

Appendix A - Background Information

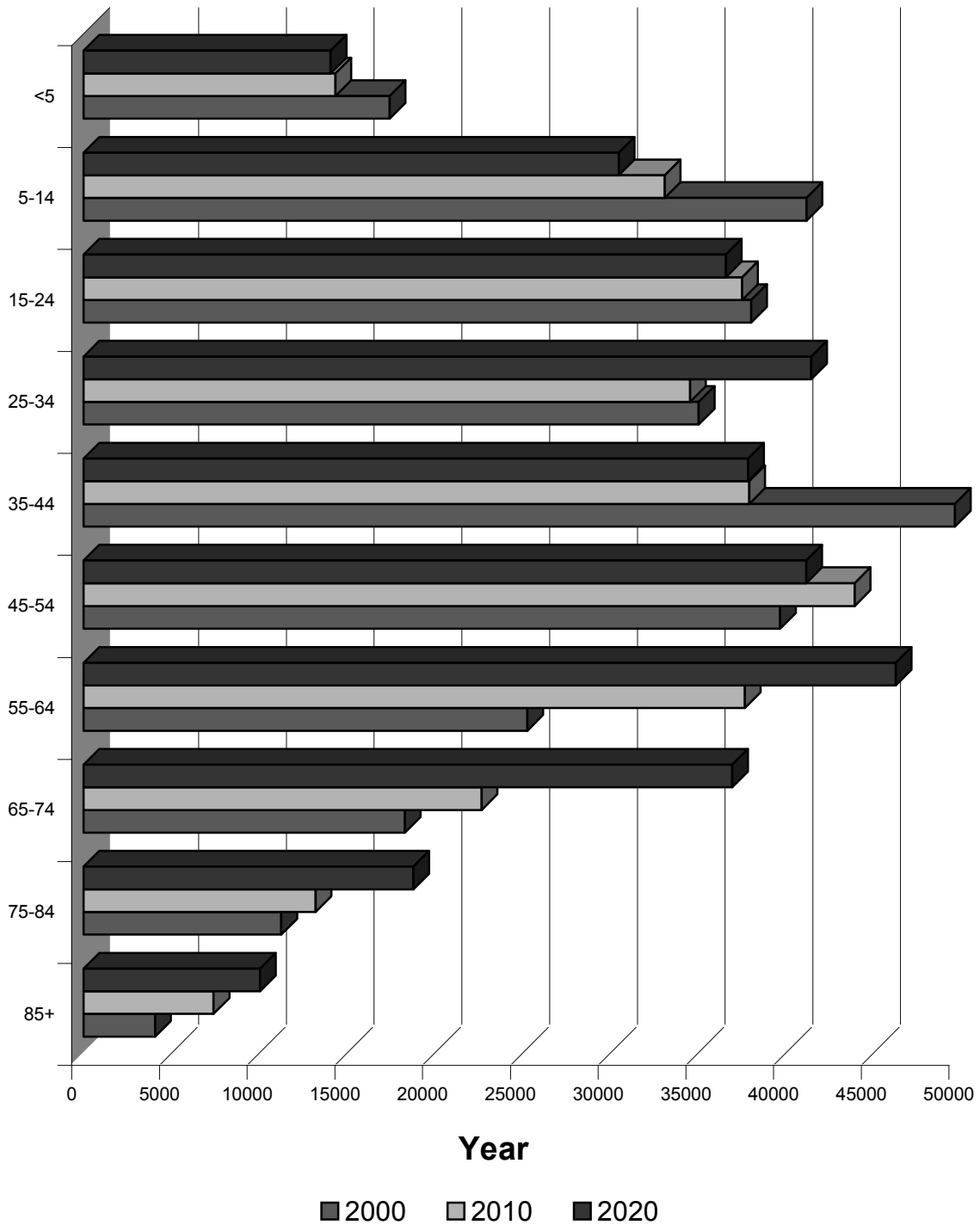
Appendix A-1 Population Forecasts 2005-2025

Municipality	2000	2005	2010	2015	2020	2025
C/Beacon	14,810	15,394	15,791	16,277	17,128	17,911
C/Poughkeepsie	29,871	31,049	31,849	32,830	34,547	36,125
T/Amenia	4,048	4,208	4,316	4,449	4,682	4,896
T/Beekman	13,655	14,149	14,559	15,008	15,792	16,514
T/Clinton	4,010	4,168	4,276	4,407	4,638	4,850
T/Dover	8,565	8,903	9,132	9,413	9,906	10,358
T/East Fishkill	25,589	26,598	27,283	28,124	29,594	30,947
T/Fishkill	17,521	18,212	18,681	19,257	20,263	21,190
T/Hyde Park	20,851	21,673	22,232	22,916	24,115	25,217
T/LaGrange	14,928	15,517	15,916	16,407	17,265	18,054
T/Milan	2,356	2,449	2,512	2,589	2,725	2,849
T/North East	2,077	2,159	2,215	2,283	2,402	2,512
T/Pawling	5,288	5,497	5,683	5,812	6,116	6,395
T/Pine Plains	2,569	2,670	2,739	2,823	2,971	3,107
T/Pleasant Valley	9,066	9,424	9,665	9,964	10,485	10,964
T/Poughkeepsie	41,800	43,449	44,568	45,940	48,343	50,552
T/Red Hook	7,440	7,733	7,933	8,177	8,605	8,998
T/Rhinebeck	4,685	4,870	4,995	5,149	5,418	5,665
T/Stanford	3,544	3,684	3,779	3,895	4,099	4,286
T/Union Vale	4,546	4,725	4,847	4,996	5,258	5,498
T/Wappinger	22,322	23,202	23,800	24,533	25,816	26,996
T/Washington	3,313	3,444	3,532	3,641	3,832	4,007
V/Fishkill	1,735	1,803	1,850	1,907	2,007	2,098
V/Millbrook	1,429	1,485	1,524	1,571	1,653	1,728
V/Millerton	925	961	986	1,017	1,070	1,119
V/Pawling	2,233	2,321	2,381	2,454	2,583	2,701
V/Red Hook	1,805	1,876	1,925	1,984	2,088	2,183
V/Rhinebeck	3,077	3,198	3,281	3,382	3,559	3,721
V/Tivoli	1,163	1,209	1,240	1,278	1,345	1,407
V/Wappinger Falls	4,929	5,123	5,255	5,417	5,701	5,961
TOTAL	280,150	291,153	298,745	307,900	324,006	338,809

