

U.S. Department of Transportation  
Office of the Secretary of Transportation

**FY 2016 TIGER Discretionary Grant Application**  
*Project Narrative / Attachment to SF424 for the*

**Harlem Valley Rail Trail –Phase IV and The Route 22 Crossing**

**HVRT – Phase IV: Village of Millerton to Under Mountain Road in the Town of Ancram;  
The Route 22 Crossing: Orphan Farm Meadow to Black Grocery Road in the Town of  
Hillsdale**

**Dutchess County and Columbia County, New York**



**Dutchess County Department of Public Works**

626 Dutchess Turnpike  
Poughkeepsie, NY 12603

**Marcus J. Molinaro, County Executive**  
**Noel H.S. Knille, AIA, ASLA, Commissioner**



**Harlem Valley Rail Trail Association**

1 John Street, P.O. Box 356  
Millerton, NY 12546

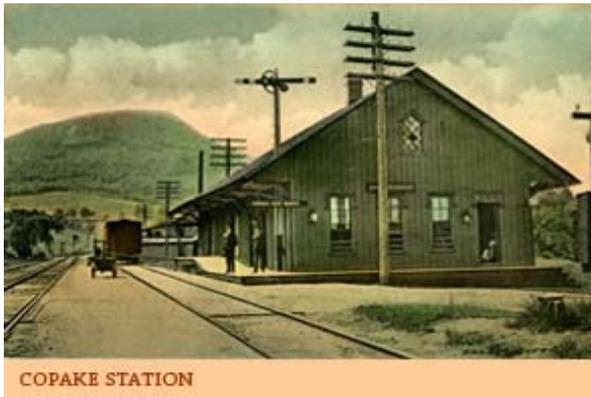
**Lisa DeLeeuw, Executive Director**  
**Dick Hermans, Chairman**

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## I. Project Summary

The existing corridor for the Harlem Valley Rail Trail between Wassaic and Chatham, New York was once an active railroad line known as the Harlem Valley Rail Line of the Penn Central Railroad. The Harlem Valley Rail Line was an important part of the Penn Central Railroad and was constructed to connect Albany



to New York City through an inland route. The former Harlem Valley Rail Line opened for service in 1852 and provided services for passengers and freight use. In 1976, its regular use was terminated following a loss in business due to the opening of new highways, turnpikes, and interstates, and a change in the economy. Between 1976 and the early 1990's portions of the railroad right-of-way were transferred or sold to both

public and private entities. The County of Dutchess acquired the right-of-way within Dutchess County and transferred it to New York State. The County began leasing the right-of-way in 1989 for use as a rail trail, and the lease with New York State Office of Parks, Recreation and Historic Preservation (NYS Parks) extends beyond 2035.

Since 1996, Dutchess County, through its Department of Public Works (DPW) has been planning, funding, building and operating the Harlem Valley Rail Trail (HVRT), a paved multi-use pedestrian and bicycle trail that follows the former railroad corridor situated within the scenic Harlem Valley of eastern New York State.

The Harlem Valley Rail Trail Association (HVRTA) was founded in 1986 and incorporated in 1995 as a 501(c)3 not-for-profit organization dedicated to advocating for completion of the HVRT. HVRTA's core mission includes partnering with public and private agencies, leading volunteer efforts to assist with trail maintenance, raising capital to purchasing rights-of-way, and offering trail design expertise to public and private agencies.

Dutchess County DPW and HVRTA have partnered together to submit this TIGER Discretionary Grant application for \$7.5M to fund construction of two essential sections of the HVRT: HVRT-Phase IV (Main Street in the Village of Millerton to Under Mountain Road in Ancram, NY), and The Route 22 Crossing (Orphan Farm Meadow in Copake, NY to Black Grocery Road in Hillsdale, NY.)

## II. Project Description and Project Location

The Harlem Valley Rail Trail is a multi-use pedestrian and bicycle path that provides alternative transportation choices and recreational opportunities along a former railroad corridor that winds through eastern New York State's Harlem Valley. The railroad corridor begins at its southern terminus at Wassaic Train Station, which is the northern-most train stop on the Metropolitan Transportation Authority's (MTA's) Metro-North Railroad (MNRR) Harlem Valley Line. The trail corridor currently extends northward for 28 miles through Dutchess County and into Columbia County to the Town of Hillsdale, NY.

Much of the 28 mile corridor has been completed and is already being enjoyed by residents and visitors to the region. HVRTA has raised funds and purchased rights-of-way along the railroad corridor to extend the trail for an additional 18 miles to the Town of Chatham, NY. This will ultimately provide for a 46 mile long rail trail through some of New York State's most picturesque and unspoiled landscape. Since the southern terminus of this trail is located at MNRR's Wassaic Train Station, literally millions of visitors have access this beautiful trail directly from New York City without driving a car!

HVRT between Wassaic Train Station and the Village of Millerton, encompassing 10.7 miles, is complete and open to the public. Dutchess County DPW developed this section of the trail from 1996 to 2007 using \$2.21M federal and matching local funds. The 5.5-mile trail section lying within New York's Taconic State Park between Under Mountain Road and Copake Falls was developed by NYS Parks.

In addition, a 1.7 mile undeveloped section of the trail is open to the public near Hillsdale, NY (between the hamlet of Hillsdale and Black Grocery Road in Copake.) The HVRTA is soliciting construction bids in spring 2016 and construction is expected to be complete by the end of the summer. HVRTA raised \$375,000 from the community for this project to match a grant of the same amount awarded by New York State through a Consolidated Funding Application (CFA) Environmental Protection Fund (EPF) grant.

The two sections of the HVRT which are the subject of this grant request will knit together three adjoining operational segments of the HVRT to form a continuous trail 28 miles long from the Wassaic Train Station in Dutchess County to the Town of Hillsdale in Columbia County. The first section of HVRT included in this grant request is *HVRT-Phase IV* which will extend from the existing trailhead at Main

Fig. II-1 - HVRT Corridor



Street in the Village of Millerton northward 8 miles to the existing trailhead at Under Mountain Road in the Town of Ancram. The completed trail leading north from Under Mountain Road is included within Taconic State Park and extends 5.5 miles to Orphan Farm Meadow. This segment is already being enjoyed by the public. The second section of HVRT included in this grant request is *The Route 22 Crossing* which will link Orphan Farm Meadow in Copake with a segment of trail coming south from Hillsdale at Black Grocery Road.

HVRTA has been instrumental in funding trail development in Columbia County. In 2005 the Association purchased 14 miles of rail bed from a private owner for \$225,000 and donated the property to the State of New York. In addition to raising funds and advocating for completion of trail, HVRTA has been very successful in discussing future trail operational and construction support with Columbia County and the towns that the trail will traverse. As HVRTA continues to raise funds for trail design north of Hillsdale, NY and builds strong partnerships with local governments, HVRT will ultimately extend to Chatham, NY for a total distance of 46 miles.

#### Harlem Valley Rail Trail – Phase IV

This 8 mile section of HVRT is located in northeastern Dutchess County and southeastern Columbia County, New York. The project originates at Main Street (Route 44) in the Village of Millerton, and terminates at Under Mountain Road in the Town of Ancram, Columbia County. The proposed trail will connect two sections of completed trail and result in 28 miles of continuous trails between the Wassaic Train Station and the Town of Hillsdale.

