

FIRST DRAFT SFY 2019-2020 Unified Planning Work Program (UPWP)

The Annual Program of Federally-funded
Transportation Planning Projects in Dutchess County



Disclaimer

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Title VI Statement

The Dutchess County Transportation Council (DCTC) is committed to compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and all related rules and statutes. DCTC assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under all programs, services, or activities administered by the DCTC, whether those programs and activities are federally funded or not. It is also the policy of the DCTC to ensure that all its programs, policies, and other activities do not have disproportionate adverse effects on minority and low income populations. Additionally, the DCTC will provide meaningful access to services for persons with Limited English Proficiency.

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1. Background

The [Dutchess County Transportation Council \(DCTC\)](#) serves as the designated Metropolitan Planning Organization (MPO) for Dutchess County. In accordance with the provisions set forth in the current federal transportation law – the [Fixing America’s Surface Transportation \(FAST\) Act](#) – and 23 U.S.C. 134 and 49 U.S.C. 5303, the DCTC (hereinafter referred to as the “Transportation Council”) is tasked with carrying out a cooperative and comprehensive multimodal transportation planning process in Dutchess County.

Federal transportation law requires that a U.S. Census-designated Urbanized Area be represented by an MPO, which is responsible for ensuring that federal highway and transit dollars are committed through a locally driven, comprehensive planning process. The Transportation Council provides a forum for state and local officials to coordinate transportation issues and reach consensus on transportation plans and funding for transportation projects. The Council strives to ensure that federally funded projects are the products of a credible planning program, meeting the goals and priorities of the metropolitan area.

The Transportation Council develops three core products as part of the metropolitan transportation planning process:

- **Metropolitan Transportation Plan (MTP)** – the long-range multimodal transportation plan for Dutchess County. The MTP is updated every five years and addresses no less than a 20-year planning horizon. The current MTP, [Moving](#)

[Dutchess 2](#), was adopted with an effective date of April 1, 2016, and uses a planning horizon year of 2040. The MTP recommends policies and projects to build and maintain a transportation system that promotes the safe and efficient movement of people and goods in a sustainable manner.

- **Transportation Improvement Program (TIP)** – the prioritized listing of federally funded transportation projects in Dutchess County, covering a period of no less than four years. The TIP implements the recommendations from the MTP and provides information on funding sources, schedules, and responsible agencies for programmed highway, transit, bicycle, and pedestrian projects. The Transportation Council adopted the current [Federal Fiscal Year \(FFY\) 2017-2021 TIP](#) in 2016.
- **Unified Planning Work Program (UPWP)** – the annual statement of work identifying the federally funded planning activities to be carried out by the Transportation Council. The UPWP includes descriptions of planning tasks and resulting products, a schedule for completing tasks, the cost of the work, sources of funds, and the organization(s) performing each task.

2. Transportation Council Organization

The Transportation Council, acting as the local MPO decision-making body, is comprised of 16 voting members. Membership on the Council is based on a municipality’s urbanized area classification, with the urbanized cities and towns serving as permanent voting members and the

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remaining towns and villages serving on a rotating basis or as nominated by the Dutchess County Supervisors and Mayors Association.

In addition, Dutchess County, the [New York State Department of Transportation \(NYSDOT\)](#), and the [Metropolitan Transportation Authority \(MTA\)](#) serve as voting members on the Council, while the [Federal Highway Administration \(FHWA\)](#), [Federal Transit Administration \(FTA\)](#), [New York State Bridge Authority \(NYSBA\)](#), and [Dutchess County Department of Planning and Development](#), [Department of Public Works](#), and [Division of Public Transit](#) serve as non-voting advisory members. Figure 1 shows the Transportation Council's membership structure.

The Transportation Council is supported by a Planning Committee that reviews documents and plans prior to Council action. The Planning Committee provides agency, municipal, and public input during the development of the MTP, TIP, UPWP, and other Council products. Membership on the Planning Committee is open to all municipalities in Dutchess County and partner agencies.

Day-to-day Transportation Council activities are performed by staff hosted by the Dutchess County Department of Planning and Development. This includes development of the MTP, TIP, UPWP, and local transportation plans and projects. NYSDOT-Region 8 assists with TIP maintenance, including processing changes through the eSTIP program. The Dutchess County staff section includes a Transportation Program Administrator, Senior Planner, and Junior Planner.

