

Summary of Our Roles, Actions, & Transformative Investments

Learn (Trends)

Demographics

- Manage and maintain existing infrastructure, including our roads, bridges, transit systems, sidewalks, and trails, while maximizing their safety and efficiency.
- Consider opportunities to reduce or remove unneeded capacity (also known as ‘right-sizing’ our infrastructure). This may include deferred maintenance on roads or bridges if there are no negative safety or economic impacts.
- Given limited expected growth, reconsider the need to build additional roads or add lanes, and instead, first look at ways to make the existing system more efficient.
- Support and promote transportation options for older adults, in coordination with relevant agencies and organizations such as County Public Transit and the County’s Office for the Aging.
- Protect our most vulnerable populations and communities from bearing any disproportionate impacts from our transportation decisions or lack thereof.
- Work to incorporate culturally sensitive practices and policies into our transportation systems and programs.

Travel Behavior

- Promote and expand transportation choices for those without access to a vehicle, focusing on public transit, walking and bicycling opportunities, ridesharing services, and even autonomous vehicles.
- Work with ride-hailing companies to help reach older adults, young adults, and others with limited vehicle access, to include those living in rural parts of the county.
- Monitor the impacts of telecommuting on our system, notably for commuter rail operations, and adjust capacity as needed.
- Promote smart land use policies to help reduce vehicle travel and congestion, and support transit, walking, and bicycling.

Housing

- Promote low-cost transportation choices such as sidewalks, rail trails, and transit to help low- and moderate-income households, especially in locations with high shares of renters and new homeowners.
- Support transportation investments in established neighborhoods to reduce households' overall costs. This includes Electric Vehicle (EV) and eventually Autonomous Vehicle (AV) infrastructure to expand transportation choices and reduce greenhouse gas emissions.
- Encourage infill development in our cities, villages, and town centers, especially of multi-unit housing types, to capitalize on existing transportation infrastructure and services. Promote and expand transportation choices for those without access to a vehicle, focusing on public transit, walking and bicycling opportunities, ridesharing services, and even autonomous vehicles.

Economic

- Help municipalities plan mixed-use, multi-modal communities to attract and retain younger workers.
- Work with municipalities to improve walking and bicycling infrastructure to encourage local trips by foot and bike.
- Work with transportation providers to expand options for off-peak trips, including to key employment centers.
- Work with our cities and other municipalities as needed to manage traffic and parking, particularly in city, town, and village centers.
- Work with Dutchess Tourism, Think!Dutchess and others to identify and implement transportation improvements to support the tourism economy.
- Work with the County's Agricultural & Farmland Protection Board and others to identify and implement transportation improvements to support the agricultural economy.

Freight

- Develop a regional freight plan with Orange and Ulster counties, including an analysis of future access needs for New York Stewart International Airport.
- Work with our partner agencies to convene a countywide freight summit with elected officials, freight operators, and affected businesses.
- Monitor pavement and bridge conditions on key truck routes and local streets used for deliveries and prioritize needed maintenance and improvement projects.

- Analyze travel time reliability on key truck routes and recommend potential improvements, including appropriate technologies to better manage incidents and re-route trucks to the best routes.
- Gather and analyze data on local delivery trips and traffic, help municipalities plan for local delivery and curb space, and suggest ways for municipalities to work with delivery companies on solutions to traffic impacts.
- Monitor trends in autonomous freight/deliveries, understand best practices, and identify potential locations for autonomous freight technology testing.
- Work with County Public Works to understand plans for the Hudson Valley Regional Airport and potential transportation issues.