The project will include placement of a paved 10 ft. wide shared use path within former railroad right-of-way currently owned by New York State. The trail will cross six roadways at-grade; New York State owns and maintains Main Street (NYS Rte. 44), Dutchess County owns and maintains Rudd Pond Road (CR 62), The Town of North East owns and maintains Beilke Road and White House Crossing Road, and the Town of Ancram owns and maintains Boston Corners Road and Under Mountain Road. The trail will cross six raised structures; two bridges and four waterway culverts. Each structure will undergo rehabilitation or repair as part of the development of this trail section.



Upon completion, the trail will be owned by NYS Parks. Dutchess County DPW will maintain HVRT in the Towns of North East and Millerton (i.e. within Dutchess County), while the NYS Parks will maintain HVRT in the Town of Ancram in Columbia County.

HVRT – Phase IV is included as Project Identification Number (PIN) 8758.74 in both the current (2014-2018) and proposed draft (2017-2021) Poughkeepsie-Dutchess County Transportation Council (PDCTC) Transportation Improvement Program (TIP). The TIP lists construction funding obligation for HVRT – Phase IV in Federal Fiscal Year 2017. Several planning reports have identified the importance of the Harlem Valley Rail Trail in the County transportation system; PDCTC’s Metropolitan Transportation Plan [Moving Dutchess 2](#), the County’s Pedestrian and Bicycle Plan [Walk Bike Dutchess](#),

[Dutchess County Greenway Compact’s Greenway Connections](#) and Hudson River Valley Greenway’s [Draft Greenway Trail Vision Plan](#). These plans all identify the Harlem Valley Rail Trail as a major non-vehicular transportation resource within eastern Dutchess County.

Since 2008 Dutchess County DPW has been working with a consultant firm to conduct preliminary design work, environmental studies, right-of-way evaluations and appraisals, and prepare a [Draft Final Design Report for PIN 8758.74](#). New York State



Department of Transportation (NYSDOT) and Federal Highway Administration (FHWA) have reviewed the Design Report and offered comments. Dutchess County DPW expects to receive design approval by early May 2016. When design approval is granted, Dutchess County DPW will begin acquiring property from six private land owners and commence with developing the final construction plans and specifications.

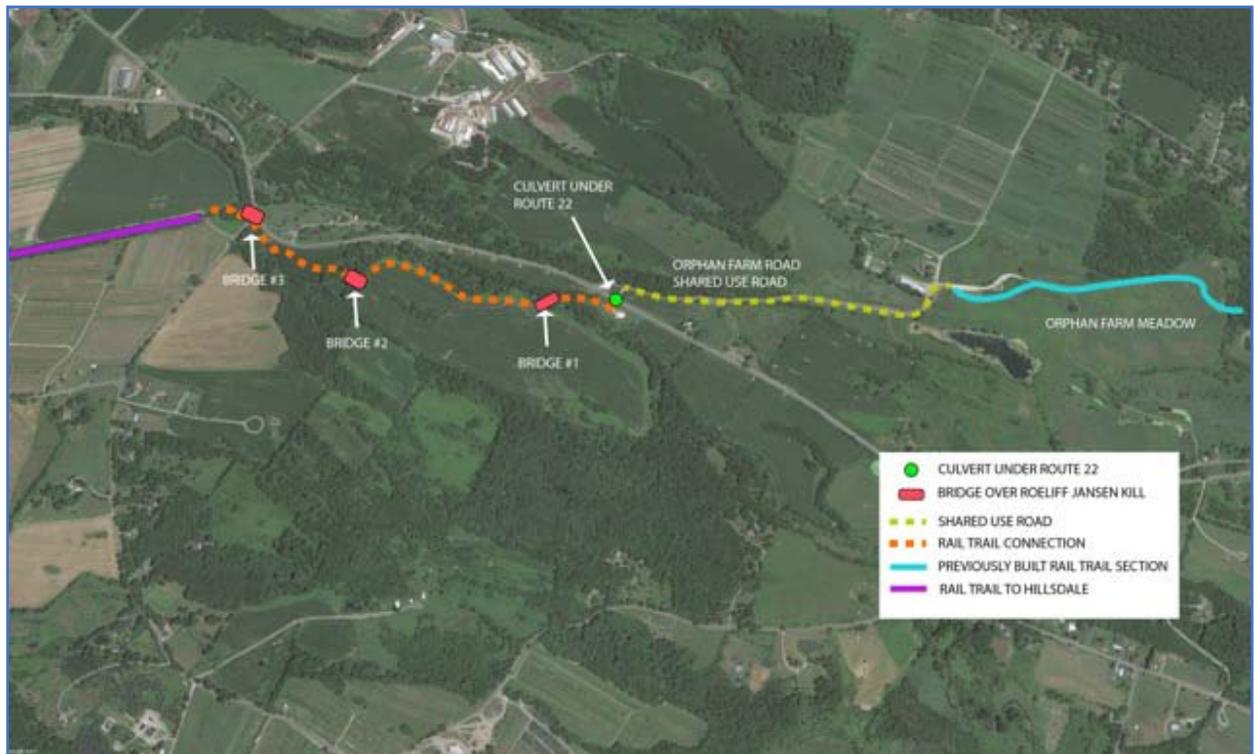
### The Route 22 Crossing

This 1 mile long section of HVRT is located in Columbia County between Orphan Farm Meadow in Copake, NY and Black Grocery Road in Hillsdale, NY. This proposed trail segment will link a completed portion of HVRT extending north from Black Grocery Road into the Town of Hillsdale with a section of HVRT already in use that runs south from Orphan Farm Meadow into Copake Falls. The proposed trail will connect these two functional sections of trail and will result in 28 miles of continuous trail between the Wassaic Train Station and the Town of Hillsdale.

The project will include placement of a paved 10 ft. wide shared use path within former railroad right-of-way currently owned by New York State. The trail will cross the Roeliff Jansen Kill via three new elevated structures (bridges or culverts) and it will cross under NYS Route 22 via a new tunnel. Upon completion, the trail will be owned by NYS Parks. Columbia County DPW and the surrounding towns will maintain this section of HVRT with assistance from HVRTA.

HVRTA has received preliminary approvals from New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC) for its schematic design of The Route 22 Crossing. The schematic design and survey work is complete and all land acquisition has been finalized. Environmental studies and design of this section of HVRT can be completed and construction plans and specifications will be prepared if funding is awarded under this grant request.

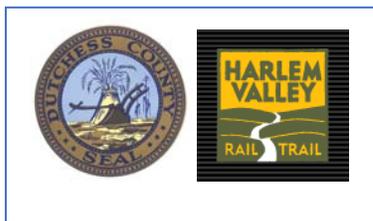
**Fig. II-3- The Route 22 Crossing  
Schematic Plan**



### III. Project Partners

To date, the Harlem Valley Rail Trail's great success as a local and regional asset is a testament to the strong partnerships among its many advocates. These partners have helped raise funds, organize volunteers, navigate the state and federal bureaucracy for permits and approvals, and helped build and maintain HVRT for all to enjoy. These partners have created a world-class alternative transportation corridor that serves to connect communities and offers unparalleled economic, recreational and social opportunities for residents, businesses and visitors alike.