3. Supporting Documents

The Transportation Council relies on several agreements to carry out the federally prescribed metropolitan transportation planning process in Dutchess County:

- NYSDOT-DCTC Master Agreement (effective November 19, 1982): the original agreement between NYSDOT and Dutchess County that established the Transportation Council and identified the Transportation Council's responsibilities and procedures for seeking reimbursement for MPO related expenses.
- NYSDOT-DCTC Supplemental Agreement (effective December 27, 2005): amends the original Master Agreement to coincide with the period covered by the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU).
- Mid-Hudson Valley TMA Memorandum of Understanding (effective March 7, 2006): provides a common understanding and structure for the continuing coordination and communication among the MPOs responsible for the Mid-Hudson Valley TMA: DCTC, [Orange County Transportation Council \(OCTC\)](#), and [Ulster County Transportation Council \(UCTC\)](#).
- Air Quality Conformity Memorandum of Understanding (effective August 20, 2010): establishes the planning process for determining air quality conformity for the former Poughkeepsie Ozone Non-attainment Area, which the Transportation Council shared with the [New York Metropolitan Transportation Council \(NYMTC\)](#) and [OCTC](#).

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Figure 1. Transportation Council Membership

<p><u>Permanent Voting Members</u></p> <p>Dutchess County Executive (Permanent Chairperson) NYSDOT Commissioner Metropolitan Transportation Authority Chairman and CEO City of Beacon Mayor City of Poughkeepsie Mayor Town of Beekman Supervisor Town of East Fishkill Supervisor Town of Fishkill Supervisor Town of Hyde Park Supervisor Town of LaGrange Supervisor Town of Poughkeepsie Supervisor Town of Wappinger Supervisor</p> <p><u>One Member from the Partially Urbanized Towns (rotating)</u></p> <p>Town of Pawling Supervisor² Town of Pleasant Valley Supervisor Town of Union Vale Supervisor</p> <p><u>One Member from the Urbanized Villages (rotating)</u></p> <p>Village of Fishkill Mayor² Village of Pawling Mayor Village of Wappingers Falls Mayor</p>	<p><u>Two Members from the Non-Urban Towns and Villages¹</u></p> <p>Town of Amenia Supervisor Town of Clinton Supervisor² Town of Dover Supervisor Town of Milan Supervisor Town of North East Supervisor Town of Pine Plains Supervisor² Town of Red Hook Supervisor Town of Rhinebeck Supervisor Town of Stanford Supervisor Town of Washington Supervisor Village of Millbrook Mayor Village of Millerton Mayor Village of Red Hook Mayor Village of Rhinebeck Mayor Village of Tivoli Mayor</p> <p><u>Non-Voting Members</u></p> <p>Federal Highway Administration Federal Transit Administration NYSDOT Regional Director (Permanent Secretary) NYS Bridge Authority Director Dutchess County Department of Planning & Development Dutchess County Department of Public Works Dutchess County Division of Public Transit</p>
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¹ As nominated by the Dutchess County Supervisors and Mayors Association.

² Currently serving members.

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In 2013 the [Environmental Protection Agency \(EPA\)](#) identified Dutchess County as being in attainment for the 2008 ozone air quality standard of 0.075 parts per million (ppm), and in 2018, the EPA designated Dutchess to be in attainment for the stricter 2015 standard of 0.070 ppm.

- DCTC Written Agreement (effective March 16, 2011): identifies the roles, responsibilities, and cooperative procedures for carrying out the metropolitan transportation planning process in Dutchess County, as agreed to by the Transportation Council, Dutchess County, City of Poughkeepsie, NYSDOT, MTA/Metro-North Railroad, and NYS Bridge Authority.
- NYSDOT-DCTC Host Agency Agreement (effective April 1, 2012): reauthorizes the host agency relationship between Dutchess County and NYSDOT and provides a ten-year schedule for funding the Transportation Council through SFY 2021-2022.
- [DCTC Public Participation Plan](#) (effective January 1, 2015): establishes the framework for public involvement during the development of the MTP, TIP, and UPWP and outlines standard public participation activities.
- [DCTC Bylaws](#) (effective January 1, 2015): establishes the roles, responsibilities, and structure of the Transportation Council, including its voting membership, meeting protocols, decision-making process, and procedures for adding new and changing existing transportation projects on the TIP. The Bylaws also codify voting membership based on the 2010 Census-defined Urbanized Area. The Bylaws were modified in 2016 to allow for written ballots.