Notes:

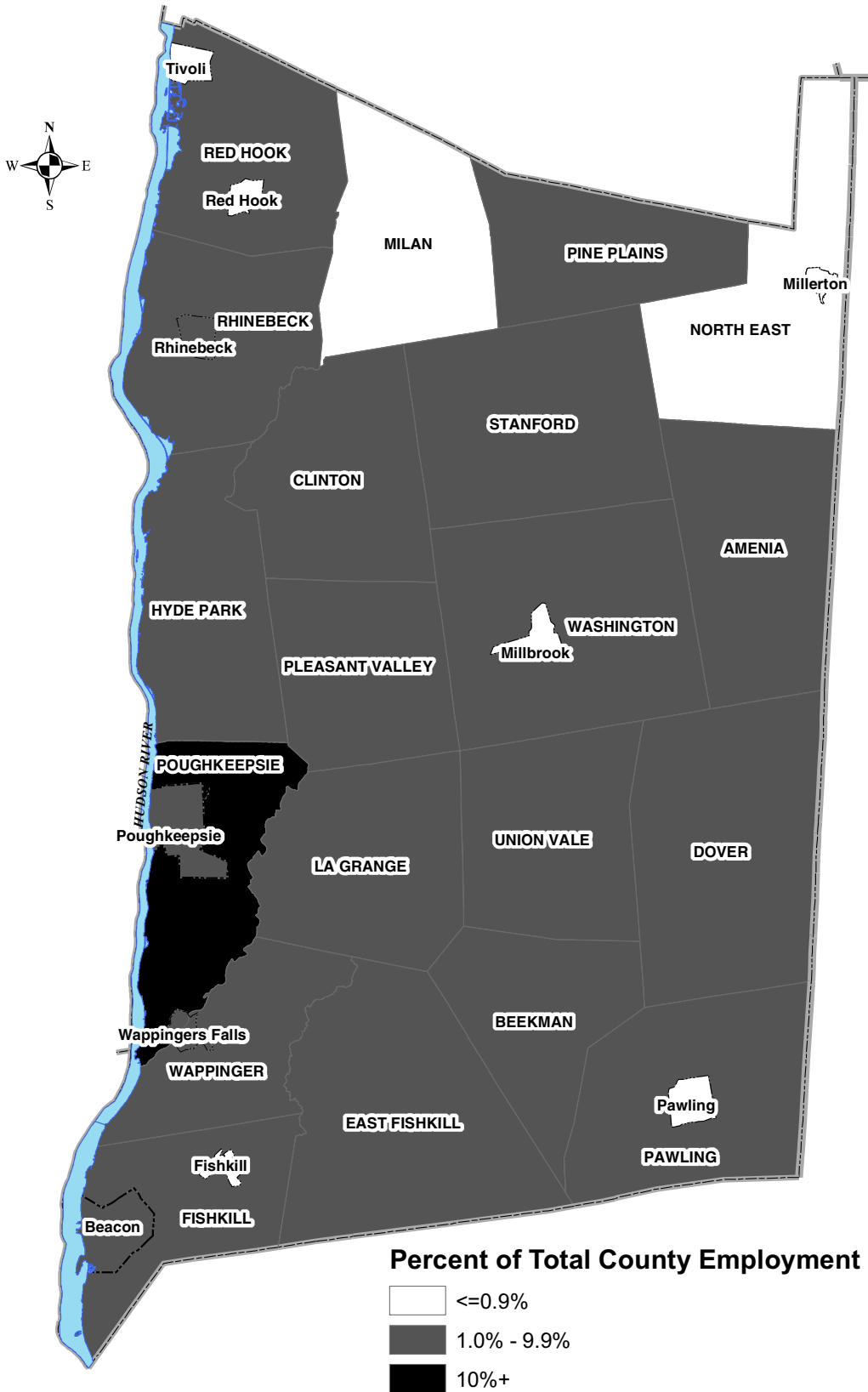
- 1) Estimates by Poughkeepsie-Dutchess County Transportation Council, with base county data from NYMTC forecasting program, 2003.
- 2) Town figures do not include village data.
- 3) 2000 base population from the U.S. Census Bureau.