Dutchess County and the Harlem Valley Rail Trail Association have partnered to submit this FY 2016 TIGER Discretionary Grant Application. Dutchess County, through its Department of Public Works, has developed HVRT from its southern



terminus at Wassaic Train Station to the Village of Millerton. HVRTA has been a long-time partner with Dutchess County and has been a consistent source of support and advocacy. HVRTA has successfully raised capital to purchase much of the HVRT corridor for future trail development, and has demonstrated its ability to fund and complete trail construction projects in

Columbia County. HVRTA is committed to continuing its long term role as advocate and partner with other trail stakeholders in both Dutchess and Columbia County, including NYS Parks, Columbia County, and many towns, villages, and property owners along the HVRT corridor.

### IV. Funding Sources

Dutchess County has secured partial funding for Harlem Valley Rail Trail - Phase IV through the PDCTC which is the regional Municipal Planning Organization (MPO.) The project is listed on the current (2014 – 2018) [TIP](#) and is also listed on the proposed draft (2017 – 2021) [TIP](#) as PIN 8758.74. Funding for design and right-of-way acquisition was listed on the [TIP](#) and obligated in prior years. Preliminary design and right-of-way work is currently underway. The [Draft Final Design Report for PIN 8758.74](#) identifies construction costs, including construction inspection services, at approximately \$9.33M. It is anticipated that the estimate will increase as final design work is completed. Dutchess County expects that the total cost for construction and construction inspection services for PIN 8758.74 will be approximately \$10.7M.

Currently there is no funding in place for detailed environmental evaluations, construction or construction inspection services for The Route 22 Crossing project. HVRTA has secured funds for the preliminary design and environmental approvals for this project. There are no right-of-way acquisition costs for this project since New York State has already obtained all of the right-of-way needed. Based on

programmatic estimates, \$3.5M will be needed to fund environmental studies, construction and construction inspection services.

Table IV-1 summarizes project costs and available funding for both HVRT – Phase IV and The Route 22 Crossing projects.

Table IV – 1: Project Funding Summary					
Project	Construction Phase Cost	Available Funds			Funding Needed
		Federal <sup>2</sup>	State <sup>3</sup>	Local <sup>4</sup>	
HVRT- Phase IV	\$10.7M <sup>1</sup>	\$5.36M	\$0.02M	\$1.34M	\$4.0M
The Route 22 Crossing	\$3.50M <sup>5</sup>	0	0	0	\$3.50M
Total TIGER Discretionary Grant need =					\$7.50M

Footnotes:

1. Includes construction and construction inspection costs.
2. STP Flex funding listed on current (2014 -2018) TIP and proposed draft (2017 – 2021) TIP.
3. Contribution from Regional State Parks Infrastructure Funds (SPIF.)
4. Local matching share from Dutchess County and Columbia County.
5. Includes environmental evaluations, construction and construction inspection costs.

## V. Federal Selection Criteria

### 1. Primary Selection Criteria

#### i. Safety

Walking and bicycling are increasingly recognized as important elements of a complete transportation system. Providing options for walking and bicycling gives people a safe and healthy alternative to the automobile.

The HVRT provides a safe alternative to the north-south roads in the area, which are narrow and high-speed, and include no facilities for safely walking or bicycling. These roadways include NYS Route 22, Rudd Pond Road (Dutchess County Route 62), and Boston Corners Road (Dutchess County Route 63.) None of these roads have sidewalks, and neither Rudd Pond Road nor Boston Corners Road have shoulders beyond the travel lanes. Shoulder widths on NYS Route 22 are just three to four feet wide in this area, and traffic volumes on NYS Route 22 are about 4,400 vehicles per day, with significant truck traffic and very high speeds (the speed limit is 55 miles per hour).



Boston Corners Road is a low-volume road, but 85<sup>th</sup> percentile speeds are approximately 50 miles per hour. Rudd Pond Road is

also a low volume road, with 85<sup>th</sup> percentile speeds of 52-54 miles per hour. The HVRT provides a transportation corridor for bicycle and pedestrian traffic separated from vehicular traffic and removed from the safety concerns associated with the surrounding roadway network.

A tunnel is proposed where HVRT will cross under NYS Route 22 south of Hillsdale, NY. Because of the volume and high speed nature of vehicular traffic here, and since NYS Route 22 is a State Highway Truck Route, the only safe option for HVRT users is to cross via a grade-separation at this location. The existing grade of HVRT and the topography of the site dictate that the HVRT crossing at NYS Route 22 should be a tunnel, rather than a bridge. The cost to raise the grade of HVRT on both sides of NYS Route 22 and construct a bridge would be cost-prohibitive.

ii. State of Good Repair

Upon completion of both HVRT – Phase IV and The Route 22 Crossing, Dutchess County, HVRTA, NYS Parks, and other stakeholders are committed to the long-term maintenance of the HVRT. Maintenance needs will be similar to existing adjacent trail sections, and as a result, each responsible agency or stakeholder is equipped with the expertise and experience to provide for maintenance of the two additional sections of HVRT that are the subject of this grant application. Dutchess County and NYS Parks are appropriately capitalized to commit to long-term maintenance and operation of their respective portions of HVRT. HVRTA, in partnership with Columbia County and other municipal stakeholders, will insure the long-term operation and maintenance of the HVRT in Columbia County. HVRTA has been leading a cooperative maintenance and operations effort for HVRT for decades.

With the completion of HVRT – Phase IV and The Route 22 Crossing, this multi-modal transportation facility will add a redundant mode of transportation within the Harlem Valley and offer a transportation option to underserved segments of the community that may not be able to use typical automobile-centric modes of transportation.

iii. Economic Competitiveness

The Harlem Valley is populated by a series of hamlets and villages that were previously linked socially and economically by the railroad. Over the past several decades, the Harlem Valley suffered from a loss of jobs and economic decline. Recently, renewed interest in local farming, the arts, and tourism has drawn investment to the area. For example, the hamlet of Hillsdale has become a vibrant center, and has invested in new sidewalks and other infrastructure to improve its walkability.

The HVRT reestablishes the traditional links between these population centers and increases their ability to draw visitors to the Harlem Valley and to extend their stays. The economic value of these visits greatly increases when comparing overnight or longer stays with day trips. Each hamlet or village

retains their own special sense of place that attracts visitors, but the interconnectivity that the HVRT creates adds to each center's drawing power.

Research has documented a number of economic benefits related to investing in walking and bicycling. First, walking and bicycling infrastructure projects create 11-14 jobs per \$1 million spent, compared to 7 jobs per \$1 million spent on road repair projects. Second, real estate is worth more in walkable communities: places with good walkability command about \$7/square foot more in retail rents, \$9/square foot more in office rents, and over \$81/square foot more in residential sales value, compared to places with fair walkability. Third, walking and bicycling infrastructure generates tourism. Bicycling is now the second-most common form of outdoor recreation in the U.S. and the third-most popular vacation activity, with 60 million people taking over 2.6 billion bike outings per year. Americans spend more on bicycling gear and trips (\$81 billion) than they do on airplane tickets and fees (\$51 billion).