- [DCTC Title VI Policy & Complaint Procedures](#) (effective June 8, 2018): updates the procedures used by the Transportation Council to process complaints under [Title VI of the Civil Rights Act of 1964](#).
- DCTC Performance Monitoring Agreement (effective June 8, 2018): establishes the process for sharing data and setting targets among state and local transportation agencies, in support of federal performance-based planning and programming requirements.

4. Transportation Management Area (TMA)

In addition to carrying out the metropolitan transportation planning process within Dutchess County, the Transportation Council also addresses regional transportation needs through its participation in the [Mid-Hudson Valley Transportation Management Area \(TMA\)](#). The TMA is a federal designation used to classify Urbanized Areas with populations of 200,000 or more. The Poughkeepsie-Newburgh NY-NJ Urbanized Area, with a population of over 423,000, includes parts of Dutchess, Orange, and Ulster Counties in New York and part of Passaic County in New Jersey (see Figure 2). Figure 3 shows the portion of the Poughkeepsie-Newburgh NY-NJ Urbanized Area in Dutchess County and the MPO's Adjusted Urbanized Area Boundary.

The [Orange County Transportation Council \(OCTC\)](#) and [Ulster County Transportation Council \(UCTC\)](#) manage the metropolitan transportation planning processes for their respective counties, while the [North Jersey Transportation Planning Authority \(NJTPA\)](#) is responsible for metropolitan

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Figure 2. Mid-Hudson Valley Transportation Management Area (TMA)