Appendix A-2 Age Projections 2000-2020

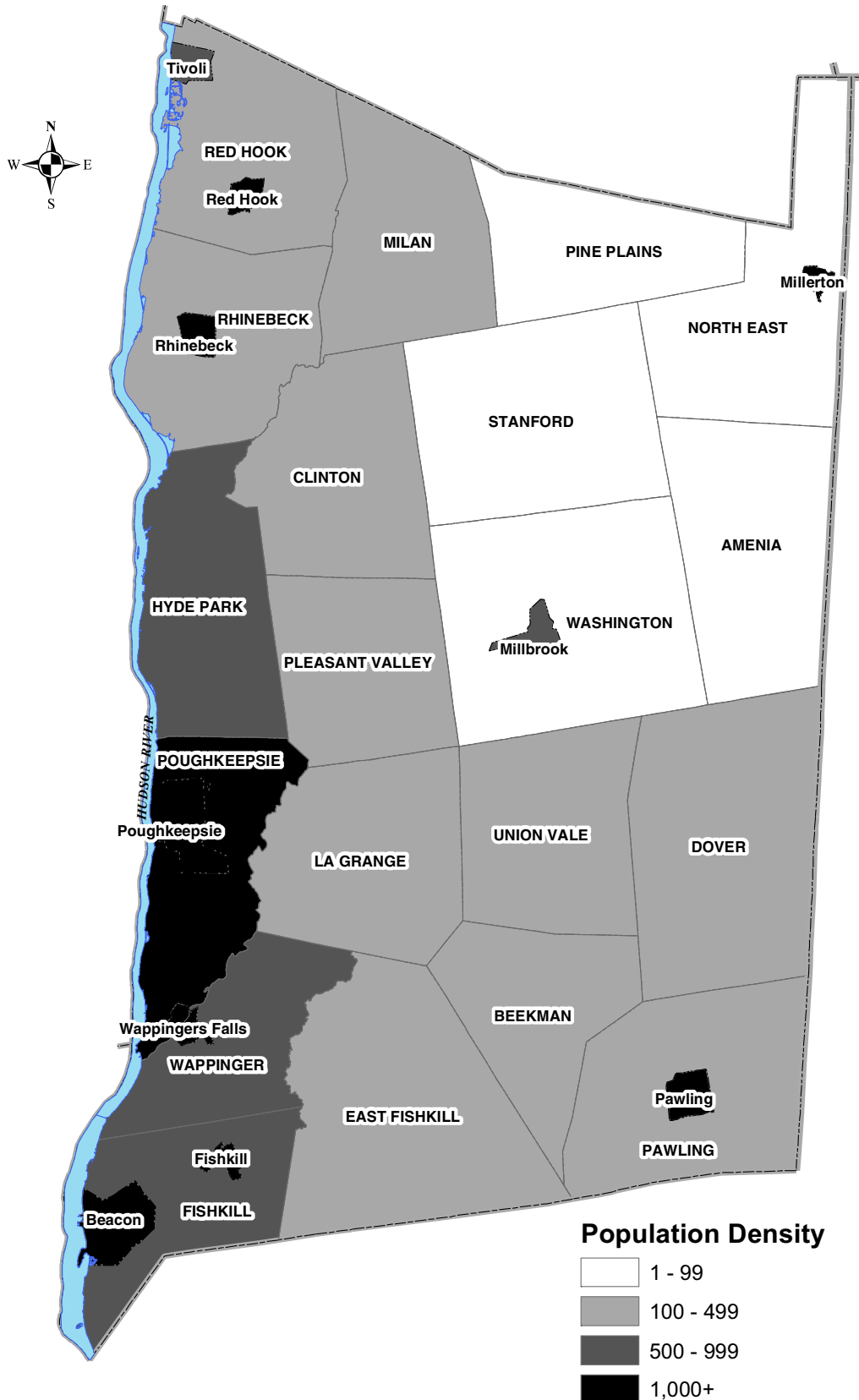


Source: 2000 U.S. Census and Dutchess County Forecasting Project 1996.