Climate Change

- Expand our understanding
 - Conduct a transportation infrastructure vulnerability study, measuring the risk of flooding and other climate-related hazards to our roads, bridges, and culverts.
 - Map the impact of future flood events on our transportation system, potentially contracting with a mapping service to provide accurate data in the immediate aftermath of a flood event.
 - Use DARTE data, which estimates transportation emissions at a one-kilometer scale, to monitor emissions patterns across the county.
- Reduce transportation’s climate impact
 - Support municipalities’ efforts to implement climate-sensitive land use regulations.
 - Promote smart land use policies to help reduce vehicle travel and congestion, and support transit, walking, and bicycling.
 - Encourage the use of public transit, park-and-rides, and other alternatives to reduce single occupancy vehicle travel.
 - Support technological innovations that can reduce greenhouse gas emissions, including electric vehicles, automated vehicles, and cashless tolling.
- Incorporate climate into road and bridge projects
 - Consider climate change in any bridge and culvert replacement projects.
 - Explore ways to improve monitoring of roadsides for proper ditching, tree-trimming, and erosion control.

- Encourage communities to prohibit dead-end roads in flood-prone areas and evaluate possible connections for existing roads without multiple access points.

Transportation Technology

- Monitor national, state, and regional trends in EV and AV technologies and provide best-practice advice to agencies and municipalities.
- Stay informed of, and advertise, local EV and AV funding opportunities.
- Advocate for the consideration of EV and AV technologies in local planning and site plan reviews, and especially for the expansion of EV charging stations across all communities.
- Promote the introduction of AV pilot projects in appropriate locations to evaluate their utility.
- Monitor the impact of safety-oriented technologies on crash rates.
- Support highway and transit projects that prepare our transportation system to better accommodate AV technology (e.g. routine lane markings, sign retro-reflectivity).

Assess (Barriers)

Barriers to Safe Access

- Work with State, County, and local road owners to plan and implement projects that improve safety at high-crash locations.
- Develop a local road safety action plan to build on our crash analysis. This could focus on the highest-crash corridors and intersections, identify specific emphasis areas for improvements, and recommend specific countermeasures for various crash types. It could also specifically focus on roadway departure crashes on County roads. We could model such a plan after the NYSDOT Strategic Highway Safety Plan.
- Continue our safety assessments in partnership with road owners. Focus these assessments on the highest-crash corridors, segments, and intersections. Continue to incorporate walking and bicycling safety issues and improvements.
- Continue our high-end speeding evaluations and work with County Public Works to evaluate speed limits and identify locations where lower speed limits should be considered.
- Continue to collect count data for people walking and bicycling and pursue methods to estimate their crash exposure so that better comparisons can be made across locations.

- Develop countywide average crash rates so we can compare crash rates to a countywide average. Different rates could be developed for local and County road segments and intersections, various types of roads, intersections, and crash types, similar to NYSDOT’s average crash rates for State roads.
- Work with County GIS staff and other MPOs to develop an automated method to calculate intersection crash rates. This would allow us to screen all intersections to determine those with the highest crash rates.
- Improve our GIS data: pursue a way to incorporate elevation data into our GIS analysis and consider creating our own intersection layer for future analyses.

Barriers to Reliable Access (Bus Access)

- Work with County Public Transit to maximize the number of residents with frequent service.
- Work with County Public Transit to provide as much service coverage as possible without sacrificing service quality in high-demand areas.
- Work with County Public Transit to find alternatives to fixed-route transit service in low-density areas.
- Encourage better transit service to key destinations (see our Barriers to Basic Needs section).

Barriers to Reliable Access (Train Access)

- Improve sidewalk access to train stations, and consider station access when evaluating priorities for federal, State, and County funding programs.
- Advocate for secure long-term bicycle parking, especially at the Beacon and Poughkeepsie stations.
- Work with County Public Transit to improve access to train stations, either with fixed-route service or alternative transit models such as microtransit.
- Advocate for access improvements for the Beacon station, including improved bus connections, better walking and bicycling infrastructure (as identified in our Beekman Street Complete Streets Analysis), and a study of the congested Route 9D/I-84 interchange.
- Work with the Town of Rhinebeck, NYSDOT, and Amtrak to improve access to the Rhinecliff station, considering walking, bicycling, parking, and potential options for bus service (such as microtransit).
- Pursue safety improvements along Main Street near the Poughkeepsie train station.

