

## Attachment A: Sponsor Information

The City of Kingston, nestled in Ulster County at the foot of the Catskills in the Hudson Valley Region with frontage on the Hudson River, is a small city uniquely poised to harness the economic and cultural potential of the New York City Metro area. Uptown Kingston, or the Stockade District, was the first capital of New York State with notable assets like the Old Dutch Church, the Senate House, and original stone houses that drive historical/cultural tourism. The Uptown portion of the city is in a renaissance with a thriving arts community and gourmet restaurants featuring local growers that have capitalized on the growing farm to table culinary movement. Kingston is also a Hudson River city with a newly installed waterfront walkway in the Rondout District, small shops, cafés, restaurants, and several museums that compliment the maritime and transportation traditions of the city. Coined by the NYC media market as “Brooklyn North,” the relatively affordable commercial and residential space has spurred a growing arts, “digerati” and professional services workforce.

Kingston is entering a period of revitalization with a growing cultural and arts community, huge potential for expanded tourism due to its proximity to the Catskills, Shawangunks and positioning where several rail trails will come to a hub in Midtown. The City boasts of a deep water port on the Hudson River.

In April 2013, Moody's Investors Service assigned an A1 rating to the City of Kingston's \$3.055 million Refunding Serial Bonds of 2013. Moody's also maintained an A1 rating on approximately \$24.4 million in outstanding parity debt. Proceeds of the issue are being used to advance refund the city's Series A of 2003 and Series B of 2003 bonds for estimated net present value savings of roughly \$85,000, or 2.8% of refunded principal. The A1 rating reflects a moderately sized tax base with average wealth levels, a stable financial position characterized by adequate reserves, and a heavy but manageable debt burden. The strengths identified by Moody's are a moderately sized tax base with strengthening socio-economic characteristics and stable financial operations. The challenges include cash reserves and fund balance levels below peers at the current rating category and a relatively heavy debt burden. The City is working to improve the cash and fund balance position and to continue strengthening the city's tax base.

The Office of the State Comptroller Fiscal Stress Monitoring System represents a systematic and objective methodology for identifying the presence of stress conditions in a local government. The System employs two types of indicators: financial indicators, which evaluate budgetary solvency (the ability of a local government to generate enough revenues to meet expenditures) and environmental indicators, which capture those circumstances and trends that are largely outside the locality's control but which have a bearing on its revenue raising capabilities as well as its demand for and/or mix of services. For 2012, Kingston had a score of 25.4% for fiscal stress and 28.3% for the environmental score, both indicating a relatively low level of stress.

The population of the City of Kingston is approximately 23,527. Current median household income is \$40,056, compared to \$50,157 for all U.S. households. While 9.8 percent of the region's population lives below the poverty level, it is concentrated in the region's cities of Poughkeepsie, Newburgh, and Kingston, where 20.4% of the people live in poverty. The number of students eligible for free and reduced-price lunch programs is 70% of students in some schools in Kingston. Housing and transportation costs are also high; as of 2000, 73.7% of households in the region spent more than 45% of their income on housing and transportation.

Kingston has lost approximately 29% of its population in the past several decades. Under-utilized land is one result of this population loss. There are approximately 865 parcels classified as vacant in Kingston with a total area of over a thousand acres. In the city's 7.3 square miles, or 4,672 square acres, that is over 20%. This does not account for properties that are under-utilized, such as vacant business, retail, and residential properties or low-density buildings. There are estimates of 20 to 30% vacant retail space.

The City of Kingston residents and leadership realize that the future prospects for the overall growth in private economic investment depend on an aggressive Midtown neighborhood stabilization and revitalization program. The long-term scope of work includes developing a plan to fill empty storefronts of mixed use commercial properties, perhaps targeting small digital startups and creative economy professionals, façade and facilities improvements, completing streets/traffic calming approaches, further investments in housing rehabilitation and homebuyer incentives, assisting vacancy rates in buildings fronting Broadway and supporting the Ulster Performing Arts Center to become a year-round venue. A key component of this strategy is for a livable, walkable, bikeable community where its residents are provided alternatives for getting around with safe routes to schools and parks.

## Attachment B: Applicant Information

The City of Kingston is the applicant for the Kingston Connectivity Project. Gregg Swanzey, MBA, is Director of the Office of Economic Development and Strategic Partnerships and will be the primary contact person and will manage the project including overall responsibility for ensuring public process; direct contact with partners, consultants, and other contractors; proper grant reporting; and fulfillment of contractual obligations. Gregg will oversee the procurement process, fulfill MWBE requirements, general administrative details, and work with the Comptroller's office on fiscal accounting.

John Tuey is Comptroller and, along with his office staff, has overall responsible for fiscal accounting, billing, and all financial transactions. Brian Woltman, Purchasing Agent, will ensure policies and practices outlined in the City of Kingston Central Purchasing Department's Procurement Manual will be complied with. As a municipality in the State of NY, Kingston has regularly worked with federal and state agencies to administer grants and manage projects. Other departments that will be involved in this project are the Planning Department, Engineering Department, and the Department of Public Works.

The City of Kingston is interested in taking the critical next steps for "building capacity for a livable city." Some actions that have been taken to position the City for a Transportation Enhancement Program Grant follow:

- Kingston Conservation Advisory Council – has developed a Climate Action Plan for the City that has been approved by Common Council (September 2012) and established a Task Force to prioritize and implement the plan.
- Kingston Planning Department and Board – a new Comprehensive Master Plan 2025 is currently under development for the City of Kingston with a final plan expected in mid-2014.
- Kingston Common Council – Passed resolutions for a Climate Smart Community, establishment of a Complete Streets Advisory Council, and is unanimous in support of the Comprehensive Master Plan. In addition, discussions are underway for a long-term arrangement between the Kingston Land Trust and the City of Kingston for management of the first rail trail initiative connecting Midtown and the waterfront on a city-owned ROW for the "Kingston Point Rail Trail" as part of the "Kingston Greenline".
- Cornell Cooperative Extension is lead agency for a Robert Wood Johnson Foundation-funded "Healthy Kingston for Kids" Project with Kingston Land Trust as partner with active initiatives for "Safe Routes to School" and "Complete Streets".
- Kingston Land Trust has been working on an initiative to establish Kingston as a "Rail Trail Hub" where the Wallkill Valley Rail Trail, O&W Rail Trail, Catskill Mountain Rail Trail, and Kingston Point Rail Trail converge in Midtown Kingston. The confluence of these rail trails, in combination with the complete streets strategies that will be necessary to form the linkages, has been dubbed the "Kingston Greenline."
- Ulster County Executive Mike Hein is advocating for the establishment of the Catskill Mountain Rail Trail along a portion of the U&D Railroad Corridor including the portion within the Kingston city limits that crosses Washington Avenue adjacent to Schwenk Drive. The Governor included \$2M for the project in the 2012 EPF funding allocations.
- Parks & Trails NY and the National Park Service Rivers and Trails Conservation Assistance Technical Assistance Grants were awarded to the Kingston Land Trust for ongoing assistance for rail trail development.
- Federal Community Development Block Grant funding is being reprogrammed under a new Consolidated Plan to support a Midtown Revitalization Plan, consistent with national initiatives such as the President's Neighborhood Revitalization Initiative. Kingston is an entitlement community and has received HUD CDBG funding annually since 2008.