Appendix A-3 2000 Employment Locations



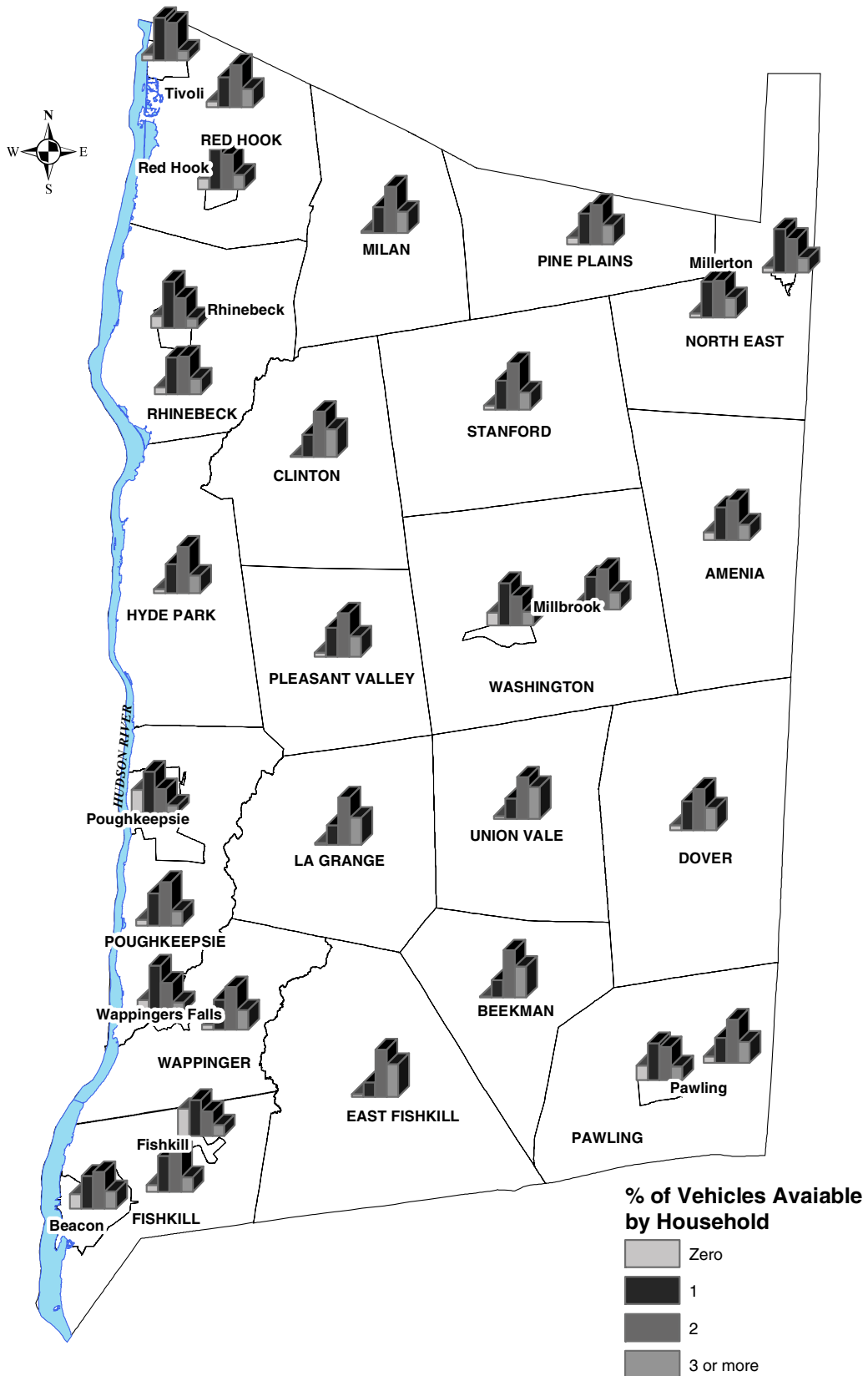
Appendix A-4 Population Density, 2000



Appendix A-5 Journey To Work, 2000

Municipality	# of Workers Reporting	Drive Alone		Car Pool		Public Transit		Other Means		Work at Home	
		#	%	#	%	#	%	#	%	#	%
C/Beacon	5,934	4,656	78.5%	575	9.7%	383	6.5%	259	4.4%	61	1.0%
C/Poughkeepsie	12,101	7,984	66.0%	1,610	13.3%	1,192	9.9%	936	7.7%	379	3.1%
T/Amenia	1,935	1,531	79.1%	255	13.2%	25	1.3%	70	3.6%	54	2.8%
T/Beekman	5,381	4,411	82.0%	630	11.7%	132	2.5%	29	0.5%	179	3.3%
T/Clinton	2,218	1,816	81.9%	113	5.1%	77	3.5%	78	3.5%	134	6.0%
T/Dover	3,860	3,236	83.8%	392	10.2%	116	3.0%	52	1.3%	64	1.7%
T/East Fishkill	12,645	10,449	82.6%	1,161	9.2%	488	3.9%	102	0.8%	445	3.5%
T/Fishkill	7,929	6,196	78.1%	817	10.3%	517	6.5%	239	3.0%	160	2.0%
T/Hyde Park	9,549	7,952	83.3%	929	9.7%	210	2.2%	272	2.8%	186	1.9%
T/LaGrange	7,148	5,939	83.1%	721	10.1%	143	2.0%	89	1.2%	256	3.6%
T/Milan	1,112	882	79.3%	72	6.5%	34	3.1%	65	5.8%	59	5.3%
T/North East	1,427	1,040	72.9%	130	9.1%	20	1.4%	142	10.0%	95	6.7%
T/Pawling	3,530	2,627	74.4%	310	8.8%	217	6.1%	118	3.3%	258	7.3%
T/Pine Plains	1,233	872	70.7%	179	14.5%	41	3.3%	88	7.1%	53	4.3%
T/Pleasant Valley	4,512	3,831	84.9%	346	7.7%	53	1.2%	68	1.5%	214	4.7%
T/Poughkeepsie	19,863	15,125	76.1%	1,728	8.7%	733	3.7%	1,894	9.5%	383	1.9%
T/Red Hook	5,116	3,877	75.8%	366	7.2%	76	1.5%	540	10.6%	257	5.0%
T/Rhinebeck	3,451	2,663	77.2%	224	6.5%	106	3.1%	158	4.6%	300	8.7%
T/Stanford	1,838	1,414	76.9%	101	5.5%	38	2.1%	182	9.9%	103	5.6%
T/Union Vale	2,124	1,771	83.4%	202	9.5%	15	0.7%	22	1.0%	114	5.4%
T/Wappinger	13,239	10,801	81.6%	1,312	9.9%	651	4.9%	226	1.7%	249	1.9%
T/Washington	2,292	1,703	74.3%	174	7.6%	75	3.3%	181	7.9%	159	6.9%
V/Fishkill	781	573	73.4%	88	11.3%	44	5.6%	52	6.7%	24	3.1%
V/Millerton	426	325	76.3%	50	11.7%	12	2.8%	29	6.8%	10	2.3%
V/Millbrook	711	507	71.3%	54	7.6%	30	4.2%	82	11.5%	42	5.9%
V/Pawling	910	692	76.0%	48	5.3%	56	6.2%	72	7.9%	42	4.6%
V/Red Hook	912	746	81.8%	67	7.3%	8	0.9%	60	6.6%	31	3.4%
V/Rhinebeck	1,372	1,103	80.4%	35	2.6%	61	4.4%	98	7.1%	75	5.5%
V/Tivoli	623	484	77.7%	55	8.8%	21	3.4%	35	5.6%	28	4.5%
V/Wappingers Falls	2,436	1,940	79.6%	276	11.3%	89	3.7%	120	4.9%	11	0.5%
Dutchess County	128,437	100,776	78.5%	12,347	9.6%	5,342	4.2%	5,810	4.5%	4,162	3.2%

Appendix A-6 Vehicles Available 2000



Appendix B - Summary of Public Comments

The PDCTC Technical Committee and staff cooperatively developed the Draft *Connections 2025* between 2000 and 2003. The final “review draft” was prepared in early 2003, and PDCTC staff developed a Plan Summary for distribution in July 2003. A Public Notice and the Plan Summary were mailed to the Public Information mailing list, the press, and the PDCTC committee members on August 15, 2003. Two Public Information meetings were held on September 30, 2003 at the Dutchess County Planning & Development office and in the Pleasant Valley Town Hall.