Barriers to Reliable Access (Walking & Bicycling Access)

- Encourage Complete Streets policies & projects. Help municipalities develop and implement Complete Streets policies; continue our local pedestrian plans and work with municipalities to implement improvement projects; coordinate with municipalities, NYSDOT, County Public Works and County Public Transit to improve access to transit; and assist State, County, and local road owners to incorporate walking and bicycling infrastructure into road and bridge projects.
- Support local ADA inventories & transition plans. Work with partners to complete the County’s ADA Transition Plan and encourage municipalities to develop ADA transition plans. (Best practice methodologies are available on NYSAMPO’s ADA toolkit).
- Conduct more pedestrian and bicycle counts to document use and demand. Work with County Public Works to install automated/permanent counters on rail trails, improve our count database to include annual estimates, and post data on an online interactive map.
- Promote “all ages & abilities” bicycle facilities. Work with roadway owners to plan and construct dedicated bicycle facilities in centers, and encourage additional bicycle parking, including secure longer-term options, at train stations, ferry stations, transit hubs, park & ride lots, and other destinations.
- Conduct a county-wide Level of Traffic Stress analysis to further identify gaps and help develop a low-stress bicycle network.
- Encourage municipalities to treat sidewalks as shared public infrastructure, similar to streets. This would mean budgeting for sidewalk maintenance and plowing as well as new sidewalk construction.

Barriers to Reliable Access (Traffic Congestion)

- Work with municipalities and road owners, as appropriate, on proposed improvements. If an improvement to a congested area proceeds past the planning stage, continue to advise on the project to ensure that the plan’s goals are reflected in the final design.
- Collect and maintain data on high-congestion areas. Continue to use the AVAIL Labs platform, along with traffic volume, vehicle class, and other locally collected traffic data.
- Update the Congestion Management Process regularly. The next iteration of the CMP should be completed once 2021 data becomes available, to avoid COVID-related traffic declines. The update should also be timed to take advantage of any expansion of the number and type of roads covered by the AVAIL Labs dataset.
- Pursue planning studies of high-congestion locations as funding allows. Route 44/55 in Poughkeepsie is being addressed in the Poughkeepsie 9.44.55 study. Future studies of

congested areas should be completed in coordination with road owners, municipalities, and other stakeholders.

- Consider impacts on congested locations when reviewing new land use projects. Work with developers and municipalities during comprehensive planning, zoning, and site plan review processes to mitigate impacts from new development on congested locations.

Barriers to Basic Needs (Housing)

- Work with County Planning to promote housing that supports mixed incomes and mixed uses and encourage those projects to provide walking, bicycling, and transit connections, which help reduce transportation costs.
- Reduce transportation safety and reliability issues across the county, regardless of the form of travel, with a focus on our most cost burdened communities.
- Evaluate and rethink transit services to best meet local needs, particularly in our most cost burdened communities.
- Target future transportation investment, especially for walking, bicycling, and transit infrastructure, with a focus on our most cost burdened communities.
- Maintain transportation infrastructure, especially for walking, bicycling, and transit, focusing on our most cost burdened communities.
- Promote housing opportunities near existing or proposed bus routes and rail stations.
- Encourage the deployment of electric vehicle infrastructure to reduce transportation energy costs.
- Consider access to housing, especially in our most cost burdened communities, when evaluating potential safety and congestion-related improvements. Provide additional weight for projects that improve access to basic needs in our project selection criteria.

Barriers to Basic Needs (Jobs)

- Reduce transportation safety and reliability issues near job centers and clusters so they do not pose a barrier to workers accessing jobs.
- Maintain transportation infrastructure near job centers and clusters, ensuring that facilities such as roads and bridges do not pose a barrier to workers or businesses.
- Work with transit providers and employers to design and operate transit services that better serve workers and employers, whether by local bus, regional bus, commuter rail, or specialized services such as microtransit or employer sponsored shuttles.