## Attachment C: Project Description

The Kingston Connectivity Project will create a more livable, vibrant community through complete streets strategies and establishment of rail trails on historic rail corridors linking Uptown and Midtown along the Broadway Corridor to the Rondout and Hudson River Waterfronts. A multi-modal infrastructure will be designed and constructed that will provide safe, universally accessible alternatives for moving about by bicycle, on foot and other non-motorized means while smoothing the flow of motorized vehicles into the heart of the City in Midtown. It will catalyze a significant regional effort to create a rail trail network that will serve as a recreational amenity and visitor attraction of international significance. It will create a green infrastructure that reduces fossil fuel consumption, mitigates climate change through reduced automobile use and fossil-fuel emissions, promotes pedestrian-friendly development in close proximity to public transit, enables freedom of mobility, encourages more physical activity, allows children to walk or bike to school, reduces traffic congestion, stimulates economic growth, and invigorates the municipal center. Finally, it will have served as a catalyst for economic vitality of the Midtown area of Kingston that is economically distressed with some of the highest crime rates, highest rates of unemployment (above 20%) and lowest median income levels (greater than 68% of the households under 80% and 50% under 50% of the Area Median Income) in the county.

Currently, active rail trails end at the city's perimeter and are not accommodated on the streets. There is no striping and bike lanes and paths do not exist. In some areas sidewalks are not serviceable or do not exist. The Kingston Connectivity Project will accomplish critical steps for bringing the active Walkkill Valley Rail Trail, O&W Rail Trail, proposed Catskill Mountain Rail Trail and Kingston Point Rail Trail to a Midtown Hub at the center of the City. This will be accomplished by converting abandoned or underutilized railroad corridors for shared multi-modal use as rail trails and through complete streets strategies along Broadway and other side streets in the vicinity. Multi-modal connections will also be made along the Rondout Waterfront via East Strand and North Street to Kingston Point Park, the Hudson River, and out to the mile-long Promenade at Hudson Landing (soon coming under construction thanks to a successful 2012 CFA).

The Kingston Connectivity Project will establish continuity in the region-wide rail trail network system that, over time, will:

- Span 60 miles from Kingston into the Rondout Valley and link Hurley, Stone Ridge, Marbletown, Rochester, Accord, Wawarsing, Kerhonkson, and Ellenville and beyond following the O&W Rail Trail and D&H Heritage Corridor.
- Connect Kingston to Rosendale, New Paltz, Gardiner, Walkkill, and Walden via 30 miles of the Walkkill Valley Rail Trail.
- Link to the Walkway Over the Hudson 25 miles to the south by bike path and the Hudson Valley Rail Trail via the Walkkill Valley Rail Trail in New Paltz.
- Connect Kingston via the Catskill Mountain Rail Trail along the Ashokan Reservoir and 38 miles up into the Catskill Mountains.
- Connect Midtown Kingston to the Rondout Waterfront via the only accessible route (3% grade) on the [Kingston Point Rail Trail](#) and from there to the Hudson River waterfront via several miles of publicly accessible bike paths and walkways, largely on publicly owned property.

For this phase, the Kingston Connectivity Project includes the following components:

1. Conduct a study and implement an actuated coordinated traffic signal system along the Broadway Corridor from Albany Avenue at the I587 Intersection to Foxhall Avenue in Midtown \*\*
2. Complete Streets Design/Construction of Broadway including enhancements in the area near the Ulster Performing Arts Center, City Hall and Kingston High School \*\*
3. Provide for Heritage Area Enhancements including benches, decorative pavement, and façade improvements consistent with guidelines in the Heritage Area including along the Broadway Corridor \*\*

4. Provide for Walkability/Bikeability Enhancements with pedestrian signals, lighting, ADA compliant crosswalks, pedestrian ramps, and sidewalks. \*\*
5. Construct the [Kingston Point Rail Trail](#) and implement the "[Greenline](#)" concept as per plans developed by the Kingston Land Trust from Midtown near the Kingston Hospital to the Rondout Waterfront
6. Replace embedded rail trolley trackage along the Rondout Promenade and set the stage for electrification of the trolley from the [Trolley Museum of NY](#) to the lower end of Broadway
7. Extend the Waterfront Walkway/Bike Path connections along the Rondout and Hudson Waterfronts to [Hudson Landing](#) with a spur to [Kingston Point Park](#)

Our request to NYSDOT for Transportation Enhancement Program funding is specifically for design and construction on the Broadway Corridor from the head of Broadway at St. James Street to Foxhall Avenue (approximately 8/10ths of a mile). See items identified with \*\* above.

Other funding requests have gone out to other agencies to fund the Kingston Point Rail Trail, waterfront connectivity components and other elements that will integrate the regional network of trails and establish the "Kingston Greenline."

The project will involve publicly owned properties, with the City having site control. It is not anticipated that any acquisitions will be necessary. No known environmental issues, historic preservation concerns, or regulatory issues are expected.

The overall project will create a multi-modal corridor and "Greenline" from the head of Broadway five miles to the Rondout Waterfront, Kingston Point Park, and the Hudson Landing Promenade. The request of \$2,001,500 for TEP funds are primarily for the following specific components:

- Broadway Corridor Traffic Light Synchronization Study
- Traffic signalization overhaul at six intersections (based on findings of study)
- Broadway Corridor improvements to create a complete street that smoothes traffic flows, creates bike lanes and a pedestrian friendly corridor including trees and sidewalks
- Install enhancements including bike racks, benches, and vegetation
- Integration of the rail trail network into the existing transportation infrastructure.

Grant funding is also being requested under the CFA process from DOS (\$500,000), OPRHP Heritage Area (\$500,000), Recreational Trail Program (\$200,000) and NYSERDA Clean Green Communities Program (\$1.5M).

The Kingston Connectivity Project will require \$4.7M. A combination of compatible grants for providing match will be critical in order to close the gap. At this time, due to severe demands for bonding to cover capital projects such as the catastrophic failure of a tunnel under Washington Avenue and a sinkhole that developed, and because of the 2% cap on property tax increase, the City will have limited options.

