶ *Sustainability*
- ▶ *Mobility and Reliability*
- ▶ *Accessibility and Connectivity*
- ▶ *Environmental Protection and Enhancement*
- ▶ *Transportation Equity*



## VII. SYSTEM PERFORMANCE

The Plan addresses the necessary actions for the implementation of Transportation Performance Management (TPM) in carrying out the federally- required planning and programming activities.

The National Performance Management Goals Addressed in the Plan include:

- 1 Safety
- 2 Infrastructure condition
- 3 Congestion reduction
- 4 System reliability
- 5 Freight movement and economic vitality
- 6 Environmental sustainability
- 7 Reduced project delivery delays

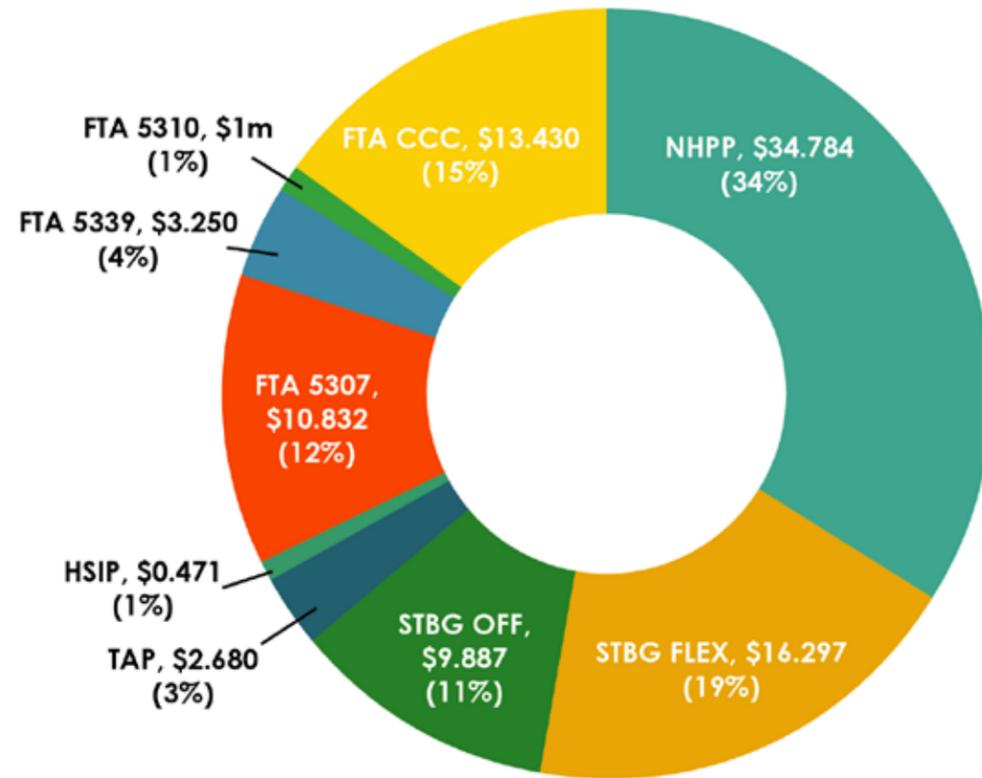
Metrics included in UCTC's LRTP meet all federal standards established for TPM



Ulster County Area Transit (UCAT) is the county-owned operator of bus transportation in Ulster County, NY.

## VIII. FINANCIAL PLAN

UCTC TIP FUNDS DISTRIBUTION, 2020-2024



Revenue forecasts for federal transportation projects assumes flat funding over the life of the plan, with increases for inflation only.

Total FHWA revenues are forecast to be **\$191 million** and total FTA revenues are forecast to be **\$132 million** over the life of the plan, absent required state and local matching funds.

Other non-traditional funding sources are recognized as critical to meeting the goals of the Plan.



Ellenville, NY.  
Photo Credit: Gerald Berliner

## IX. RECOMMENDED PLAN OF PROJECTS

The Recommended Plan of Projects has been prioritized based on need and the level of funding reasonably expected to be available into the future.



Aerial view of the Rondout neighborhood in Kingston, NY. Photo Credit: Kevin Godbey

Short-term projects are those currently included on the 2020-2024 Transportation Improvement Program (TIP), which programs **\$64 million** in FHWA capital projects and **\$23 million** in FTA related projects during the 2020-2024 TIP period.

Beyond the 5-year TIP, the Plan recommends pursuing projects that meet the goals of the LRTP as well as those that have been justified through representative plans, policies, or an otherwise justifiable need.