The Air Quality Conformity Analysis was completed in September, and the results were presented at the September 30th meetings. A summary of the Air Quality Conformity results was completed in early October and mailed to the Public Information list, the press, and the PDCTC committee members on October 14, 2003.

Comments on *Connections 2025* were due on October 17, 2003. Comments on the Air Quality Conformity were due on October 31, 2003. This report contains all comments received prior to those deadlines. The PDCTC response is outlined immediately following each comment.

CR 29 (Carpenter Road and Taconic State Parkway) – There were several letters opposing the construction of an overpass or interchange between CR 29 and the Taconic State Parkway. The main objections to an overpass are:

- Increase in heavy and/or large (18-wheel) truck traffic
- Decrease in safety
- Increase in pollution and noise
- Decrease in quality of life for the residents of Carpenter Road
- Impact on state and federal wetlands in the vicinity of the intersection
- Potential contamination of Fishkill Creek due to increased storm water run-off
- Potential impact on adjacent residential and commercial property that could be acquired by eminent domain.
- Potential negative impact on property values
- Change to the rural, residential nature of Carpenter Road

[Debra Duncan, Kathleen & Jeff Meyer, Fred & Lynn Robbins, John Calogero, William Behr, Judy Lacombe, Jan Bushey, David Bushey, Gerry Iagallo (President of the East Fishkill Citizens’ Alliance), Edward & Sofia (no last name provided), Carolyn Plage]

PDCTC Response – *The Plan Recommendations section (Chapter 5) the discussion of long-term (2007-2025) Highway Infrastructure projects includes a reference to the “possible establishment of grade separated facilities at three locations [on the Taconic State Parkway] CR 29 (Carpenter Road), Hosner Mountain Road, and CR 42 (Arthursburg Road), and closing or other action at other at-grade intersections as appropriate design efforts are completed.”*

This language is appropriate. NYSDOT has initiated a project to determine how to address access to the Taconic State Parkway between Route 52 and CR 9 (Beekman Road) in East Fishkill (PIN 8127.13). This project evaluation will include appropriate analysis and evaluation of the items cited above, prior to the selection of a preferred alternative.

Town of Rhinebeck Comprehensive Plan Committee – Rhinebeck is in the midst of developing a new comprehensive plan. The following transportation issues are of concern to the Town. [Sally Mazzarella, Chair, Town of Rhinebeck Comprehensive Plan Committee]

1. The historic and rural character of Rhinebeck should be considered and respected in the development and construction of highway, bridge, traffic or intersection improvements that are proposed in the town. The Town should be included as an active participant in all decision-making on these types of projects.

PDCTC Response - *It is the policy of both NYSDOT and the Dutchess County Department of Public Works to actively consult with local governments on transportation projects.*

2. Capacity Improvements – Expansion of Route 9 and/or Route 9G would likely meet with serious opposition.

PDCTC Response - *The NYSDOT has no plans to widen either Route 9 or Route 9G. The addition of turn lanes to improve the operations of intersections is a future possibility and such projects would be developed in consultation with local officials.*

3. Bicycle/Pedestrian Capacity – Support the continuation of State Recreational Trails Program for Wilderstein Trail development. Request that the Hucklebush Rail Trail be added to the list of future bicycle and pedestrian projects.

PDCTC Response – *The discussion of Short-Term Recommendations included the recent recipients of the State Recreational Trails Program (including Wilderstein Trail Development) under the heading “Bicycle and Pedestrian Capacity.” The Long-Term Recommendations will be revised to include references to both the State Recreational Trails Program and the Hucklebush Rail Trail.*

4. Purchase of Development Rights (PDR) program – The establishment of a PDR program similar to one in East Fishkill has potential application in Rhinebeck. Suggest that PDR programs be included among the recommendations listed in the section on Community Enhancement and Economic Development.

PDCTC Response – *The discussion of Community Enhancement and Economic Development recommendations in Chapter 5 includes a discussion of the need to develop Master Plan and Zoning policies and regulations that recognize the link between land use decisions and transportation needs. There is no specific mention of PDR programs in the region. There is nothing in Connections 2025 that is inconsistent with the Town’s desire to establish a PDR Program in Rhinebeck.*

5. Route 9-Route 9G Intersection – Explore the possibility of constructing a roundabout at this key intersection.

PDCTC Response - *When improvements to the Route 9-Route 9G intersection are studied an alternate involving a roundabout could be considered. No such project is planned in the near future. If the Town is seriously interested in a*

roundabout it should work to insure that adjacent development does not occupy the potential footprint of a roundabout, and that adjacent properties have adequate access outside the immediate area of a roundabout where access would be restricted.

6. Hudson Line Rail Service –Town residents remain opposed to the expansion of MTA Metro-North service to Rhinecliff.

PDCTC Response – *MTA Metro-North Railroad does not have any current plans to expand service beyond its current terminus in Poughkeepsie. The Hudson Line Railroad Corridor Transportation Plan mentioned under the Future Studies section of Chapter 5 is designed to develop a plan to improve the operations of all the users on the line, including Amtrak, CSX, and Metro-North from New York City to Schenectady. It is based on the assumption that these operators will maintain their current service territories.*

7. Future Studies – Request that the Rhinebeck Comprehensive Plan be acknowledged among the other future studies that are underway.

PDCTC – *The Plan Recommendations will be revised to mention the Town's Comprehensive Plan as a noteworthy example of local planning efforts in the discussion of Master Plans and Zoning Ordinances.*

Scenic Hudson – The following comments were made by letter. [Jeffrey Anzevino, Senior Regional Planner]

1. The current planning efforts that are underway in Hyde Park (e.g. Hyde Park Corridor Management Plan) should be considered and acknowledged in Connections 2025.