- Support walking and bicycling projects that better connect people to jobs, especially between high-density residential centers and nearby job centers and clusters.
- Work with County Planning and local Planning/Zoning Boards to promote housing opportunities near job centers and clusters, helping to reduce commute times and transportation costs.
- Consider access to permanent, living wage jobs when evaluating potential safety and congestion-related improvements. Provide additional weight for projects that improve access to basic needs in our project selection criteria.

Barriers to Basic Needs (Goods & Services)

- Improve sidewalk access to health care, grocery stores, and community facilities, particularly in somewhat walkable areas such as rural hamlets and suburban town centers where additional connections could make walking a feasible option. Prioritize sidewalk improvements that provide access to these and other basic needs when reviewing projects for federal, state, and county funding.
- Work with County Public Transit to improve transit service to health care, grocery stores, and community facilities. Use access to basic needs as a key criterion when choosing where to provide or extend service. Consider alternate transit models for access to these destinations when fixed-route service is not feasible.
- Improve bicycle access to health care, grocery stores, and community facilities. Work with municipalities, road and property owners, and other partners to provide designated on- or off-street connections to key destinations.
- Consider access to health care, grocery stores, and community facilities, as well as other basic needs, when evaluating potential safety and congestion-related improvements. Provide additional weight for projects that improve access to basic needs in our project selection criteria.

Barriers to Basic Needs (Education)

- Improve walking access to schools and colleges. Work with partners to fill gaps in sidewalk networks near schools, focusing on schools in centers. A Safe Routes to School planning study could identify the most promising locations. Also work with partners to provide more complete sidewalk networks near colleges.
- Promote bicycle connections to schools and colleges. Very few of our schools and colleges are accessible via a rail trail. In some locations, a connection could be provided either via an off-road path or a low-volume street. A county-wide trail access study could identify and prioritize these and other trail connection projects.

- Improve transit service to colleges. Encourage colleges, particularly DCC and DCC-South, to consider agreements with County Public Transit to allow students and staff to ride County buses for free (see sidebar).
- Continue pedestrian safety education programs in partnership with the County Health Department. Our Watch Out For Me campaign includes educational programs for students.
- Consider access to educational resources, as well as other basic needs, when evaluating potential safety and congestion-related improvements. Provide additional weight for projects that improve access to basic needs in our project selection criteria. Improve sidewalk access to health care, grocery stores.

Barriers to Basic Needs (Recreation)

- Improve sidewalk access to parks, and consider park access when evaluating priorities for federal, State, and County funding programs.
- Improve links between rail trails and other park sites by connecting rail trails to existing parks and constructing new parks near rail trails.
- Encourage transit connections to parks. When evaluating service changes, include access to parks as a consideration, along with other basic needs.
- Consider access to parks, as well as other basic needs, when evaluating safety and congestion-related improvements. Provide additional weight for projects that improve access to basic needs in our project selection criteria.

Barriers to Transportation Equity

- Reduce safety, reliability, and access barriers in our identified focus areas or places with high shares of focus populations, to include the following:
 - Address transportation equity barriers in the City of Poughkeepsie by reducing safety, reliability, and access barriers on Route 9, the Route 44/55 arterials, Main Street, and other high crash or congested roads in the city.
 - Address transportation equity barriers in the Village of Wappingers Falls by reducing safety, reliability, and access barriers on Routes 9 and 9D.
 - Address transportation equity barriers in the City of Beacon and Town of Fishkill by reducing reliability barriers on I-84 and Route 9D and removing safety barriers on Main Street in Beacon.
 - Address transportation equity barriers in the Harlem Valley by expanding transit access and reducing walking and bicycling barriers in centers on or near Route 22.