The existing segments of the Harlem Valley Rail Trail are key components of our county's recreational tourism assets. For example, the Harlem Valley Rail Trail Association and others organize a Harlem Valley Rail Ride, a one-day bicycle ride with options of between 25 and 100 miles, beginning and ending in Millerton. All the routes include portions on the Harlem Valley Rail Trail. Approximately 1,200 riders participate each year.

The Harlem Valley Rail Trail is unique in that it connects to Metro North Railroad, a regional rail system, at the trail's southern terminus in Wassaic. The Wassaic station provides connections in Dutchess County, Putnam County, Westchester County and New York City, providing access to the trail to millions of New York City metropolitan area residents. In 2014 the Wassaic station had averaged 250 weekday and 630 weekend inbound boardings (these are trips towards NYC).

The trail also has a direct connection to Taconic State Park, a 6,773-acre year-round park with camping, swimming, waterfalls, and hiking trails, including a connection to the Appalachian Trail. The park attracts over 300,000 visitors a year. Preliminary responses to a visitor survey being conducted for the park show that approximately 40% of park visitors use the HVRT during their visit.

Based on recent user counts conducted by PDCTC at two locations along the trail (Millerton and Copake Falls), the Harlem Valley Rail Trail currently attracts about 234,000 visits annually. Using data for comparable sites from the National Parks Service's most recent Visitor Spending Effects report, it is estimated that each visit generates approximately \$75 in economic output (including direct visitor spending and indirect economic benefits via employment and labor income). This results in approximately \$17.5 million in annual economic benefit to the Harlem Valley.

Completion of the proposed sections of the Harlem Valley Rail Trail will double the trail's length from 14 miles to 28 miles, and will fill a key gap in the trail so that it will be continuous rather than split into several segments. It is expected

that when complete, this continuous 28-mile trail could attract twice as many users, for a total of approximately 468,000 annual visits, increasing the economic benefit to the area by \$17.5 million, for a total of \$35 million annually.

#### iv. Quality of Life

Livability and sustainability are at the center of many of the guiding documents in the region including Dutchess County's [Greenway Connections, Moving Dutchess 2](#) , the Poughkeepsie-Dutchess County Transportation Council's (PDCTC) long-range Metropolitan Transportation Plan, and [Walk Bike Dutchess](#), the county's Pedestrian and Bicycle Plan. All three documents



support projects that provide more transportation choices, strengthen existing communities, provide opportunities for connections, and increase the economic competitiveness of local communities and the region. In fact, the extension of the Harlem Valley Rail Trail is a priority recommendation of both [Moving Dutchess 2](#) and [Walk Bike Dutchess](#).

Completion of the HVRT will offer residents and visitors connections between community centers providing access to employment, shopping, and services, as well as recreation. For example, the Village of Millerton is home to the North East Community Center, which provides numerous social services, as well as a local library, grocery store, the Harney & Sons Tea Company and many other local businesses. The Town of Hillsdale has a variety of shopping and community services.

The spectacular landscapes of the Harlem Valley and its traditional hamlets and villages are what draw many residents and visitors to it. The HVRT enables newcomers to live in one of the traditional hamlets while experiencing the scenic environs that drew them to the valley. This allows existing population centers to benefit from additional investment and economic vitality, and prevents sprawl from destroying the scenic environs that attracts residents and visitors.

#### v. Environmental Sustainability

Almost thirty percent of America's greenhouse gas emissions are attributable to transportation, with the majority from automobile travel. The completion of the Harlem Valley Rail Trail will provide an environmentally-sound transportation alternative that connects community centers via walking and bicycling.

The HVRT also allows people to reconnect with nature in an environmentally sustainable manner. The HVRT passes through a variety of important and sensitive environmental areas, including wetlands, woodlands and turtle and snake habitats. If not for the existence of the former railroad bed, prism and drainage structures, access to these areas would not be feasible. The existence of the former railroad infrastructure and its ability to be reused in an environmentally sustainable manner allows this alternative transportation

corridor to provide access to these sensitive areas, while protecting them from harm. Providing controlled access to these sensitive habitats develops a social awareness of their importance and also builds support for their protection, helping to ensure their sustainability into the future.

HVRTA is planning to create an outdoor environmental education classroom on a re-purposed railroad bridge located on the HVRT – Phase IV section of the trail. This unique educational opportunity is being developed under the guidance of the Cary Institute for Ecosystem Studies, a world-renowned environmental research and education organization based approximately 15 miles away within Dutchess County.

The HVRT reconnects population centers to the tremendous scenic beauty of the adjacent agriculture and open spaces around them. It also provides access to the unique environmentally sensitive lands that the Harlem Valley has to offer without damaging these habitats and features. HVRT reconnects local hamlets and villages to their environs. Thus the HVRT allows the population centers through which it runs to harness the economic value of people's desire to reconnect to the spectacular landscape of the Harlem Valley.

## 2. Secondary Selection Criteria

### i. Innovation

There are two key innovative aspects to the HVRT – Phase IV project and The Route 22 Crossing project; HVRT – Phase IV incorporates innovative environmental solutions to develop the trail through ecological habitats that harbor many rare and endangered plants and animals, while HVRTA has employed innovative funding methods to purchase right-of-way and develop HVRT in Columbia County, including The NYS Route 22 Crossing.

HVRT – Phase IV innovative environmental solutions involve the use of specialized construction techniques including elevated boardwalks to span over inundated areas and sensitive wetlands. Specialized drainage features will allow water to flow across or under the trail without altering critical habitat for beavers, bog turtles, and other endangered or threatened plant and animal species. Construction techniques and sequencing are being developed to minimize disturbance to the environment during construction of the boardwalk and other features to reduce construction-related impacts to sensitive habitats.

HVRTA has funded the planning and design documents for 16 miles of trail and construction of a 1.7 mile section in Columbia County through three New York State Consolidated Funding Application (CFA) Environmental Protection Fund (EPF) grants totaling \$860,000, these required \$575,000 in matching funds. The matching funds were raised from a combination of private donation, foundation grants including the Dyson Foundation, Greenway Grants and capacity grants from Parks and Trails New York. Over the past 10 years the HVRTA has raised over \$1,100,000 for trail projects in addition to the NYS CFA EPF funds.

ii. Partnership

Although this FY 2016 TIGER Discretionary Grant Application is being developed and submitted jointly by both Dutchess County and the Harlem Valley Rail Trail Association, there are many other partners that have supported the goal of developing HVRT to its full potential. These partners have helped raise funds, organize volunteers, navigate the state and federal bureaucracy for permits and approvals, and helped build and maintain HVRT



for all to enjoy. These partners have created a world-class alternative transportation and recreation corridor that serves to connect communities and offers unparalleled economic, recreational and social opportunities for residents, businesses and visitors alike.

Dutchess County, through its Department of Public Works, has developed HVRT from its southern terminus at Wassaic Train Station to the Village of Millerton. This 10.7 mile portion of the trail was built in three distinct sections between 1996 and 2007. Dutchess County secured funding for these construction projects via the

PDCTC which is the regional MPO. Dutchess County has remained active as the primary maintenance and operations agency for this portion of HVRT. Harlem Valley Rail Trail Association (HVRTA) assists the County by organizing volunteer efforts to clean and maintain the trail, assists with safety improvement recommendations, and provides advocacy for the trail's continued development and use throughout the Harlem Valley and beyond. Dutchess County is the project sponsor for the HVRT – Phase IV project that extends from the Village of Millerton to Under Mountain Road in Columbia County. Dutchess County has formally partnered with Columbia County and NYS Parks via inter-municipal agreement to provide funding for the portion of HVRT - Phase IV proposed within Columbia County.