PDCTC Response – *The Future Studies portion of Plan Recommendations (Chapter 5) includes a brief description of the Route 9 and Route 9G Crossroads Project. This section will be revised to highlight the proposed Regional Transportation Center and Visitor Center. See similar comment from The Regional Center Partnership below.*

2. CR 40A (St. Andrews Road) Widening – There is a lack of justification for this project.

PDCTC Response – *This project was identified as a priority for the Dutchess County Department of Public Works in the previous long-range plan. The Plan Recommendations section will be revised to move the project from a Capacity project to a Future Studies project.*

3. Route 9 Widening (Wappinger, Fishkill) – There is a lack of justification for the widening between CR 93 (Meyers Corners Road) and Route 52.

PDCTC Response - *Traffic projections made for Connections 2025 indicate that future traffic volumes on Route 9 would warrant adding a third lane in each direction. NYSDOT's continuing efforts to manage traffic demand with carpooling, vanpooling, improved transit services, land use/sustainable development, and employer based programs have been successful in reducing traffic demand*

between 5% and 10%. This level of demand reduction does not reduce future traffic volumes enough to preclude the need for some future capacity projects. Given that, the choice is adding capacity to Route 9 or accepting longer traffic delays and significant diversion of traffic from Route 9 to parallel county and town roads that may be ill suited for the increased demand.

4. I-84 Widening – There is a lack of justification for the proposed widening.

PDCTC Response – The response to this comment is similar to the previous one. Traffic volumes are growing and extensive demand management efforts do not reduce demand enough to remove the need to add capacity. I-84 as an interregional route is also less amenable to regional demand reduction programs.

5. Route 9 Widening (Wappingers Falls) – This project is listed in both the short-range and long-range sections of the Plan Recommendations section. Scenic Hudson supports the construction of the pedestrian crossing over the Wappinger Creek, but does not believe that the addition of the third southbound lane is necessary.

PDCTC Response – It is primarily a Short-Term project, and will be removed from the Long-Term listing. The response to this comment is similar to the previous two regarding capacity needs. NYS DOT plans to add sidewalks on Route 9 from Meyers Corners Road to Route 9D as part of this project, which will include a pedestrian crossing(s) of the Wappinger Creek.

6. Greenway Connections should be referenced in Connections 2025.

PDCTC Response – A discussion of Greenway Connections will be added to Transportation Issues and Goals (Chapter 3) and Plan Recommendations (Chapter 5).

7. Recommend a “fix-it first” policy that prioritizes maintenance over capacity.

PDCTC Response – Transportation Issues and Goals (Chapter 3) lists Infrastructure Maintenance as the first major goal statement in Connections 2025. The second goal statement addresses mobility and congestion, and emphasizes the role that system and demand management activities need to play in improving mobility. Approximately 89 percent of funds for long-range projects are earmarked for infrastructure and safety projects, and a portion of remaining 11 percent includes intelligent transportation system (ITS) and demand management projects. PDCTC believes this is consistent with a “fix-it-first” commitment.

8. Recommend that a separate bicycle facility be constructed along the Dutchess County Water and Wastewater Authority (DCWWA) utility easement in Hyde Park.

PDCTC Response – The existing DCWWA easement is solely for the underground water pipe that was installed in 2002. Establishing a new bicycle facility in the same location would require separate negotiations with the private landowners within the corridor, and would be outside the jurisdiction of the DCWWA.

Regional Transportation and Visitors Center – The proposed Regional Transportation and Visitors Center should be considered and discussed in Connections 2025. [Elizabeth Waldstein-Hart, The Regional Center Partnership]

PDCTC Response – See response to Scenic Hudson comment # 1 above.

Air Quality Conformity – Develop a comprehensive infrastructure for non-motorized use in all municipalities as a way to improve air quality and reduce the need for extensive parking lots. The County should review current rules for subdivisions. [Irmgard Seidler]

PDCTC Response –Connections 2025 is necessarily regional in scope. Both the PDCTC Bicycle and Pedestrian Plan and Connections 2025 recognize the important role that local governments play in developing comprehensive “non-motorized” infrastructure. PDCTC will continue to assist communities in their efforts to develop local bicycle and pedestrian systems.

Review and approval of subdivision proposals are the responsibility of municipal planning boards, rather than the County. Greenway Connections provides guidance to local communities on issues of cluster subdivision, making new developments fit into the community, and providing “non-motorized” connections.

Appendix C - Acronyms and Definitions

Access Control - The exercise of state and/or local government authority to condition a property owner's right of access to a road.

Access Management - The process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity and speed.

Accessibility - A measure of the ability or ease of all people to travel among various origins and destinations.

ADA - Americans with Disabilities Act. Federal law that governs the provision of services and facilities necessary to accommodate people with disabilities. The law includes specific requirements regarding transportation services and facilities.

AMTRAK - American Railroad Tracks. Passenger trains run by the National Railroad Passenger Corporation of Washington, DC.

Arterial - A major thoroughfare used primarily for through traffic and generally characterized by high vehicular capacity and continuity of movement.

Arterial, Unlimited Access - An arterial providing properties abutting the right-of-way with the right to construct driveways to the arterial.

Arterial Management - The application of (state and local) planning, capital, regulatory, and management tools to enhance and/or preserve the transportation function of the roadway.

Bicycle - Every two or three wheeled device upon which a person or persons may ride, propelled by human power through a belt, chain, or gears, with such wheels in tandem or tricycle, except that it shall not include such a device having solid tires and intended for use only on a sidewalk or by pre-teenage children. (New York State Vehicle and Traffic Law)

Bicycle Facility - A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking facilities, bikeway maps, and shared roadways not specifically designated for bicycle use.

Bicycle Lane (Bike Lane) - A portion of roadway that has been designated by stripping, signing and pavement markings for the preferential or exclusive use of bicyclists. (New York State Vehicle and Traffic Law)

Bicycle Path (Bike Path) - A path completely separated from vehicular traffic and within an independent right of way or the right of way of another facility. Travelways separated from vehicles, but shared by both bicycles and pedestrians are included in this definition.