The City is working with the Ulster County Transportation Council on an engineering study of the Broadway Corridor now (\$48,000). An engineering study has just been completed by Alta Planning + Design (\$20,000) and survey work will soon be completed (\$9,700) by Brinnier & Larios for the Kingston Point Rail Trail. In-kind effort will support the public process and provide for enhancements. CHIPS funding for street construction by the City of Kingston DPW and the option of allocating Community Development Block Grant funds for projects in Midtown will be available.

#### Attachments:

Attachment C-1: Project Map

Attachment C-2: Non-Motorized Transportation Plan Map

Attachment C-3: Kingston Greenline Map

Attachment C-4: Photographs of Broadway

Attachment C-5: Bike Infrastructure Map

Attachment C-6: Excerpt of Non-Motorized Plan Concept

Attachment C-7: Conceptual Project Elements

## Attachment D: Eligibility: Project Category or Categories

Federal Category 1: Provision of Facilities for Pedestrians and Bicycles

- How does the facility serve trips which could otherwise be made by motor vehicles?** Transformation of the Broadway Corridor into a complete street will make bicycle and pedestrian use of the street much safer since there is little accommodation now and will result in significant increase in non-motorized modes.
- How does the facility enhance safety for pedestrians or bicyclists or fill a gap in a pedestrian, bicycle or other non-motorized shared-use path or trail network?** Installation of bike lanes and improvements to sidewalks along with traffic calming through traffic light synchronization and roadway redesign will greatly enhance safety. This project is also critical for filling the gap between the termini for three rail trails that end at the city line and will connect Midtown to the Waterfront on a four rail trail. The hub in the city has been dubbed the "Kingston Greenline."
- To what extent are the connecting locations (origin and destination) different and distinct?** The Broadway Corridor begins at the intersection of Interstate 587 and Albany Ave and runs south to the Strand on the Rondout Waterfront. For this project the focus will be from St. James Street to East Chester Street.
- What activity centers are connected or linked in a continuous system provided?** Uptown Stockade, Midtown at UPAC, Downtown Waterfront, Catskill Mountain Rail Trail, O&W Rail Trail, Wallkill Valley Rail Trail, Kingston Point Rail Trail.
- How will the facility meet accessibility guidelines under the Americans with Disabilities Act?** Streetscape and Rail Trail design will comply with standards. All rail trail grades are less than 3% grade (most often less than 2%).

Federal Category 5: Landscaping and Other Scenic Beautification (Including Streetscape Improvements)

- How does the project enhance the landscape for the traveling public?** Less asphalt more street trees.
- How would the project offer the traveling public a pleasing and memorable visual experience?** Much better than the current 60' wide swath of asphalt with no center meridians mostly to accommodate stacked cars at unsynchronized lights.
- How would the natural and built elements work in harmony to enhance the natural, aesthetic or visual character of a site, corridor or community along a surface transportation facility and demonstrate sensitivity to the integrity of the place and context?** The Broadway Corridor will be integrated with the Rail Trail Corridors through the Kingston Greenline concept.
- What best practices does the project use for vegetation management (such as using native plants and removing invasive species)?** Existing Guidelines will be followed.
- What best practices or innovative designs does the project use for built elements?** Use bluestone and pavers where possible, concrete for sidewalks, where appropriate. No asphalt for sidewalks.
- What impact does the project have on transportation safety?** It will reduce accidents by calming street traffic and greatly improve accommodation for non-motorized modes.

Federal Category 8: Preservation of Abandoned Railway Corridors (Including the Conversion and Use thereof for Pedestrian or Bicycle Trails)

- Who is the current owner of the railway corridor property or parcels?** All sites in this project are publicly owned by the City of Kingston. Ulster County owns the ROW for the Catskill Mountain Rail Trail.
- Who is the proposed owner of the railway corridor/parcels if property acquisition is involved?** N/A
- What easements or deed restrictions are in effect?** Do they include any reversionary rights? N/A
- Will there be an agreement to preserve and to protect the corridor?** If required by granting agency.
- If the corridor is on a revocable easement, are there provisions to pay a pro-rata share of TEP funds?** N/A
- If a railroad corridor has been rail-banked under 16 USC 1247(d), is there an agreement that the corridor is subject to restoration or reconstruction for railroad purposes in the future?** N/A
- How does the facility enhance safety for pedestrians or bicyclists, especially at intersections with other surface transportation facilities?** Traffic light synchronization and upgrades of lights and controllers along with redesigned crosswalks with striping and other strategies for confirming the multi-modal nature of the Broadway Corridor.
- How does the facility meet the accessibility guidelines under the Americans with Disabilities Act?** Requirements for curb cuts, clearances and quality of the surface, etc. will be addressed and met.
- How would the Sponsor manage existing and native vegetation within the corridor?** Best practices will be used and carried out by Kingston DPW, Parks Department, and non-profit partners such as the Kingston Land Trust, Church Communities, and others. Ulster County has guidelines and restrictions on pesticide and herbicide use.

## Attachment E: Eligibility: Relationship to Surface Transportation

 **In what way is the project related to surface transportation through present or past use as a transportation resource?**

The Broadway Corridor has always been the main thoroughfare linking the historic Uptown Stockade District to the Midtown area that is home to the Ulster Performing Arts Center (UPAC), City Hall, YMCA, and Kingston High School, to the Rondout Waterfront at the Strand. Kingston is where railroad corridors (circa 1871) converged that came in from the Wallkill and Rondout Valleys, carried passengers and freight up into the Catskill Mountains, and made the inter-modal connections to the Hudson River and Delaware & Hudson Canal System.

 **Is there a direct connection to a person or event nationally significant in the development of surface transportation?**

Thomas C. Cornell, born January 27, 1814 in White Plains, was an American politician and businessman. He died in Kingston on March 30, 1890 and was interred at the Montrepose Cemetery in Kingston.

 **What is the extent of the relationship(s) to surface transportation?**

During the American Civil War, he was commissioned as a major in the New York Militia. He served two terms in Congress running on the Republican Party line, first from 1867 to 1869, and again from 1881 to 1883. In 1837 with his own sloop, Cornell started what was to become the Cornell Steamboat Company based on the Rondout Waterfront. In 1850 he obtained the contract for towing D&H Canal Company barges. Following the Civil War the Cornell Steamboat Line virtually monopolized freight traffic on the Hudson River, dominating the towing of barges well into the 1900s. While the Steamboat Company was the heart of his empire, Cornell engaged in many other related enterprises. In 1866 he incorporated what was to become the Ulster and Delaware Railroad (U&D) [Proposed as Catskill Mountain Rail Trail and Kingston Point Rail Trails today]. In 1868, the Rondout & Oswego Railroad was built running from Kingston Point on the Hudson River up into the Catskill Mountains into the Shandaken Valley and on to Bloomsville in Delaware County. The railroad included a branch north from Phoenicia through Stony Clove to Hunter, Tannersville, and Haines Falls. By the early 1900's, operating as the Ulster and Delaware (U&D) Railroad, the line was completed to connect with the Delaware and Hudson Railroad in Oneonta. Trains of the U&D carried bluestone quarried from sites along the line for the sidewalks of New York and cities around the world. Dairy products were delivered to the Kingston by rail. Summer tourism brought city dwellers to the region's boarding houses and grand hotels. In 1913, more than 676,000 passengers rode the U&D to the Catskills. During the railroad's heyday, through coaches and Pullman sleepers, some from as far away as Washington, coupled onto U&D trains. Coaches would stand ready at Kingston Point for the steamships of the Hudson River Day Line, add additional passengers at Kingston Union Station connecting out of Weehawken, and then travel the steep grades up to the Catskill Mountain resorts. In subsequent years, the New York Central railroad operated on the U&D tracks, and was succeeded by the Penn Central Railroad. Suffering losses of freight and passenger business in the early 1930's, the railroad was taken into receivership February 1932 and sold to the New York Central. The post-World War II growth in automobile use and the construction of the New York State Thruway (I-87) led to a further reduction in railroad travel. The New York Central's successor, Conrail, abandoned the U&D railroad track in 1976.