Harlem Valley Rail Trail Association is a strong partner with Dutchess County. HVRTA also partners with Columbia County, the Towns of Amenia, North East, Ancram, Copake, Hillsdale, and the Village of Millerton in coordinating and performing trail maintenance. In Columbia County HVRTA acquired much of the rail bed that will become the trail north to Chatham and donated it to New York State. HVRTA is committed to continuing its long term role as advocate and maintenance partner with other trail stakeholders in both Dutchess County and Columbia County.

New York State Office of Parks, Recreation and Historic Preservation (NYS Parks) has been a strong supporter of continued development of the Harlem Valley Rail Trail. A 5.5 mile portion of HVRT runs through NY's Taconic State Park, beginning at Rudd Pond State Park in the Town of North East and extending through state parkland to the Copake Falls State Park. In addition to

advocating for its continued development, NYS Parks has formally partnered with Dutchess County, Columbia County, and HVRTA via agreements to provide funding for HVRT - Phase IV development. NYS Parks has also assume maintenance responsibility for portions of the trail within the State Park boundary, and parks staff have worked to develop additional trails, parking areas and access points to HVRT within and adjacent to the State Park property.

Columbia County has been a long time supporter and partner in the development of HVRT. Columbia County has been actively working with the Harlem Valley Rail Trail Association to promote trail development within the County. The Columbia County Board of Supervisors adopted a [resolution](#) on April 13, 2016 stating that they “will work with agencies such as Dutchess County, NYS Office of Parks, Recreation and Historic Preservation (NYS Parks) and the Harlem Valley Rail Trail Association in the ongoing development of the trail system.” In addition to advocating for its continued development, Columbia County has formally partnered with Dutchess County and NYS Parks via agreements to provide funding for the portion of HVRT - Phase IV within Columbia County.

## VI. Cost-Benefit Analysis

### Executive Summary

A Benefit-Cost Analysis (BCA) was conducted for this project reflecting all TIGER 2016 grant application guidelines. It is important to note that the science for estimating mobility benefits for bicycle and pedestrian facilities is not well developed or widely accepted, so we have limited ourselves primarily to a qualitative discussion of these and similar types of benefits.

### Results of the BCA

A Benefit-Cost Analysis (BCA) quantifies the benefits and costs of a particular project to determine whether an investment is justifiable. In order to be meaningful, a BCA must not only express all benefits and costs in monetary terms, it must also account for the change in value of the dollar over time. The value of a dollar changes not only with inflation, but also because today’s dollar is worth more than a dollar available years from now. For this study, the analysis assumes a 20-year benefit horizon starting after project completion in 2019. These types of projects typically provide a stream of benefits that last a minimum of 20 years. The timeframe for analysis of the benefits and costs must therefore extend well into the future to measure project benefits accurately.

It is the conclusion of this study that the benefits of the Project outweigh the costs and that the project provides a promising investment of public funds.

Project Costs

Capital (construction): \$14.4 million

Present value-discounted estimates over 20 years:

\$14.1 at a 3% discounted rate

\$13.6 at a 7% discounted rate

Estimated monetized benefits:

\$35.9 million at a 3% discounted rate

\$24.6 million at a 7% discounted rate

Benefit Cost Ratio:

2.5 at a 3% discounted rate

1.8 at a 7% discounted rate

Estimated Funding and Project Costs

The period of analysis used in the estimation of benefits and costs corresponds to 22 years, including 2 years of construction and 20 years of operation. The total project costs are \$14.7 million dollars, with \$292,400 needed for Operations and Maintenance over the period of analysis. The funds are expected to be financed by Federal, State, and local funds according to the distribution shown in Table VI- 1 below:

<b>Table VI-1: Summary of Project Costs and Anticipated Funding Sources</b>				
<b>Funding Source</b>	<b>Construction Costs<sup>1</sup></b>	<b>Operation &amp; Maintenance Costs</b>	<b>Total Costs</b>	<b>Percent of Total Cost Financed by Source</b>
Federal <sup>2</sup>	\$5,360,000	\$0	\$5,360,000	36%
State <sup>3</sup>	\$200,000	\$0	\$200,000	1%
Local <sup>4</sup>	\$1,340,000	\$292,400	\$1,632,400	11%
TIGER Request	\$7,500,000	\$0	\$7,500,000	51%
<b>TOTAL</b>	<b>\$14,400,000</b>	<b>\$292,400</b>	<b>\$14,692,400</b>	<b>100%</b>

Footnotes:

1. Includes construction and construction inspection costs.
2. STP Flex funding listed on Draft 2017 – 2021 TIP.
3. Contribution from Regional State Parks Infrastructure Funds (SPIF.)
4. Local matching share from Dutchess County and Columbia County.

**Table VI-2: Detailed Costs with Discount Rates**

Calendar Year	Project Year	Capital Costs	Operation & Maintenance Costs	Total Project Cost	Discounted at 3%	Discounted at 7%
2017				\$0		
2018	1	\$14,400,000		\$14,400,000	\$13,980,583	\$13,457,944
2019	2			\$0	\$0	\$0
2020	3		\$14,620	\$14,620	\$13,379	\$11,934
2021	4		\$14,620	\$14,620	\$12,990	\$11,154
2022	5		\$14,620	\$14,620	\$12,611	\$10,424
2023	6		\$14,620	\$14,620	\$12,244	\$9,742
2024	7		\$14,620	\$14,620	\$11,887	\$9,105
2025	8		\$14,620	\$14,620	\$11,541	\$8,509
2026	9		\$14,620	\$14,620	\$11,205	\$7,952
2027	10		\$14,620	\$14,620	\$10,879	\$7,432
2028	11		\$14,620	\$14,620	\$10,562	\$6,946
2029	12		\$14,620	\$14,620	\$10,254	\$6,491
2030	13		\$14,620	\$14,620	\$9,956	\$6,067
2031	14		\$14,620	\$14,620	\$9,666	\$5,670
2032	15		\$14,620	\$14,620	\$9,384	\$5,299
2033	16		\$14,620	\$14,620	\$9,111	\$4,952
2034	17		\$14,620	\$14,620	\$8,845	\$4,628
2035	18		\$14,620	\$14,620	\$8,588	\$4,326
2036	19		\$14,620	\$14,620	\$8,338	\$4,043
2037	20		\$14,620	\$14,620	\$8,095	\$3,778
2038	21		\$14,620	\$14,620	\$7,859	\$3,531
2039	22		\$14,620	\$14,620	\$7,630	\$3,300
<b>Total</b>		<b>\$14,400,000</b>	<b>\$292,400</b>	<b>\$14,692,400</b>	<b>\$14,185,605</b>	<b>\$13,593,226</b>

Benefit-Cost Analysis

Benefit-Cost Analysis (BCA) is essential for public infrastructure investment decision making. A BCA must consider benefits and costs to all parties to ensure transportation planners and others make fully informed decisions when developing, expanding or maintaining transportation infrastructure.