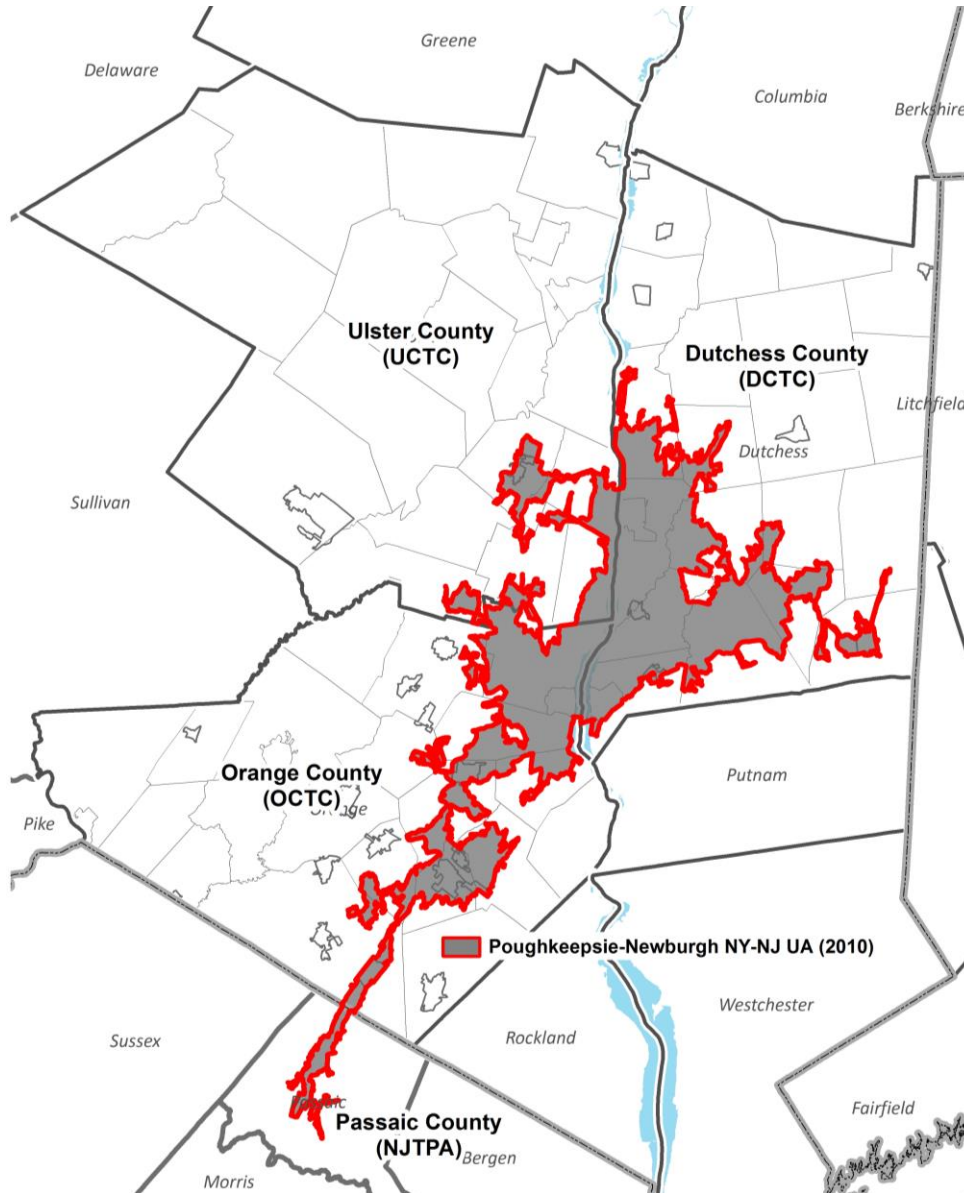
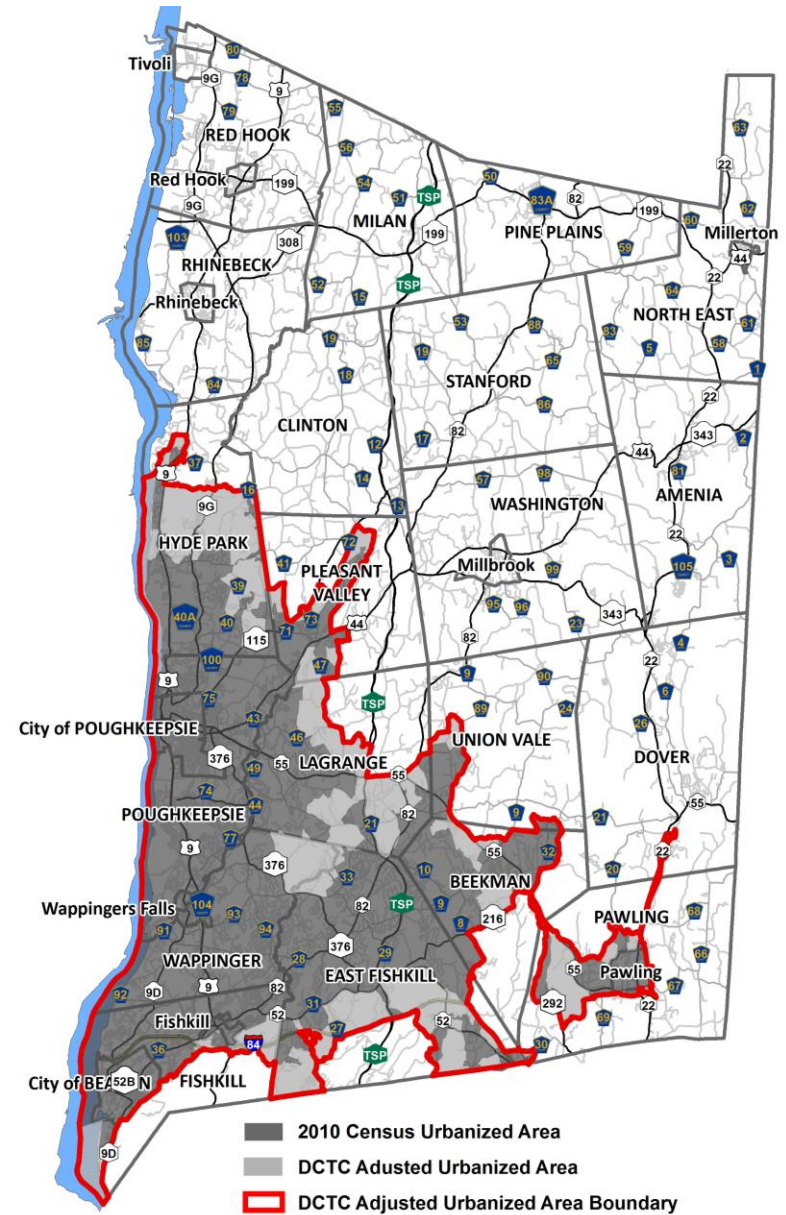