- Tailor transportation solutions to meet the needs of our focus areas and populations when needed to remove barriers and expand access.
- Develop relationships with community-based organizations that work in identified focus areas or with focus populations and leverage those relationships to help inform culturally sensitive practices and policies.
- Consider transportation equity when evaluating potential transportation improvements. Provide priority in our selection criteria for projects that improve access in identified focus areas or places with high shares of focus populations.

Advocate (Best Practices & Policies)*

*Does not include Local Actions

DCTC Actions

- **Project Selection – Restructure our project selection process to achieve Plan goals**
 - Align the project selection criteria used for our capital program with *Moving Dutchess Forward's* goals: prioritize projects that improve safety, reliability, and access; pursue transformative investments; focus investment in established centers; and incorporate a complete streets perspective.
 - Provide additional priority for projects that improve access (especially for walking, bicycling, and riding transit) to basic needs destinations, improve safety at high-crash locations, improve reliability at our most congested corridors, or reduce emissions (such as transit, park-and-rides, and walking and bicycling projects).
 - Embrace a transportation equity focus: provide additional priority for projects that improve access and/or remove barriers for focus populations or residents of areas with high housing cost burdens.
 - Prioritize federal funding awards (federal transit funding, Community Development Block Grants, etc.) to projects that achieve *Moving Dutchess Forward's* four goals.
- **Planning Work – Align our planning work to achieve Plan goals**
 - Align our future planning programs with *Moving Dutchess Forward's* goals: prioritize planning tasks that address safety, reliability, and access for our high-crash locations, most congested corridors, and focus populations; and prioritize tasks that improve access to basic needs or reduce transportation costs, especially in areas with high housing cost burdens.
 - Promote smart land use policies (housing for mixed incomes, mixed uses, walkable communities, development near transit, etc.), in partnership with County Planning,

to reduce vehicle travel and congestion, support transit, walking, and bicycling, and reduce climate impacts.

- Provide and seek training to improve our skills and knowledge:
 - Ask municipal partners what training they need.
 - Coordinate with the County Planning Federation to educate municipal staff and Board members.
 - Consider developing a Citizens Planning Academy in partnership with County Planning.
 - Train DCTC staff on transportation planning best practices and tools.
 - Foster coordination between the DCTC, County, State, municipalities, and other partners, through DCTC meetings, our planning studies and other activities, topical forums, and the region's TMA.
 - Develop relationships with community-based organizations that work in identified focus areas or with focus populations and leverage those relationships to help inform culturally sensitive practices and policies.
 - Protect identified focus areas and populations from any disproportionate impacts from our transportation decisions by further refining our equity analyses, incorporating the results into our decision-making, and readjusting our public outreach process.
- **Improving Safe Access**
- Continue our ongoing safety work:
 - Regularly assess high-crash locations, with priority for those near our most congested corridors, basic needs destinations, transit centers, and focus areas or populations.
 - Continue our safety assessments with local partners, focused on identified high-crash locations.
 - Regularly assess high-end speeding and identify locations for potential speed limit reductions, design changes, or enforcement programs.
 - Develop a local road safety action plan that includes a focus on reducing road departure crashes and reflects a Safe Systems approach.
 - Support projects that accommodate Automated Vehicle (AV) technology (consistent lane markings, sign retro-reflectivity, etc.); monitor trends in autonomous vehicles (including freight), understand best practices, and identify potential locations for AV testing.