This BCA identifies the different impacts and societal benefits the project and its alternatives will have including the societal benefits as defined in the FY2016 TIGER Grant Notice of Funding Availability.

Discounting

Net present value was calculated by discounting the project benefits and cost using both the 3% and 7% real rates as endorsed in the federal Register announcement.

Project Matrix

Table VI-3 provides a project matrix describing the project and what it changes. The first column provides a description of the current infrastructure baseline and identifies the problem that the project will address. The second column describes how the project would change the current infrastructure baseline. The third and fourth columns describe the impact of that change and the corresponding population that it affects. The fifth column identifies the economic nature of those benefits. The last columns summarize the results and reference where in the analysis the benefits are calculated.

<b>Table VI-3: Project Matrix</b>						
<b>Current Status/Baseline &amp; Problem to be Addressed</b>	<b>Change to Baseline/ Alternatives</b>	<b>Type of Impacts</b>	<b>Population Affected by Impacts</b>	<b>Economic Benefit</b>	<b>Summary of Results</b>	<b>Page Reference in BCA</b>
Abandoned rail bed which will be converted into a paved rail trail	Construction of 8.6 miles of a 10 foot wide paved rail trail	Improved health and well-being, increased transportation options, safer options for bicyclist and pedestrians, increased visitor spending.	New & Existing cyclists and pedestrians	Monetized value of visitor spending	Estimated value of visitor spending	BCA Appendix Tabs

Methodology

Economic Benefit

The Harlem Valley Rail Trail is unique in that it connects to Metro North Railroad, a regional rail system, at the trail's southern terminus in Wassaic. The Wassaic station provides connections in Dutchess County, Putnam County, Westchester County and New York City, providing access to the trail to millions of New York City metropolitan area residents. In 2014 the Wassaic station had averaged 250 weekday and 630 weekend inbound boardings (these are trips towards NYC).

The trail also has a direct connection to Taconic State Park, a 6,773-acre year-round park with camping, swimming, waterfalls, and hiking trails, including a connection to the Appalachian Trail. The park attracts over 300,000 visitors a year. Preliminary responses to a visitor survey being conducted for the park show that approximately 40% of park visitors use the HVRT during their visit.

The PDCTC has organized counts of how many people are walking and bicycling in different areas of Dutchess County. These counts are continuing on an annual basis each September. The counts follow the methodology developed by the National Bicycle and Pedestrian Documentation Project<sup>1</sup> and can be used to develop annual estimates of usage. Based upon counts from 2012, 2013, and 2015 the PDCTC estimates usage on the HVRT at 234,000 users. The New York State Office of Parks, Recreation & Historic Preservation (NYS Parks) Planning Bureau published a report in February of 2016<sup>2</sup> summarizing trail users surveys and counts. The Harlem Valley Rail Trail was one of the sites analyzed. The report noted that the Harlem Valley Rail Trail had an estimated annual usage of 136,365 (they just counted at the Millerton trailhead) in 2015 and that 51% of those users were non local (residing a zip code 30 miles or more from the trail). Within that report they estimated (using the MGM2 model) that the average spending per night was \$22.82 for trail users for a total annual impact of \$1,991,000.

In 2014 the National Park Service (NPS) issued a report<sup>3</sup> estimating visitor spending patterns from survey data collected through the Visitor Services Project (VSP). The NPS has conducted VSP surveys since 1988. These surveys measure visitor characteristics and visitor evaluations of importance and quality for services and facilities. Between 2003 and 2015, VSP surveys were administered at 130 National Park units, of which 57 park surveys included the requisite visitor spending questions necessary for this analysis. Spending data from these 57 surveyed parks were adjusted to 2015 dollars, and were used to develop spending patterns for the surveyed parks. Non-surveyed parks were classified into four park types: parks that have both camping and lodging available within the park, parks that have only camping available within the park, parks with no overnight stays, and parks with high day use (including National Recreation Areas, National Seashores and National Lakeshores). Generic spending profiles for each of these park types were developed using data from the 57 surveyed parks.

In discussing the report with a NPS Economist she recommended the use spending patterns from the report based on day use park sites since they can be extrapolated to 60 miles from the site. In our case we are using the results for the Franklin Delano Roosevelt Historic Site of \$56 visitor spending per visit. These two reports offer significantly different spending estimates (\$22.82 vs.

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<sup>1</sup> <http://bikepeddocumentation.org/>

<sup>2</sup> <http://nysparks.com/recreation/trails/documents/2015TrailUserSurveyCountReport.pdf>

<sup>3</sup> [2014 National Park Visitor Spending Effects - Economic Contributions to Local Communities, States, and the Nation Natural Resource Report](#)

\$56.00). To be conservative NYS Parks’ estimate of \$22.82 per visitor was used, discounting that some users were local so that rate was applied to only 64% of the users.

Completion of the proposed sections of the Harlem Valley Rail Trail will increase the trail’s length from approximately 19 miles to 28 miles, and will fill key gaps in the trail so that it will be continuous rather than split into several segments. With an increase of the length of the trail, direct access to a state park and direct access to a train that connects to the NYC metropolitan area, there is great potential the trail could attract twice as many users. To be conservative we only have applied a growth rate of 1% annual growth.

Calendar Year	Project Year	# of Visitors	Non Local Visitors	Spending Per Visitor	Total Visitor Spending	Discounted at 3%	Discounted at 7%
2015		136,365	87,274	\$22.82			
2016		137,729	88,146	\$22.82			
2017		139,106	89,028	\$22.82			
2018	1	140,497	89,918	\$22.82	\$2,051,931	\$1,992,166	\$1,917,692
2019	2	141,902	90,817	\$22.82	\$2,072,450	\$1,953,483	\$1,810,158
2020	3	143,321	91,725	\$22.82	\$2,093,174	\$1,915,551	\$1,708,654
2021	4	144,754	92,643	\$22.82	\$2,114,106	\$1,878,356	\$1,612,841
2022	5	146,202	93,569	\$22.82	\$2,135,247	\$1,841,883	\$1,522,402
2023	6	147,664	94,505	\$22.82	\$2,156,600	\$1,806,118	\$1,437,033
2024	7	149,140	95,450	\$22.82	\$2,178,166	\$1,771,048	\$1,356,452
2025	8	150,632	96,404	\$22.82	\$2,199,947	\$1,736,659	\$1,280,389
2026	9	152,138	97,368	\$22.82	\$2,221,947	\$1,702,937	\$1,208,592
2027	10	153,659	98,342	\$22.82	\$2,244,166	\$1,669,870	\$1,140,820
2028	11	155,196	99,325	\$22.82	\$2,266,608	\$1,637,446	\$1,076,849
2029	12	156,748	100,319	\$22.82	\$2,289,274	\$1,605,651	\$1,016,465
2030	13	158,316	101,322	\$22.82	\$2,312,167	\$1,574,473	\$959,467
2031	14	159,899	102,335	\$22.82	\$2,335,288	\$1,543,901	\$905,665
2032	15	161,498	103,359	\$22.82	\$2,358,641	\$1,513,922	\$854,880
2033	16	163,113	104,392	\$22.82	\$2,382,228	\$1,484,526	\$806,943
2034	17	164,744	105,436	\$22.82	\$2,406,050	\$1,455,700	\$761,694
2035	18	166,391	106,490	\$22.82	\$2,430,110	\$1,427,434	\$718,982
2036	19	168,055	107,555	\$22.82	\$2,454,412	\$1,399,717	\$678,665
2037	20	169,736	108,631	\$22.82	\$2,478,956	\$1,372,538	\$640,609
2038	21	171,433	109,717	\$22.82	\$2,503,745	\$1,345,886	\$604,687
2039	22	173,147	110,814	\$22.82	\$2,528,783	\$1,319,753	\$570,780
<b>Total</b>		<b>3,851,384</b>	<b>2,464,886</b>		<b>\$50,213,994</b>	<b>\$35,949,015</b>	<b>\$24,590,720</b>

## Qualitative Benefits

In addition to the monetized benefits presented in Table VI-4, the project would generate benefits that are difficult to quantify. Qualitative benefits are summarized below based upon the five long-term outcomes specified under the selection criteria.