Figure 3. DCTC Adjusted Urbanized Area



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planning for northern New Jersey including Passaic County. The TMA classification requires that the MPOs prioritize and agree upon the allocation of [FTA Section 5307 \(Urbanized Area\)](#) and [Section 5339 \(Bus and Bus Facilities\)](#) transit funding in the region. As part of a TMA, the MPOs must also develop a Congestion Management Process (CMP) to identify strategies to reduce traffic congestion and improve operations. Lastly, the MPOs must undergo an in-person Federal Certification Review every four years. The TMA completed its most recent [Federal Certification](#) in 2017, with the final certification report issued in 2018. The Certification identified two corrective actions that the MPOs have addressed: reporting end-of-year expenditures for the UPWP and updating the regional CMP.

5. 2018-2019 Program Accomplishments

The Transportation Council worked with its member agencies, local communities, and various stakeholders on a variety of short and long-range transportation planning initiatives and activities during the 2018-2019 program year. The list below highlights some of those accomplishments:

- Completed the [Downtown Parking Improvement Plan for the City of Poughkeepsie](#). The Parking Plan will help ensure that the City's parking system is operated and managed efficiently and effectively, consistent with the City's redevelopment goals for the downtown. The Parking Plan includes an inventory of available on-street and off-street parking capacity, both public and private, and an analysis of actual parking usage and payment compliance. The Parking Plan also provides a prioritized implementation

strategy to improve parking operations under existing conditions and with planned future development. The City has already initiated a number of its recommendations.

- Substantially completed the [Village of Pawling Pedestrian Plan](#), which identifies ways to improve pedestrian access and safety. The Plan includes an inventory of sidewalks and other infrastructure, and a series of prioritized recommendations. The Plan, which will be formally completed in mid-2019, was developed in coordination with a volunteer task force made up of local officials and residents.



The Village of Pawling Pedestrian Plan establishes a prioritized set of recommendations to improve pedestrian safety and access in the Village, including on East Main St. shown above.

- Conducted a [Safety Assessment \(SA\) of CR 9 \(Beekman Rd.\)](#) in the Town of East Fishkill. The SA, using FHWA's [Road Safety Audit \(RSA\)](#) process, supports the

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Transportation Council's goal to improve transportation safety at high crash locations in Dutchess County. The SA outlines a number of opportunities to improve safety along the 1.3-mile corridor, with a focus on low-cost, short-range improvements and, as feasible, more expensive longer-range improvements.



In 2018, Transportation Council staff worked with local highway and law enforcement agencies to conduct a Safety Assessment of CR 9 (Beekman Rd.) in the Town of East Fishkill. The Assessment paid particular attention to this curve, which was experiencing an above-average number of crashes.

- Completed an update of the CR 71 (West Rd.) Sidewalk Feasibility Study for the Town of Pleasant Valley, which includes a reassessment of existing conditions along CR 71 (West Rd.) and incorporates more recent traffic and safety data. The updated Study refines the original report's conclusions, recommending a variety of new sidewalk and crosswalk connections on the corridor.

- Completed the 2018 [Traffic Count Program](#), collecting volume, vehicle classification, and speed data at 254 locations across the county. The 2018 count program also deployed tube and video counters to count people walking and bicycling at 22 locations throughout the county, including the William R. Steinhaus Dutchess Rail Trail, the Harlem Valley Rail Trail, and various sidewalks and crosswalks.



The 2018 Traffic Count Program collected volume, classification, and speed data on a variety of local roads in Dutchess County, including CR 79 (Budds Corners Rd.) above in the Town of Red Hook.