Bicycle Route (Bike Route) - A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number. Includes both facilities for exclusive use of bicycles and shared use with motor vehicles.

Bicycle-Sensitive Traffic Signals - Traffic detector loops that are sensitive enough to pick up a bicycle and trigger a change in the light.

Bikeway - Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Bulb-out (Pinch Point) - A bulge in the curb intended to narrow the travel lane and thereby reduce the speed of vehicles. A variety of designs are possible.

Bus lane - A street or highway lane intended primarily for buses, either all day or at specific times.

Bus shelter - Structure at a bus stop providing seats and protection from inclement weather.

CAAA Clean Air Act Amendments of 1990 - Federal law which stresses the relationship of transportation and air quality and the attainment of National Ambient Air Quality Standards.

Capacity - The maximum volume of traffic that a particular roadway or section of roadway is able to accommodate in a given time period.

Capacity Deficiency - Situation that occurs when the number of vehicles on a roadway exceeds the desired level of service threshold volumes for that roadway.

Capital Costs - Non-recurring or infrequently recurring costs of long-term assets, such as land, guideways, stations, buildings, and vehicles.

Carbon monoxide (CO) - Colorless, odorless, very poisonous gas formed by the incomplete combustion of carbon materials, including gasoline. It is a major air pollutant based on weight.

Carpool - An arrangement in which two or more people share the use, cost, or both of traveling in privately owned automobiles between fixed points on a regular basis.

CHIPS - Consolidated Local Street and Highway Improvement Program. State funding program that provides counties and municipalities with state aid for operating, maintaining, and rehabilitating local highways and bridges.

Commute - Regular travel between home and a fixed location, usually a job. The term is often applied only to travel in the direction of the main flow of traffic, to distinguish from reverse commute.

Commuter railroad - Rapid transit services that typically use portions of main-line railroad to carry passengers among a central city and its suburbs.

Conformity - In non-attainment areas, the process of assessing the compliance of transportation plans and projects with air quality standards defined by the Clean Air Act.

Congestion - The volume of traffic at which roadway performance is no longer operating at an acceptable level of service.

Connections 2025 – The long-range plan for the Poughkeepsie Metropolitan Area. See also LRP

CMAQ - Congestion Mitigation/Air Quality program. Federal funding program for projects and programs designed to decrease traffic congestion and/or improve air quality.

Crosswalk - Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface. (New York State Vehicle and Traffic Law)

Curb cut - Area at which a street curb has been cut and sloped so the sidewalk leads smoothly to street and crosswalk.

Delay - A measure of driver discomfort, frustration, fuel consumption, and lost travel time.

DCDPW - Dutchess County Department of Public Works. Dutchess County department charged with responsibility for county highway, bridge, and building facilities.

Demand-response - Transit service in which passengers request door-to-door or point-to-point service at a specific time. Also called Dial-A-Ride.

EPA Environmental Protection Agency - Federal agency responsible for implementing the Clean Air Act.

Farebox - Machine that accepts tokens, bills, coins or tickets from passengers for rides on transit vehicles.

Federal-Aid System - consists of roads which are eligible for either NHS (National Highway System) or STP (Surface Transportation Program) funding. All roads included in the Federal-Aid system are functionally classified in systems higher than local or rural minor collector.

FFY - Federal Fiscal Year (October 1 to September 30).

FHWA Federal Highway Administration - USDOT agency responsible for approval of transportation projects that affect the federal aid highway system. FHWA is a non-voting member of the PDCTC.

FRA Federal Railroad Administration - USDOT agency responsible for the administering of federal programs concerning rail transportation.

FTA Federal Transit Administration - USDOT agency responsible for approval of mass transit projects. FTA is a non-voting member of the PDCTC.

Fixed route - Transit services that run on regular, pre-scheduled routes, usually with bus schedules and designated bus stops.

Functional Classification - process by which streets and highways are grouped into classes or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that roads do not function independently, rather most travel involves movement through a network of roads.

High-speed rail - System in densely traveled corridors at speeds of at least 124 mph.

Highway - A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

HBRR Highway Bridge Replacement and Rehabilitation - Federal funding program for rehabilitation and replacement of deficient highway bridges.

Highway Trust Fund - Aid fund administered by FHWA. Most funds for highway improvement are apportioned to states with formulas that give weight to population, area and mileage.

HOV High Occupancy Vehicle - A vehicle carrying two or more passengers, including carpools, vanpools, and buses.

HOV Lane - Highway travel lane designated for use by HOVs.

IM Interstate Maintenance - Federal funding program for projects and programs on the Interstate Highway System.

ITS Intelligent Transportation Systems - Uses computer and communications technology to provide information to travelers about road and transit conditions and to monitor, guide, and control the operation of vehicles. The application of ITS technologies offers improved safety, more efficient use of infrastructure, and enhanced user choices.

Intermodal - A transportation system connecting or including different modes of transportation.

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991 (pronounced ice-tea). Federal law that governs how federal transportation funds are spent. The requirements of ISTEA are administered jointly by FHWA and FTA. *See also TEA-21*

Local Authorities - Every county, municipal or other local board, body or officer, county park commissioner, parkway authority, bridge authority, bridge and tunnel authority, the office of parks and recreation, the New York State Thruway authority or similar body or person having authority to enact laws or regulations relating to traffic under the constitution and laws of this state. (New York State Vehicle and Traffic Law)

LOS level of service - A measure of congestion relating actual or forecasted traffic volume with the maximum capacity of a particular roadway. A LOS A indicates free flow traffic; whereas, a LOS F denotes a very congested roadway in which traffic flow exceeds the capacity of the roadway.

LRP long-range plan - The long-range plan for PDCTC is *Connections 2025* (2003).

Match - State or local funds required by the federal government to complement federal money for a project.