 **What groups and individuals are affected by the relationship(s)?**

When did the relationship(s) start and end or do the relationship(s) continue? Groups interested in the history and heritage of Kingston continue to protect and preserve collections and provide interpretive services and programs. Organizations include Friends of Historic Kingston, Hudson River Maritime Museum, Trolley Museum of New York, and Kingston Library.

 **Is the relationship substantial enough to justify the investment of transportation funds?**

Yes, for the same reason that the Urban Cultural Park, now called the Kingston Heritage Area was established with a transportation theme. The Broadway Corridor is specifically designated as in the Heritage Area.

Attachment F: Eligibility: Benefit to the Public Interest (Public Access/Use)

The expenditure of public funds on this project will benefit the public interest and access will be provided to the general public at no charge.

The Broadway Corridor naturally will be open to the public at all times with no restrictions on who can use the facility as it is a main thoroughfare in the City of Kingston and is publicly owned.

For other components of the Kingston Connectivity Project such as rail trails, motorized uses will be prohibited except for maintenance vehicles, but the facilities will be open to the general public at no charge.

## Attachment G: Expected Benefits to Result from Project

This project is aimed at transforming Kingston, the County Seat of Ulster County. It serves many of the regional economic priorities and will address the multiple challenges faced by an aging city in upstate New York. It will target regional growth in an urban center and encourage compact, mixed-use development. It will stimulate growth that is sustainable, cost-effective, energy- and natural resource-conserving, climate friendly, affordable, and attractive to young workers and an aging population. It will promote the redevelopment of vacant and distressed properties, as well as the removal of blight and impediments to revitalization. It will make improvements to existing infrastructure in the core of the City and will serve to attract investment and lay the foundation for transformative projects in the future. Improving the intersections and operations of the Broadway corridor will reduce accident rates, smooth traffic flow, reduce travel times, increase property values, and provide public health benefits. The Kingston Connectivity Project will be instrumental in ultimately bringing an active regional rail trail system in to a Midtown Hub at the center of the City.

**Economic Development in Corridor** – This project is aimed directly at the heart of Midtown where many vacant storefronts exist. Without question, this project will enhance the cultural district in Midtown centered around the Ulster Performing Arts Center and will help initiate a new wave of adaptive reuse of old building stock. It will be the catalyst for enticing owner occupancy and will spur growth of new businesses. These are perhaps the most compelling rationale for investment in Kingston. Currently, business owners along Broadway are screaming for improvements. The feedback they receive from customers is loud and clear. The expansive stretch of asphalt, inappropriate street lighting, poorly designed intersections, and poorly timed traffic lights taint the experience for tourists, customers, and prospective businesses alike. Business development along the Broadway corridor will not occur without significant upgrades to the streetscape. This project will result in many of the now-vacant storefronts becoming filled. In addition to the numerous safety and multi-modal transportation benefits, it is expected that private investment and reinvestment will be facilitated by accelerating the implementation of the public infrastructure improvements so as to provide a more attractive frontage and remove uncertainty for businesses.

**Stimulating economic development** – motorized and non-motorized transportation corridors in Kingston will be enhanced in ways that will support a significant increase in tourism as the rail trail network comes to fruition and barriers to business activity in Midtown are removed. The Governor has proposed \$2M for the [Catskill Mountain Rail Trail](#), the [Rosendale Trestle](#) recently opened to the public, and the Kingston Land Trust is embarking on the conversion of the Kingston Point Rail Trail in partnership with the City of Kingston connecting Midtown to the Rondout and Hudson waterfronts with the Greenline Initiative.

Economic Studies that confirm the impact of a trail hub in Kingston that serves as a terminus for the trails. The [Catskill Mountain Rail Trail: Economic & Fiscal Impact Analysis](#), commissioned by the New York – New Jersey Trail Conference in June 2013, was conducted by Camoin Associates for an economic impact analysis on a project intended to create a 32 to 38 mile rail trail connecting the City of Kingston with Belleayre Ski Resort in Ulster County, to be known as the Catskill Mountain Rail Trail (CMRT). Camoin Associates conducted research into trail use to develop a reasonable estimate as to the number of anticipated users of the CMRT on an annual basis. The research indicates that annual use of the CMRT will be approximately 140,000 resulting in \$3.1 Million in new sales and 44 new jobs in Ulster County and \$112,000 in new County tax revenue annually. In another study by Parks & Trails NY, [Report of the 2012 New York State Trail User Count](#), December 2012, Hurley O&W Rail Trail from Russel Rd to Depot St serves approximately 81,000 users each year.

**Economic Competitiveness - Travel Time Savings** – Broadway has chronic travel delay problems. It is not designed to effectively and efficiently serve the community needs and is dangerous to pedestrians and bicyclists. Improving the intersections and operations of the Broadway corridor will create time savings for travelers during both the morning and afternoon peak hours as well as midday.

Using a Travel Time Study developed by Eng-Wong, Taub and Associates (2011), a total time saved calculation could be approximated for traffic. Using NYS DOT Traffic Count data at key locations and the ADT figures for morning, midday, and evening, and then using the data for the average travel time profiles from the Travel Time Study at those times, calculations for the cost of time delay for business use and general use were estimated and monetized. The value of smoothing flow on Broadway and reducing travel delay time is valued at \$45.5 M over the twenty year life of the project.

**Addressing Social Needs** – This project will address particular needs of the population for a walkable, bikeable community with multiple transportation choices, safe routes to school for students, and transit-oriented development. In addition, it will smooth traffic flows, reduce travel times, and improve efficiency and thereby enhance public health initia-

tives. Finally, the main transportation corridors, especially Broadway, will become more attractive for businesses to locate and will serve to bolster ongoing economic development initiatives for neighborhood revitalization.