- In coordination with the Dutchess County Department of Public Works (DCDPW) and the [Cornell Local Roads Program \(CLRP\)](#), completed the third year of a pavement scoring program for local roads (county, city, town, and village owned roads) in Dutchess County. This initiative, which relies on summer interns from the [Cornell Asset Management Program \(CAMP\)](#), provides municipalities

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with an objective and uniform Pavement Condition Index (PCI) rating for all paved roads. The PCI rating enables local officials to track road conditions over time, prioritize limited maintenance funds, and develop capital programs to maintain and improve roads. In 2018, DCDPW reassessed pavement conditions in the 17 municipalities first evaluated in 2016, which was the initiative's first year.

- Completed the third annual analysis of speeding patterns on county and local roads, using data collected from the traffic count program. The analysis identifies road segments with high percentages of 'high-end' speeders, defined by staff as those travelling more than 10 mph over the posted speed limit. By highlighting road segments with high-end speeding, the Transportation Council seeks to assist elected officials, law enforcement agencies, and highway departments with their efforts to target speed enforcement and allocate resources to reduce speeding.
- Continued to lead the County's inter-departmental Complete Streets Committee, to include the continuation of the County's traffic safety education campaign, [Watch Out For Me](#), and the County's [GTSC](#)-funded pedestrian safety education program for children, the elderly, and transit riders.
- Supported DCDPW's use of the County's [Complete Streets checklist](#), which evaluates proposed projects involving County roads or property or requiring a permit from Dutchess County.
- Completed an update of the TMA's Congestion Management Process (CMP), which outlines a strategy to measure and mitigate congestion.
- Completed a major update to the Transportation Council's website, and maintained the online [TIP Viewer](#) and [Bicycle Parking Finder](#) mapping portals.
- Approved resolutions endorsing a variety of statewide performance measures and targets related to highway safety, bridge and highway maintenance, and highway operations, agreeing to program projects that help meet those targets. Also approved a resolution supporting asset management targets for Dutchess County Public Transit.
- In conjunction with OCTC and UCTC, completed substantial work on the Mid-Hudson Valley Regional Transit Study, [Connect Mid-Hudson](#).

In addition to these planning accomplishments, the Transportation Council relocated its offices to the Poughkeepsie Journal Building at 85 Civic Center Plaza in the City of Poughkeepsie.

6. 2019-2020 UPWP Overview

The 2019-2020 UPWP identifies the federally funded planning activities to be carried out by the Transportation Council for the period between April 1, 2019 and March 31, 2020 (the State Fiscal Year). The UPWP serves as the Transportation Council's annual statement of work and includes a variety of planning activities that address ongoing and emerging issues related to maintaining and improving the region's transportation system and overall quality of life. The Council has identified the following planning objectives for the 2019-2020 program year:

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- Begin the update process for a new county-wide Metropolitan Transportation Plan (MTP), using a 2050 planning horizon year. The new MTP will specifically address planning requirements in the FAST Act, most notably for performance monitoring, and likely use a different format than recent MTPs.
- Develop and approve a new TIP, programming federal highway and transit funds in Dutchess County over a five-year period (FFY 2020-2024).
- Initiate an analysis of the Route 9/44/55 interchange in the [City of Poughkeepsie](#), developing design concepts that address existing and future capacity and safety issues, followed by design concepts for the Route 44/55 arterials in the City and [Town of Poughkeepsie](#).
- Complete the Arlington Main Street Redesign Initiative to make Main Street in the [Town of Poughkeepsie](#) a more walkable and safer street. This effort will build upon recommendations from the Arlington Pedestrian Plan.
- Complete a Hamlet Walkability Study for the [Pleasant Valley](#) hamlet, modelled after similar planning efforts done by the Transportation Council across Dutchess County. The study will identify ways to improve safety and access on Route 44 through the hamlet.
- Conduct a Safety Assessment (SA) of CR 14 (Hollow Rd.) in the [Town of Clinton](#).
- Complete the 2019 [Traffic Count Program](#), collecting volume, classification, and speed data at approximately 250 locations throughout the county.



The Transportation Council expects to complete a detailed look at how to make Main Street in the Town of Poughkeepsie a more walkable and inviting gateway to the Town, building upon the Arlington Pedestrian Plan.