Median - The portion of a divided highway separating the traveled way from traffic traveling in opposite directions.

Metropolitan Planning Area - The region in which the MPO carries out its transportation planning responsibilities and is designated as such by the MPO and the Governor in accordance with federal regulations. The PDCTC metropolitan boundary includes all of Dutchess County.

MNR Metro-North Railroad (Metro-North) - An operating affiliate of the Metropolitan Transportation Authority (MTA) that provides rail service to Dutchess County (among others). MTA is a voting member of the PDCTC.

Mode - A particular form of travel, for example, walking or traveling by automobile, bus, or train.

MPO Metropolitan Planning Organization - Federally mandated organization for coordinating transportation planning in a designated metropolitan area. All urbanized areas over 50,000 population are required to have an MPO. The MPO is responsible for the 20 year long-range plan and the transportation improvement program.

Multi-Use Path - A facility physically separated from the roadway and intended for shared use by bicycle, pedestrian and other non-motorized users.

NAAQS National Ambient Air Quality Standards - Federal standards that set allowable concentrations and exposure limits for various pollutants.

NEPA National Environmental Policy Act of 1969.

NHS National Highway System - A nation-wide system of highways and roads designated by the US Congress that serve to link the states, major urban areas, and other important destinations. Also a federal funding program for projects and programs on designated NHS facilities.

NOCTC Newburgh-Orange County Transportation Council - The MPO for Orange County.

Nonattainment Area. Geographic area designated by the EPA where the national ambient air quality standards (NAAQS) have been exceeded. The Poughkeepsie Ozone Nonattainment area includes Dutchess, Putnam and northern Orange Counties.

NOx - oxides of nitrogen. A chief component of air pollution caused by the burning of fossil fuel.

NPTS - Nationwide Personal Transportation Survey. Periodic survey of travel behavior of people in the United States.

NYMTC New York Metropolitan Transportation Council - The MPO for the New York metropolitan area that includes New York City, Long Island, and the Hudson Valley counties of Putnam, Rockland and Westchester.

NYSDEC New York State Department of Environmental Conservation - NYSDEC is the state air quality agency with primary responsibility for developing and amending the New York State Implementation Plan (SIP) for Air Quality.

NYSDOT New York State Department of Transportation - NYSDOT is a voting member and Secretary to the PDCTC.

Park-and-ride lot - Lot to which passengers drive their cars, leave them for the day and board transit vehicles or join carpools and vanpools.

PDCTC Poughkeepsie-Dutchess County Transportation Council - The MPO for the Poughkeepsie metropolitan area which covers Dutchess County. The PDCTC is responsible for adopting the long-range transportation plan, the Transportation Improvement Program, and an annual work program.

Pedestrian - Any person afoot or in a wheelchair. (New York State Vehicle and Traffic Law)

Right-Of-Way (ROW) - Land corridors needed for the construction of highways, transit, railroads, etc.

Roadway - The portion of the highway, including shoulders, for vehicle use.

Shared Lanes - Streets and highways with no special provisions for bicyclists. Shared motor vehicle/bicycle use of a standard width travel lane.

Shared Roadway - Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles regardless of whether such a facility is specifically designated as a bikeway.

Sidewalk - The portion of a highway designed for preferential or exclusive use by pedestrians. A separated, hard-surfaced paved path raised from the street by means of a curb or other barrier, designed primarily for pedestrian users.

SDF State Dedicated Fund - Funds collected and allocated by New York to fund highway and transit improvements.

Section 5303 - Federal Transit Act section that funds planning and research.

Section 5307 - Federal Transit Act section that authorizes grants to urban areas under legislated formula.

Section 5309 - Federal Transit Act section that authorized discretionary grants for capital projects.

Section 5310 - Federal Transit Act section that authorized transportation capital and operating grants for service for the elderly and handicapped.

Section 5311 - Federal Transit Act section that authorizes capital and operating grants for non-urban rural areas.

SEQR or SEQRA - The State Environmental Quality Review Act. A process that introduces the consideration of environmental factors into the early planning stages of actions in order to avoid adverse impacts on the environment.

SFY - State Fiscal Year (April 1 to March 31).

SHIPS Suburban Highway Improvement Program - State funding program that provides counties and municipalities on Long Island and in the Hudson Valley with funds for specified road and highway projects.

SIP State Implementation Plan - A plan mandated by the Clean Air Act that contains procedures to monitor, control, maintain, and enforce compliance with the NAAQS.

STIP State Transportation Improvement Program - A statewide compilation of MPO and rural area TIPs that is submitted to the federal transportation agencies for approval, which serves as the basis for the obligation of federal transportation funds.

STP Surface Transportation Program - The major federal funding program for projects and programs on federal-aid highways. STP funds can also be used for transit capital projects.

STPP Surface Transportation Policy Project - Diverse coalition whose goal is to develop a better national transportation policy.

TDM Transportation Demand Management - Activities and programs designed to improve travel by reducing demand. Examples include ridesharing, transit, bicycling, and telecommuting.

TEA 21 – Transportation Efficiency act for the 21st Century. Federal law that governs how federal transportation funds are spent.

TIP Transportation Improvement Program - A three-year program of highway, transit, and other transportation capital projects. All federally funded projects must appear on an approved TIP to be implemented.

TSM Transportation Systems Management - Activities and programs designed to improve travel by improving overall operations. Examples include signalization and turning lanes.

UCTC Ulster County Transportation Council - The MPO for the Kingston metropolitan area which covers Ulster County.

USDOT - United States Department of Transportation. The federal cabinet department that includes the Federal Highway Administration and the Federal Transit Administration.

Urbanized area - Generally an incorporated place and adjacent densely populated area with combined minimum population of 50,000.

VMT - vehicle miles traveled. Measure of vehicle travel; one vehicle traveling one mile.