**Enhancing the Environment and Implementing Kingston's Climate Action Plan** – Kingston is a Climate Smart Community with a Climate Action Plan, developed by the Kingston Conservation Advisory Council and approved by the Common Council. The City of Kingston recognizes that greenhouse gas (GHG) emissions from human activity are catalyzing profound changes in climate and weather, the consequences of which pose substantial risks to the future health, well-being, and prosperity of the community. The ultimate goal of this effort is to locally reduce GHG emissions. In addition rising energy costs make it imperative that the City of Kingston take a leadership role in advancing energy saving measures and other sustainability initiatives that will stabilize and potentially reduce energy related expenditures for City government, local businesses and City residents.

The proposed improvements for the City of Kingston Connectivity Project will reduce GHG emissions through improved transportation system efficiencies and will increase landscaping to provide heat island reduction, reduce stormwater impacts, and provide transportation choices thereby addressing the goals of the plan.

**State of Good Repair - Maintenance and Repair Savings** – Broadway is a wide street with four traffic lanes and parking on each side. For much of its length it is 60 feet wide narrowing to two traffic lanes and 40' as it passes the High School and City Hall in Midtown and at the I-587 end where cars queue up waiting for lights at the intersection. The multiple lanes through the city are used mostly to stack up cars as they wait for a multitude of unsynchronized traffic lights.

Repaving Broadway at its current pavement width would cost, based on estimates (\$9 per square yard), approximately \$385,000 every 10 years. By narrowing the lanes, utilizing a central turning lane and otherwise smoothing traffic, bike lanes can be added that will result in a cost savings of \$125,000. Over the life of the project this cost would be incurred only one time following initial construction. In addition, the annual maintenance costs are reduced. The value is \$532,400 over the twenty year life of the project.

**Improved Property Values from Accessibility and New Infrastructure** – According to a study commissioned by the Robert Wood Johnson Foundation-Active Living Research (Ewing and Shoup, 2010), complete, compact, and connected communities increase land values, on average, approximately 5-12%. This additional property value is a one-time realized value. The value of a walkable network with new infrastructure for the purposes of this analysis was estimated to average 7%. By selecting all properties fronting on Broadway and Rail Trail Corridors adding the total assessed value (properties have been recently assessed at 100% market value) and using 7% of this value as a benefit spread equally over four years of the project, the benefit was calculated to be more than \$40M.

**Increase in Bike/Pedestrian Use Due to Improvements** – Using an analysis by the Victoria Transportation Policy Institute (Litman, 2011), the benefits for bicyclists and pedestrians as a result of the proposed improvements can be calculated. The value accrues from benefits related to fitness and health, reduced motor vehicle use, reduced congestion, roadway cost savings, energy conservation, pollution reduction, and increased accessibility. A benefit on the order of \$4M over the twenty year life of the project is estimated.

**Improved Access for Disadvantaged Communities** – While it is very difficult to apply a dollar value for improved transportation equity in the project area, it is clear that improved choice will provide an improvement in the overall quality of life for the area's residents.

**Sustainability - Street Trees Maintenance and Benefits** – This project will apply at least \$200,000 toward street trees to Broadway and adjacent streets. Each tree provides aesthetic, energy, air quality, CO<sub>2</sub>, and stormwater benefits that can be quantified. The value of the services provided by planting more trees was not included in the valuation but is reflected in the City's Climate Action Plan.

**Safety - Reduction in Accidents** – Crash data obtained from the Ulster County Planning office for 2010 and 2011 was pulled for the Broadway Corridor, converted to AIS, valued, and then divided by two to give an annual value for loss due to crashes, injury, and property loss due to accidents. It was assumed that this high rate of incidents could be cut in half if improvements in intersections, traffic flow, and traffic calming were implemented by the Multi-Modal Connectivity Project. The value is \$84.1M over the twenty year life of the project. This suggests that safety is the most compelling of all the reasons to move forward on this project and that a safer streetscape will result in the most benefit.

**Job Creation & Near-Term Economic Activity** – Using the standard rate of 13 jobs created per \$1M in investment, it is projected that this project will directly result in more than 39 new jobs (for Broadway Corridor component).

**Jobs Created by Bicycle and Pedestrian Facilities** – A recent report published by Smart Growth America titled, "Recent Lessons from the Stimulus: Transportation Funding and Job Creation" (Smart Growth America, 2011) concluded that

transportation infrastructure projects that included bicycle and pedestrian facilities (e.g., sidewalks, multi-use paths, dedicated bicycle lanes) created more jobs per million dollars spent than road only projects.

### Benefit-Cost

The benefit cost analysis for this project suggests that the largest benefits to Kingston provided by this project are the following:

- Complete streets, better design of critical intersections, traffic calming, and other design features of a livable city will reduce accident rates that are currently well above state standards and provide a benefit over 20 years of more than \$40 Million.
- Reconfiguration of Broadway to allow for smooth traffic flow will provide travel time and fuel savings of more than \$21 Million over 20 years.
- Property values will rise in the adjacent areas to the complete streets resulting in increases valued at more than \$26 Million. This will be realized immediately over the next five years as work takes place.
- A bicycle and pedestrian friendly city will result in more than \$2 Million in direct benefits in health, environmental quality, and roadway cost savings and other user benefits.
- There will be immediate savings in roadway repair and maintenance resulting in savings of hundreds of thousands of dollars over the next 20 years.

Other benefits that were not monetized, but that surely are also at play as a result of this project, include savings by the municipality due to higher densities of people living in the city thus making it easier to focus services effectively, more street trees planted and other sustainable practices employed that improve efficiencies, and stormwater reduction.

Project measures that can be used to demonstrate successful project outcomes include the following measures outlined in the table. These are among the measures that the City of Kingston and partners are regularly using to analyze progress and to establish the best steps for moving forward. For this project, baseline data would be established at the time of the grant award and would be monitored in appropriate intervals to confirm success in addressing needs and demonstrating whether expected outcomes were accomplished. Overall responsibility for the evaluation of this project will rest with the City of Kingston Office of Economic Development and Strategic Partnerships.