### Livability

Completion of the HVRT will offer residents and visitors connections between community centers providing access to employment, shopping, and services, as well as recreation. For example, the Village of Millerton is home to the North East Community Center, which provides numerous social services, as well as a local library, grocery store, the Harney & Sons Tea Company and many other local businesses. The Town of Hillsdale has shopping and community services.

Property values are also impacted by their proximity to these facilities, places with good walkability command about \$7/square foot more in retail rents, \$9/square foot more in office rents, and over \$81/square foot more in residential sales value, compared to places with fair walkability.<sup>4</sup>

The spectacular landscapes of the Harlem Valley and its traditional hamlets and villages are what draw many residents and visitors to it. The HVRT enables newcomers to live in one of the traditional hamlets while experiencing the scenic environs that drew them to the valley. This allows existing population centers to benefit from additional investment and economic vitality, and prevents sprawl from destroying the scenic environs that attracts residents and visitors.

### Safety

Bicycle safety data is difficult to analyze because stated preferences of cyclists are difficult to match with sparse collision data, especially on off-road facilities. Benefits for a reduction of pedestrian and cyclist accidents on the off-road facility are not quantified explicitly.

The HVRT provides a safe alternative to the north-south roads in the area, which are narrow and high-speed, with no facilities for walking or bicycling. These include State Route 22, Rudd Pond Road (CR 62), and Boston Corners Rd (CR 63). None of these roads have sidewalks, and neither CR 62 nor CR 63 has shoulders. Shoulder widths on State Route 22 are just three to four feet in this area, and traffic volumes on State Route 22 are about 4,400 vehicles per day, with significant truck traffic and very high speeds (the speed limit is 55 miles per hour).

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<sup>4</sup> Walk this Way – The Economic Promise of Walkable Places in metropolitan Washington, D.C.; Christopher B. Leinberger and Mariela Alfonzo, Brookings Metropolitan Policy Program, May 2012.

CR 63 is a low-volume road, but 85th percentile speeds are approximately 50 miles per hour. CR 62 is also a low volume road, with 85th percentile speeds of 52-54 miles per hour. The HVRT provides a separate transportation corridor for bicycle and pedestrian traffic away from the safety concerns associated with the surrounding roadway network.

### Environmental Sustainability

Almost thirty percent of America’s greenhouse gas emissions are attributable to transportation, with the majority from automobile travel. The completion of the Harlem Valley Rail Trail will provide an environmentally-sound transportation alternative that connects community centers via walking and bicycling.

The HVRT also allows people to reconnect with nature in an environmentally sustainable manner. The HVRT passes through a variety of important and sensitive environmental areas, including wetlands, woodlands and turtle and snake habitats. If not for the existence of the former railroad bed, prism and drainage structures, access to these areas would not be feasible. The existence of the former railroad infrastructure and its ability to be reused in an environmentally sustainable manner allows this alternative transportation corridor to provide access to these sensitive areas, while protecting them from harm. Providing access to these sensitive habitats also builds support for their protection, helping to ensure their sustainability into the future.

The HVRT reconnects the population centers to the tremendous scenic beauty of the adjacent agriculture and open spaces around them. It also provides access to the unique environmentally sensitive lands that the Harlem Valley has to offer without damaging these habitats and features, reconnecting these hamlets and villages to their environs. Thus the HVRT allows the population centers through which it runs to harness the economic value of people’s desire to reconnect to the spectacular landscape of the Harlem Valley.

## **VII. Project Readiness**

### Harlem Valley Rail Trail – Phase IV

Dutchess County has completed a [Draft Final Design Report for PIN 8758.74](#). In accordance with USDOT Regulation 23 CFR Part 771, the project is classified as a National Environmental Policy Act (NEPA) Class II Action (Categorical Exclusion with Documentation). A Class II Action does not have a significant effect on the environment, nor does it require an environmental assessment or environmental impact statement. The NEPA Lead Agency is the Federal Highway Administration (FHWA).

In accordance with the New York State Environmental Quality Review Act (SEQRA) Part 617, Title 6 of the official Compilation of Codes, Rules, and Regulations of New

York State (6 NYCRR Part 617), the project is classified as Type I Action. The SEQR Lead Agency is Dutchess County.

All documentation required to demonstrate NEPA compliance has been reviewed by both NYSDOT and FHWA. The [Draft Final Design Report for PIN 8758.74](#) also serves as the SEQRA documentation. The SEQRA determination was a finding of No Significant Adverse Impact and a Negative Declaration was issued. It is anticipated that Dutchess County will receive NEPA concurrence and Design Approval in early May 2016.

The following environmental permits will need to be secured prior to soliciting for construction bids for HVRT – Phase IV in late 2017:

Article 24 Freshwater Wetlands Permit – Twenty-five (25) wetlands were identified and delineated within the project corridor.

A Wetland Delineation Report was prepared and submitted to New York State Department of Environmental Conservation (NYSDEC) Region 3 and US Army Corps of Engineers (USACOE), NY District, in November of 2007. A Jurisdictional Determination has been requested and approved by NYSDEC on August 16, 2010. A Jurisdictional Determination concurrence was sent to ACOE on August 10, 2010.

FHWA Executive Order 11990 Wetlands Finding - EO 11990 “*Protection of Wetlands*” requires that federally-funded projects avoid adverse impacts to wetlands to the greatest extent possible. The total wetland impact for this project is approximately 0.38 acres. As described in the Final Design Report, the following mitigation measures have been included in the design in order to minimize wetland impacts:

- Construction of boardwalk over wetlands, where practicable
- Reduced width trail from 10’ to 8’ wide at some locations
- Sign a section as environmentally sensitive trail with educational signage
- Construction mitigation to reduce potential for invasive species
- Realignment of the trail at some locations

Based upon the above considerations, the proposed project includes all practicable measures to minimize harm to the involved wetlands.

NYSDEC Section 401 Water Quality Certification - In accordance with the NYSDEC’s State Pollutant Discharge Elimination System (SPDES) regulations, projects involving more than 1 acre of soil disturbance are automatically authorized under the SPDES General Permit for the Discharge of Stormwater Runoff Associated with Construction Activity upon receipt of a Freshwater Wetlands permit / Water Quality Certification from NYSDEC. Documentation will be completed through the submission of a completed Notice of Intent (NOI) form prior to construction and the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for inclusion in the contract documents.