- Incorporate a Complete Streets approach in our planning work:
 - Continue to implement the County's Complete Streets policy and use our checklist to improve planned, funded, and permitted projects with County and local partners.
 - Encourage Complete Streets approaches with local, County, and State partners.
 - Work closely with County Public Works on their Universal Accessibility program to improve walking connections on County roads.
 - Continue our pedestrian plans in coordination with local municipalities.
 - Assist with developing a County ADA transition plan and promote ADA transition plan best practices to municipalities.
 - Use and promote bicycle planning best practices (all ages & abilities, Level of Traffic Stress analyses, etc.).
 - Continue to work with County Health, Traffic Safety, and other partners on pedestrian safety education, including the Watch Out for Me program.
- Gather better safety data and refine how we analyze crash data:
 - Continue and improve our vehicle and pedestrian/bicycle count programs.
 - Develop countywide average crash rates and update on a regular schedule (e.g. 3-5 years).
 - Improve our GIS data capabilities, including the development of a method to calculate intersection crash rates.
 - Work with NYSDOT and local partners to refine crash data reporting and analysis.
- **Improving Reliable Access**
 - Right size our infrastructure:
 - Consider reducing excess road or bridge capacity in future planning studies through road diets or strategic disinvestment; prioritize maintaining existing infrastructure in a state of good repair and making it work better, before adding capacity.
 - Monitor the impacts of telecommuting on our transportation system (particularly commuter rail), and work with partners to adjust capacity as needed.

- Address congestion hot spots and priority locations:
 - Regularly update our Congestion Management Process (CMP) and assess high-congestion locations, especially those near high-crash locations, job centers, and other basic needs destinations.
 - Work with road owners and local partners to develop improvements for high-congestion locations.
 - Work with municipalities to manage traffic and parking, particularly in centers, through our planning studies (e.g. corridor plans, redesign studies, parking plans, and safety assessments).
- Improve access to transit:
 - Work with County Public Transit to evaluate and improve transit service and access to transit, develop alternate transit models, and focus on access to basic needs.
 - Analyze train station access, including bicycle parking, sidewalk access, bus access, and parking.
- Address local and regional freight:
 - Develop a regional freight plan with our TMA partners, which could include a regional or countywide freight summit.
 - Monitor pavement and bridge conditions on truck routes and local streets used for delivery and prioritize needed improvements.
 - Analyze travel time reliability on key truck routes and recommend potential improvements.
 - Gather and analyze data on local delivery trips and traffic to help municipalities plan for local delivery and manage curb space.
 - Factor local delivery and freight needs into our planning work (e.g. corridor plans, redesign studies, parking plans, and safety assessments).
- Incorporate Climate Resiliency into our work:
 - Work with County Public Works, NYSDOT, MTA, and local partners to conduct a transportation infrastructure vulnerability study, measuring the risk of flooding and other climate-related hazards to our roads, bridges, and culverts.
 - Work with partners to incorporate climate change in bridge and culvert replacement projects by designing infrastructure to withstand projected flood levels and other hazards.

- Map the impact of future flood events and other hazards on our transportation system.
- Use DARTE data to monitor emission patterns.
- Support technology to reduce greenhouse gas emissions, including electric vehicles, automated vehicles, and cashless tolling.
- Monitor trends in electric vehicles (EVs), advertise EV funding opportunities, and promote EV infrastructure, including EV charging stations.
- Gather better pavement data:
 - Implement an automated, uniform scoring system to measure pavement conditions on county and local roads.
- **Improving Access to Basic Needs**
 - Address transportation equity gaps:
 - Promote and expand transportation options for identified focus areas or populations in coordination with partner agencies and community organizations.
 - Reduce safety, reliability, and access barriers in identified focus areas or places with high shares of focus populations, to include the following:
 - Address transportation equity barriers in the City of Poughkeepsie by reducing safety, reliability, and access barriers on Route 9, the Route 44/55 arterials, Main Street, and other high crash or congested roads in the city.
 - Address transportation equity barriers in the Village of Wappingers Falls by reducing safety, reliability, and access barriers on Routes 9 and 9D.
 - Address transportation equity barriers in the City of Beacon and Town of Fishkill by reducing reliability barriers on I-84 and Route 9D and removing safety barriers on Main Street in Beacon.
 - Address transportation equity barriers in the Harlem Valley by expanding transit access and reducing walking and bicycling barriers in centers on or near Route 22.
 - Promote low-cost transportation options:
 - Encourage our partners to provide low-cost transportation options (walking, bicycling, transit, ride-hailing, ridesharing) to basic needs

destinations (housing, jobs, goods and services, education, and recreation), particularly in communities with high housing cost burdens.