Performance Measure	Instrument	Source
Reduced Accident Rate	Accident Data Reports	Ulster County Transportation Council (UCTC)
Reduced Travel Time	Observation	UCTC
Increased Bicycle Use	Observation	Cornell Cooperative Extension Healthy Kingston for Kids Project
Reduced GHG Emissions	Calculation based on ADT and Travel Time estimates	UCTC & Kingston Conservation Advisory Council
Increased Storefront Occupancy Rate on Broadway Corridor	Survey	City of Kingston Office of Economic Development
Increased Market Value of Properties Adjacent to Corridors	Real Estate Sales & Appraisals	Real Estate Survey
Reduced Incidents of Crime	Annual Reports	Kingston Police Department
Increased Public and Private Investment in Midtown	Survey	City of Kingston Office of Economic Development
Significant Improvement of Visitor Experience	Survey	Business Partners

## Attachment H: Project Costs and Funding

**Broadway Corridor**

Item	Quantity	Price	Cost
Roadway Milling	250,000 sf	.10/sf	\$25,000
Roadway Resurfacing	3200 ton	\$120/ton	\$384,000
Stone Curbing	4000'	\$70/ft	\$280,000
Imprint Crosswalks			\$50,000
Imprint Parking			\$200,000
New trees in pits	40	EA \$5,000	\$200,000
Sidewalks	12,000 sf	\$28/sf	\$336,000
Bike Racks	20	EA \$650	\$13,000
Benches	10	EA \$1200	\$12,000
Traffic Signals	6	EA \$50,000	\$300,000
Stormwater Infrastructure			\$190,000
<b>Subtotal</b>			<b>\$1,990,000</b>
25% Contingency			\$497,500
10% Engineering			\$248,600
Traffic Synchronization Study & Design			\$235,400
Project Management & Inspection			\$30,000
<b>Total</b>			<b>\$3,001,500</b>

Other grant proposals were submitted in the recent Consolidated Funding Application Round (August 12, 2013). Each grant, if awarded, will fulfill one part of the larger Kingston Connectivity Project that will form a continuous network from Uptown to the Hudson River Waterfront. NYSERDA funding has been requested specifically to match the NYSDOT TEP request for the Broadway Corridor components. The overall project budget is \$4.7M.

Office of Parks Recreation & Historic Preservation (OPRHP)	Municipal Grant Program (Heritage Area)	Kingston Connectivity Project for the purpose of installing Kingston Greenline components including Rail Trail, Bike Lanes, Streetscape, and Walkway improvements connecting Midtown to the Rondout Waterfront on the Kingston Point Rail Trail	\$500,000
Office of Parks Recreation & Historic Preservation (OPRHP)	Recreational Trails Program (RTP)	Kingston Connectivity Project for the purpose of construction of a Rail Trail and Linear Park connecting Midtown to the Waterfront on the Kingston Point Rail Trail	\$200,000
NYS Department of State (DOS)	Local Waterfront Revitalization Program (LWRP)	Rondout Waterfront Connectivity Project that will establish Bike Lanes, Streetscape Improvements, and Promenade Enhancements in the Waterfront Revitalization Program Area in the Rondout	\$500,000
New York State Energy Research and Development Authority (NYSERDA)	Cleaner Greener Communities Program	Kingston Connectivity Project that will fund a transportation study, implement traffic signal integration, establish Bike Lanes, Streetscape Improvements, etc. for the purpose of creating a Multi-Modal Transportation Infrastructure connecting the Broadway Corridor through Midtown to the Hudson River and Rondout Waterfronts and the regional Rail Trail System	\$1.5M

## Attachment I: Implementation Schedule

Provide an estimated schedule for implementation of the project. For a construction project, this section should address the following key elements of project development:

Start Date: 12/2013

End Date: 5/2016

Enhancement Funds Awarded: 12/2013

Execute Agreement with NYSDOT: 2/2014

Select & Hire Architect/Engineer: 6/2014

Prepare Design Approval Document: 10/2014

Acquire Property (if applicable): N/A

Prepare Contract Documents: 2/2015

Bid and Award Project: 4/2015

Construct and Inspect Project: 5/2015 – 5/2016

### Attachment J: Maintenance & Operation of Project

The Broadway Corridor is a City Street and will be maintained by the City of Kingston Department of Public Works. The DPW has the equipment and capacity to maintain the city streets and can utilize CHIPS funding for this purpose.

In addition, several organizations in the community are actively seeking to implement the Kingston Greenline Concept and to advocate for Complete Streets, Bikeable City and increased public service. Cornell Cooperative Extension has been taking the lead with the Healthy Kingston for Kids Project.

Kingston Land Trust has formed a Rail Trail Committee that has been successful in pulling other partners such as the land Trust Alliance, Parks & Trails New York, and the National Park Service Rivers, Trails, and Conservation Assistance Program. Website: <http://www.kingstonlandtrust.org/rail-trail-committee/>

Please see the Kingston Land Trust Management Plan for the Kingston Point Rail Trail (Draft) as Attachment L-23.

An example of the community involvement is shown in the series of photos below for a August 8, 2013 cleanup of the planned Kingston Point Rail Trail organized by the Kingston Land Trust and Church Communities (Bruderhof).



**Photo 1: Mobilizing from the Rondout Savings Bank parking lot.**

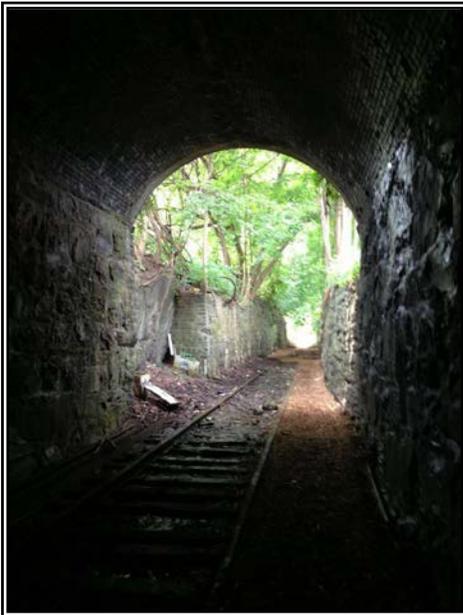


**Photo 2: The trail runs down behind the bank.**

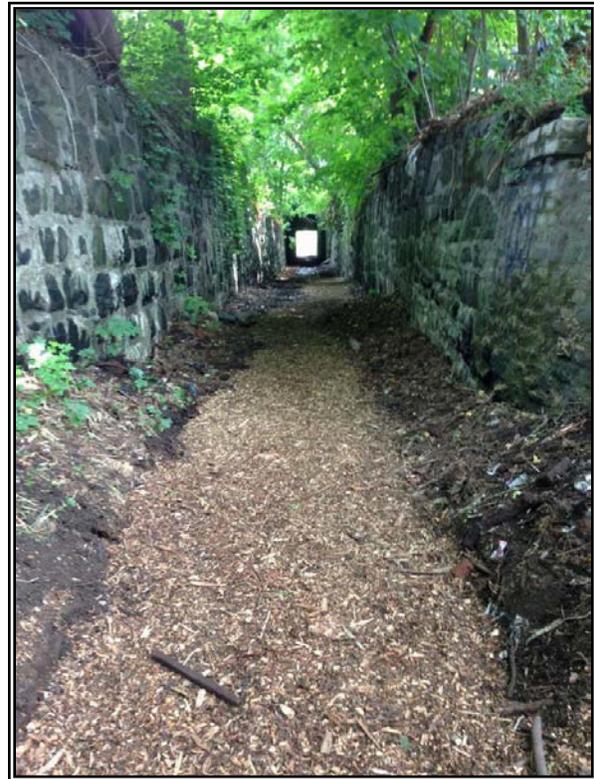


**Photo 3: The City DPW drops off a container.**





**Photo 4: The tunnel looking north toward East Chester Street.**



**Photo 5: The tunnel looking south toward the 9W overpass through on the other side. The Land Trust has been in touch with NYDOT for permissions to cross the bridge to gain access.**

Attachment K: Documentation to Support Project Eligibility

Not Applicable

## Attachment L: Documentation of Community and Political Support

Much of the planning and conceptual design work is done over the five miles of the project. Design and construction funds are requested.