NYS DOT Highway Work Permit – Prior to completing the construction bid package, Dutchess County will secure a Highway Work Permit from NYS DOT to install construction warning signs, and to establish a temporary construction entrance at the southern terminus of the project, located at Main Street (NYS Route 44) in the Village of Millerton.

Legislative Approvals – Dutchess County's Legislature adopted numerous resolutions in support of HVRT – Phase IV:

- Resolution No. 206250 – Authorizing an Inter-Municipal Agreement with Columbia County and NYS Parks (10/20/2006)
- Resolution No. 206327 – Authorizing \$3.15M in funding (\$2.52M federal, \$0.63M local) for HVRT – Phase IV (12/18/2006)
- Resolution No. 2014264 – Declaring Dutchess County SEQRA Lead Agency for HVRT- Phase IV (10/15/2014)
- Resolution No. 2014273 – Adoption of Full Environmental Assessment Form and Negative Declaration of Significance for HVRT – Phase IV (10/15/2014)
- Resolution No. 2014261 – Accepting EDPL Determination & Findings for HVRT – Phase IV (10/15/2014)
- Resolution No. 2013087 – Authorizing a 25-yr lease renewal agreement with NYS Parks for continued lease of the trail corridor (4/26/2013)
- Resolution 2016075 – Authorizing an amendment to the State/Local Master Agreement for federal/state/local funding for HVRT – Phase IV (4/11/2016)

If funding is made available through the FY 2016 TIGER Discretionary grant program, Dutchess County is ready to move forward with final design work, develop construction bid documents, and purchase the right-of-way needed to complete this section. Dutchess County intends to solicit construction bids in late 2017 and begin construction of HVRT – Phase IV in 2018, with completion of the project in mid-2019.

### The Route 22 Connector

HVRTA has received preliminary approvals from NYS Department of Transportation and Department of Environmental Conservation for its design of The Route 22 Crossing section that includes a tunnel under NYS Route 22 and three bridges spanning the Roeliff Jansen Kill. Preliminary design and survey work is complete and all land acquisition has been finalized.

Directly to the north of The Route 22 Connector section, HVRTA is developing a 1.7 mile section of HVRT from Black Grocery Road in Copake to Anthony Street in Hillsdale. This portion is going out to bid in May 2016, and will be completed in late summer 2016. This section will allow The Route 22 Connector to extend directly into the Town of Hillsdale's commercial and community center.

If funding is made available through the FY 2016 TIGER Discretionary grant program, HVRTA will employ a consultant to complete a NEPA and SEQRA review, complete all necessary environmental studies, develop the required project documentation, and obtain all approvals and permits.

Although the 1 mile length of this project is much smaller than the HVRT – Phase IV section, it is anticipated that similar permits and approvals will be necessary. Wetlands disturbance permits, Water Quality Certifications, State Pollutant Discharge Elimination System (SPDES) and NYS Department of Transportation permits will be required.

If funding becomes available through the FY 2016 TIGER Discretionary grant program. HVRTA is ready to continue with project development for The Route 22 Connector HVRTA intends to solicit construction bids in 2018 and begin construction of The Route 22 Connector in late 2018 or 2019. Construction is planned to be complete by 2020.

Broad support for the continued development of HVRT in Dutchess and Columbia Counties is demonstrated by the several letters of support received from Federal, State, and local officials. Many other advocacy groups, civic organizations, and community groups have offered letters of support. These letters are available for review at through the application website at [HVRT TIGER Grant Document Portal](#)

## **VIII. Post-Construction Operation and Maintenance**

When HVRT – Phase IV is completed, Dutchess County, through its Department of Public Works, will assume responsibility to operate and maintain the 6.5 mile trail section between the Village of Millerton and the Dutchess County/Columbia County border line. Dutchess County already operates and maintains the 10.7 mile portion of HVRT that extends south of the Village of Millerton to the HVRT south terminus at Wassaic Train Station. Dutchess County has the experience and resources needed to maintain HVRT – Phase IV. The County operates and maintains both the Harlem Valley Rail Trail and the William R. Steinhaus Dutchess Rail Trail, which is another 13 mile rail trail located in central Dutchess County. NYS Parks will assume responsibility to maintain and operate the 1.5 mile section of the trail from the Dutchess County/Columbia County line northward to Under Mountain Road. NYS Parks is currently maintaining the 5.5 mile section of HVRT between Under Mountain Road and Copake Falls. This portion of HVRT lies within the Taconic State Park property.

Upon completion of The Route 22 Crossing project, HVRTA will work collaboratively to establish maintenance agreements among property owners, townships and Columbia County to manage operations and maintenance of the HVRT outside of the Taconic State Park boundary. HVRTA has been successfully developing these relationships for other portions of HVRT in Columbia County that lie outside of the Taconic State Park boundary. HVRTA has the experience and a proven track record of mobilizing partners, stakeholders and volunteers, and obtaining capital resources needed to operate and maintain HVRT. HVRTA is committed to

continuing its long term role as advocate and maintenance partner with other trail stakeholders in both Dutchess and Columbia County.

### IX. Federal Wage Rate Certification

The County of Dutchess and the Harlem Valley Rail Trail Association both certify that they will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2016 Continuing Appropriations Act. A standalone copy of this [certification statement](#) is available for review at [HVRT TIGER Grant Document Portal](#)

MARCUS J. MOLINARO  
COUNTY EXECUTIVE



NOEL H.S. KNILLE, AIA, ASLA  
COMMISSIONER

ROBERT H. BALKINO, P.E.  
DEPUTY COMMISSIONER

**COUNTY OF DUTCHESS**  
DEPARTMENT OF PUBLIC WORKS

FY 2016 TIGER Discretionary Grant Application  
**Harlem Valley Rail Trail –Phase IV and The Route 22 Crossing**

**FEDERAL WAGE RATE CERTIFICATION**

The undersigned agree to comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code regarding Federal wage rate requirements, as required by the FY 2016 Continuing Appropriations Act.

  
Noel H.S. Knille, AIA, ASLA, Commissioner  
Dutchess County Department of Public Works

  
Lisa DeLeeuw, Executive Director  
Harlem Valley Rail Trail Association

625 Dutchess Turnpike, Poughkeepsie, New York 12603  
www.dutchessny.gov

## **X. Supporting Documentation**

The following supporting documents are available for review at [HVRT TIGER Grant Document Portal](#)

- a. 2014-2018 Transportation Improvement Plan and Draft 2017-2021 Transportation Improvement Plan
- b. PIN 8758.74 Draft Final Design Report
- c. PIN 8758.74 Draft Final Design Report – Appendix A Preliminary Plans
- d. PIN 8758.74 Draft Final Design Report – Appendix N Environmental Data
- e. Dutchess – Columbia – NYS Parks Funding Agreement
- f. Dutchess County & NYS Parks Cooperative Operation and Maintenance Agreement
- g. MOU – HVRTA and NYS Parks
- h. Benefit-Cost Analysis (BCA) Appendix
- i. Federal Wage Rate Certification
- j. Supporting letters
- k. Columbia County Supporting Resolution