- Pursue Safe Routes to School studies to identify and prioritize walking access improvements.
- Pursue a countywide trail access study to identify and prioritize rail trail connections.
- Promote economic opportunity:
 - Work with our partners to identify and implement transportation improvements to support local economies, including small businesses.
 - Prioritize transportation investments that improve access to permanent, living wage jobs. Consider reducing excess road

County Actions

– Improve Safe Access

- Develop and implement a County ADA transition plan.
- Consider developing a County Vision Zero policy, which would focus on eliminating traffic deaths and severe injuries through a proactive, multi-departmental effort to create safer streets.
- Continue to partner with DCTC to analyze high-crash locations and conduct safety assessments on County roads.
- Work with DCTC to identify County roads with high-end speeding and consider speed limit reductions, road design changes, and speed enforcement programs to change driver behavior.
- Provide ADA access at all bus stops and provide sidewalk connections where feasible.
- Continue to partner with DCTC to implement the County's Complete Streets policy through the highway access permit process, public education efforts, and Universal Accessibility projects on County roads.
- Pursue opportunities to expand the County's rail trail network and facilitate connections to State and local trails

– Improve Reliable Access

- Maintain existing infrastructure before building new, maximize efficiency before adding capacity, and reallocate excess capacity where possible.

- Develop resiliency ratings for infrastructure, identify flood-prone infrastructure, and incorporate these into an infrastructure resiliency plan. Coordinate with the County's Hazard Mitigation Plan as feasible.
 - Continue to consider climate change (particularly flooding) when designing bridge and culvert replacement projects.
 - Continue to incorporate Electric Vehicles (EVs) into County fleets and promote the installation of EV infrastructure, especially charging stations.
 - Prioritize fixed-route transit improvements (higher frequency, more service hours) in areas with sufficient population or job densities.
 - Consider alternate transit models in areas that don't support fixed-route service.
 - Improve transit ridership data collection (e.g. automatic passenger counters) to analyze rider trends and improve service.
- **Improve Access to Basic Needs**
- Continue to prioritize access to basic needs (housing, jobs, education, goods & services, recreation) when evaluating bus transit service changes.
 - Develop a consistent program for large employers (including County government and colleges) to purchase bulk transit passes for employees as an incentive to reduce vehicle trips.
 - Expand travel options for off-peak trips to key job centers.
 - Promote economic development and business opportunities in existing centers to minimize transportation costs and enhance access.
 - Improve bus access to train stations, possibly through fixed-route or on-demand services.
 - Coordinate with other transportation providers, including human service agencies, to improve access for older adults, persons with disabilities, and other vulnerable populations.
 - Work with municipalities and other partners to promote a mix of housing types that capitalize on existing infrastructure and support walking, bicycling, and transit, particularly in existing centers such as cities, town centers, and villages.

Invest (Transformative Investments)

Transformative Packages

- Road & Bridge Maintenance & Operations
- Safety Improvements at High Crash Locations
- Walking & Bicycling Improvements
- Shared-use Paths & Rail Trails
- Bus Service Improvements
- Train Access Improvements
- Congestion Management & Traffic Operations
- Electric Vehicle Charging Stations
- Complete Streets Corridor Studies
- Land Use & Zoning Reform Incentive Program

Transformative Projects

- Market Street Two-way Redesign, City of Poughkeepsie
- Arlington Main Street Redesign, Town of Poughkeepsie
- Transit Services for the Harlem Valley & Northern Dutchess
- Route 44/55 Arterials Redesign, City & Town of Poughkeepsie
- Hopewell Junction Route 82 Redesign, Town of East Fishkill
- Beacon-Hopewell Rail Trail, City of Beacon, & Towns of Fishkill & East Fishkill
- Route 9/44/55 Interchange Redesign, City of Poughkeepsie
- I-84/Route 9D Interchange Improvements, Town of Fishkill