Public planning process, conceptual design studies for Uptown and the I587 Intersection with Albany Avenue at the head of Broadway, Non-Motorized Transportation Plan, Kingston Point Rail Trail Engineering Study, Heritage Area Management Plan and Design Guidelines, Local Waterfront Implementation Plan and other documents have been completed. Currently underway is a Conceptual Design Study for the Broadway Corridor, Public Planning Process for the Kingston Greenline, Bluestone Survey and Sidewalk Study, Engineering for the East Strand Streetscape, and Design and Construction for the Hudson Landing Promenade. This project will fill in any gaps in the design and engineering work and construct a continuous multi-modal infrastructure from Uptown through Midtown along the Broadway Corridor.

Attachment L-1: Mayor Shayne R. Gallo Cover Letter

Attachment L-2: Kingston Common Council and Heritage Area Commission Resolutions

Attachment L-3: County Executive Letter of Support

Attachment L-4: Institute for Sustainable Cities Letter of Support

Attachment L-5: Kingston Conservation Advisory Council Letter of Support

Attachment L-6: Realtor Letter of Support

Attachment L-7: Rondout Savings Bank Letter of Support

Attachment L-8: Ulster Performing Arts Center Letter of Support

Attachment L-9: Hudson Landing Letter of Support

Attachment L-10: Greenway Conservancy Letter of Support

Attachment L-11: Kingston Land Trust Letter of Support

Attachment L-12: Open Space *Institute* Letter of Support

Attachment L-13: Parks & Trails New York Letter of Support

Attachment L-14: NPS Rivers Trails and Conservation Assistance Letter of Support

Attachment L-15: Alta Planning + Design Engineering Study

Attachment L-16: Agenda & PPT Presentation for Greenline Summit

Attachment L-17: Uptown Stockade Area Transportation Plan

Attachment L-18: RFP for Broadway Corridor Conceptual Design Study

Attachment L-19: Catskill Mountain Rail Trail: Economic & Fiscal Impact Analysis

Attachment L-20: Kingston I587/Albany Ave/Broadway Intersection Study

Attachment L-21: Broadway Benefit Cost Analysis

Attachment L-22: Kingston Urban Cultural Park Report

Attachment L-23: Kingston Point Rail Trail Management Plan Draft

According to the [Uptown Stockade Area Transportation Plan](#) (2009), "Existing traffic and pedestrian signals in the area are unconventionally timed, not functioning properly, or outdated. The combination of two-way and an inconsistent pattern of one-way streets, as well as the non-standard designs of some intersections, are confusing and, in some cases, hazardous." "A walkability/bikeability assessment of the project study area was performed for the entire study area.

Based on field observations, there are numerous locations at which sidewalks should be repaired, replaced, or installed; pedestrian ramps should be constructed; crosswalks should be re-stripped or added; and pedestrian signals and/or push buttons should be repaired or installed to improve walkability in the area.”

The I-587/Albany Avenue/Broadway Intersection is located at the western edge of the city of Kingston and serves as a major entrance to the City. The intersection marks the abrupt transition from a short, high-speed Interstate highway [I-587 is the shortest interstate highway in the country] to the urban fabric of the City of Kingston. The Intersection controls access to the main arteries of the City and most of its economic drivers. Broadway runs north/south through the heart of City and serves schools and hospitals along its corridor, as well as its own ‘main street’ businesses. Broadway also leads to the City’s revitalized waterfront. Albany Avenue provides an east/west link between Kingston’s neighborhoods and the uptown shopping areas and government offices as well as out to malls in the Town of Ulster. The Intersection is located amid a mix of commercial and residential structures that offer the first glimpse of the City for visitors. The [Kingston Intersection Study of I-587 at Albany Avenue/Broadway Intersection](#) was conducted including a Concept Design Report and a Visual Traffic Simulation available on the Ulster County Planning Web Site.

The UCTC will release an RFP in August 2013 to solicit services for the “Broadway Corridor Conceptual Design Study” to develop alternative concepts that use transportation to improve the corridor’s function. Alternatives will include roadway improvements, lane striping, signal timing re-design, cross walks, traffic calming, wayfinding, streetscape and beautification improvements, bicycle lanes/complete street treatments, improved directional signage, and various other control measures between Foxhall Avenue to near the I587 intersection at Albany Ave (Elmendorf & Liberty Streets). The study will be completed in Fall 2013 and will be directly applicable to the Kingston Connectivity Project.

The City of Kingston, which completed a [Local Waterfront Revitalization Plan \(LWRP\)](#) in 1992, is working to maintain the maritime character of its Rondout District through the preservation of historic architecture as well as by enhancing connections to Rondout Creek and the Hudson River and developing design standards for future growth. Located on the shore of Rondout Creek, the district contains many buildings reflective of its 19th-century past as a bustling village located at the terminus of the Delaware & Hudson Canal. On the west side of Broadway, a main street leading to the creek, historic storefronts of varied heights and colors today contain a lively mix of businesses. Similar structures on the street’s east side were demolished in the 1970s and replaced with historically inspired row houses. The [Kingston Waterfront Development Implementation Plan](#) was drafted in 2003.

An outcome of this project will be to implement critical components of [Ulster County’s Non-Motorized Transportation Plan](#) that includes strategies for promoting and implementing non-motorized transportation solutions. The plan provides policy guidelines and project recommendations to promote and implement a county-wide non-motorized transportation system. It identifies existing and potential commuter and recreational corridors, provides concept plans for priority projects, and recommends potential programs for encouragement, education and enforcement. It is important to note that while the Plan’s focus is Ulster County, it recognizes a regional system that also must be connected. Overcoming barriers to connections, such as the bridges across the Hudson and jurisdictional issues across both county and town lines and transportation systems, is a key component of the advocacy role associated with the Plan's implementation.

The implementation of this plan will improve the quality of life for local residents through improved walkability and bikeability, and will serve as a tourism resource which can be used to effectively market Ulster County as a prime destination in the Hudson Valley. The proposed non-motorized transportation includes more than 30 miles of shared use paths, along with on-road bikeways, pedestrian improvements and supporting programs. Implementation will be phased as resources become available and through integration in ongoing infrastructure projects. With a vision of non-motorized transportation, communities can work together to make this plan a reality.

Programming transportation improvements in Ulster County is one of the UCTC’s most important functions. Projects identified in the [UCTC’s Year 2035 Long Range Transportation Plan](#) are prioritized by the UCTC for placement in the UCTC’s five-year Transportation Improvement Program or “TIP” utilizing several project selection processes developed by the UCTC and the New York State Department of Transportation. Projects programmed must comply with Federal laws and guidelines of SAFETEA-LU, Public Involvement requirements, Title VI/Environmental Justice requirements, American with Disabilities Act (ADA) requirements, and the National Environmental Policy Act (NEPA).

This project addresses the priorities for non-motorized transportation in the county as indicated by a comparison of maps reflecting the development of rail trails in the region in figures 4-11 and 4-12 in [chapter four of the plan](#): the [Year 2010 Non-Motorized System](#) versus the [Year 2035 Non-Motorized System](#).

According to the [Mid-Hudson Regional Economic Development Council's Strategic Plan](#), this region is near the center of the country's busiest rail corridor, boasts six interstate highways, and easy access to six international airports. With over 30 colleges and universities, the Hudson Valley maintains a highly educated labor force. An important goal of the Plan (pg 43) is to support the revitalization of urban centers as engines of regional prosperity. Goals include the following:

1. Target regional growth in urban centers, whose compact, mixed-use development pattern creates an opportunity for growth that is sustainable, cost-effective, energy- and natural resource-conserving, climate friendly, affordable, and attractive to young workers.
2. Promote the redevelopment of vacant and distressed properties, as well as the removal of blight and impediments to revitalization, by expanding state land bank legislation to cities that demonstrate the capacity to administer an integrated distressed property remediation program.
3. Encourage a State commitment to making improvements to existing infrastructure in urban centers more cost effective.
4. Attract investment and lay the foundation for transformative projects in urban centers by encouraging economic development planning, promoting development readiness, and streamlining the development process.

[The Mid-Hudson Regional Sustainability Plan](#) was developed through extensive research and a consensus building process open to stakeholders from throughout the Region. This process was overseen by a planning Consortium consisting of senior representatives of the Region's seven counties as well as government and non-governmental organizations. The City of Kingston provided input into the plan. **This project is highlighted as a priority (pg 4-34) and addresses many of the priorities of Chapter 4: Land Use, Livable Communities, and Transportation.**

In October 2009, the City of Kingston Common Council passed a resolution adopting the [Climate Smart and Green Jobs Community Pledge](#) and charged the City of Kingston Conservation Advisory Council with establishing a Climate Smart and Green Jobs Taskforce to review the issues and propose a plan of action. The Task Force shall be charged with investigating and making recommendations to the Common Council regarding strategies that will:

1. Pledge to combat climate change by becoming a Climate Smart Community
2. Set Goals, Inventory Emissions, Move to Action
3. Decrease Energy Demand for Local Government Operations
4. Encourage Renewable Energy for Local Government Operations
5. Realize Benefits of Recycling and Other Climate Smart Solid Waste Management Practices
6. Promote Climate Protection through Community Land Use Planning
7. Plan for Adaptation to Unavoidable Climate Change
8. Formulate a Green Innovation Strategy
9. Inform and Inspire the Public
10. Commit to an Evolving Process

The City of Kingston was able to secure a one-year grant from the New York State Energy Research and Development Authority (NYSERDA) to retain personnel to conduct a greenhouse gas inventory and create a Climate Action Plan. The Climate Analyst developed a [Climate Action Plan](#) with the Kingston Conservation Advisory Council and city staff that was adopted by the Kingston Common Council in September 2012. The plan includes a transportation and land use section that is especially relevant to this project.

In 2010, Scenic Hudson published [Revitalizing Hudson Riverfronts: Illustrated Conservation & Development Strategies for Creating Healthy, Prosperous Communities](#). This 100-page illustrated guide, developed thanks to a grant administered by the City of Kingston, is now helping local officials, planners, developers, citizen activists and other stakeholders enhance and preserve the unique qualities of the Hudson River waterfront. The principles in the guide, developed by Scenic Hudson with a grant from the New York State Department of State, offer tools to promote the development of lively, pedestrian-friendly, mixed-use riverfronts in and adjacent to municipal centers while conserving forests, farms,

wetlands and fields, and provide for a continuous public greenway corridor along the river. It will provide guidance for implementation of the project outlined in this application.

The City of Kingston is interested in taking the critical next steps for “building capacity for a livable city.” Some actions that have been taken to position the City for a Transportation Enhancement Program Grant follow:

- Kingston Conservation Advisory Council – has developed a Climate Action Plan for the City that has been approved by Common Council (September 2012) and established a Task Force to prioritize and implement the plan.
- Kingston Planning Department and Board – a new Comprehensive Master Plan 2025 is currently under development for the City of Kingston with a final plan expected in mid-2014.
- Kingston Common Council – Passed resolutions for a Climate Smart Community, establishment of a Complete Streets Advisory Council, and is unanimous in support of the Comprehensive Master Plan. In addition, discussions are underway for a long-term arrangement between the Kingston Land Trust and the City of Kingston for management of the first rail trail initiative connecting Midtown and the waterfront on a city-owned ROW for the “Kingston Point Rail Trail” as part of the “Kingston Greenline”.
- Cornell Cooperative Extension is lead agency for a Robert Wood Johnson Foundation-funded "Healthy Kingston for Kids" Project with Kingston Land Trust as partner with active initiatives for "Safe Routes to School" and "Complete Streets".
- Kingston Land Trust has been working on an initiative to establish Kingston as a “Rail Trail Hub” where the Wallkill Valley Rail Trail, O&W Rail Trail, Catskill Mountain Rail Trail, and Kingston Point Rail Trail converge in Midtown Kingston. The confluence of these rail trails, in combination with the complete streets strategies that will be necessary to form the linkages, has been dubbed the Kingston Greenline.
- Ulster County Executive Mike Hein is advocating for the establishment of the Catskill Mountain Rail Trail along a portion of the U&D Railroad Corridor including the portion within the Kingston city limits that crosses Washington Avenue adjacent to Schwenk Drive. The Governor included \$2M for the project in the 2012 EPF funding allocations.
- Parks & Trails NY and the National Park Service Rivers and Trails Conservation Assistance Technical Assistance Grants were awarded to the Kingston Land Trust for ongoing assistance for rail trail development.
- Federal Community Development Block Grant funding is being reprogrammed under a new Consolidated Plan to support a Midtown Revitalization Plan, consistent with national initiatives such as the President’s Neighborhood Revitalization Initiative. Kingston is an entitlement community and has received HUD CDBG funding annually since 2008.