- Complete the fourth round of County and local pavement monitoring, assessing the condition of local roads in Dutchess County, using the Cornell Asset Management Program (CAMP).
- Complete the fourth annual analysis of speeding patterns on county and local roads using data collected from the annual traffic count program.
- In conjunction with the [County's Complete Streets Committee](#), continue the public safety campaign to increase awareness of walking and bicycling safety issues in Dutchess County, and related efforts associated with the County's GTSC grant through October 2019.
- Complete the Mid-Hudson Valley Regional Transit Study, [Connect Mid-Hudson](#).

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7. Funding Overview

The Transportation Council relies on federal planning funds to carry out the metropolitan transportation planning process. These funds – allocated on an annual basis and programmed through the Council’s UPWP – stem from two primary sources: the Federal Highway Administration (FHWA) Planning Program (PL) and Federal Transit Administration (FTA) Section 5303 Metropolitan Planning Program (MPP).

Federal planning funds are authorized through each federal surface transportation authorization, the most recent being the [FAST Act](#), and 23 U.S.C. 134 and 49 U.S.C. 5303. For the SFY 2019-2020 program year, the FAST Act’s federal allocations for New York State are estimated to total over \$32 million.

Federal planning funds, like most other federal transportation programs, are administered through NYSDOT on a reimbursement basis. The Council (through its host agency relationship with Dutchess County) must first perform the planning work, after which it is reimbursed for the federal share of the activity. Council staff, housed under the Dutchess County Department of Planning and Development, administers UPWP activities and submits quarterly reimbursement requests and reports to NYSDOT.

FHWA (PL) Funds

NYSDOT, in consultation with New York’s 14 MPOs, distributes the statewide apportionment of PL funds through a FHWA

approved formula. In developing the formula, NYSDOT considers various factors such as population, lane miles, and agreed upon set-asides. In New York, the formula includes four steps:

1. Set-aside funds for Shared Cost Initiatives (SCIs) – planning tasks of statewide significance – are reserved prior to the formula distribution of funds. For SFY 2019-2020, this set-aside totals \$150,000 statewide.
2. Each MPO is then provided an equal base allocation of PL funds to ensure an adequate funding level regardless of size. For SFY 2019-2020, this totals \$200,000 per MPO.
3. NYSDOT then distributes 20 percent of PL funds proportionally to MPOs in TMAs, based on their total population and lane miles. For the DCTC, this equals \$50,428 for SFY 2019-2020.
4. The fourth step distributes the remaining funds to all the MPOs proportionally by total population and lane miles. For the DCTC, this totals \$293,833 for SFY 2019-2020.

The formula is required to be reviewed and revised as applicable after each decennial Census. It is also updated when there are significant changes in federal law or when there is a change in the number of MPOs. Based on the NYSDOT formula, the Transportation Council’s 2019-2020 UPWP FHWA PL funding estimate totals \$543,314.

FTA (MPP) Funds

FTA planning funds are secured annually through the Section 5303 Metropolitan Planning Program (MPP) and distributed

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using a similar formula that NYSDOT applies to FHWA PL funds, except that lane mileage is not used. Based on the NYSDOT formula, the Transportation Council's FTA MPP funding estimate for SFY 2019-2020 is \$127,671.

State & Local Matches

As required by most federal transportation programs, a non-federal match of 20 percent is required for the federal planning funds programmed in the UPWP. For PL funds, NYSDOT provides a 15 percent match to the combined federal share of 80 percent and Dutchess County share of five percent; for MPP funds, the state and local matches are based on the total project cost. The state match for PL funding is met through [toll credits](#): revenues generated by toll authorities (toll receipts and bonds) that are used to build and maintain highways and bridges that serve interstate commerce in a state. The NYSDOT match for MPP funding is provided through in-kind services.

Carryover Funds

In addition to its annual federal funding allocation, the Transportation Council has \$382,064 in FHWA (PL) funding available from previous program budgets (i.e. savings backlog). These unexpended funds, which primarily stem from lower than expected outlays resulting from cyclical staffing shortages, are available for programming as needed. The amount shown available in 2019-2020 does not include yet-to-be determined savings from the previous 2018-2019 program, which we expect to total approximately \$150,000.

The Council will program \$225,000 of its backlog funds for the 2019-2020 program year. These funds will support projects that require additional staff support from the Dutchess County Department of Planning & Development, other County Departments such as the Office for Computer Information Systems (OCIS) and Dutchess County DPW, or private consultant services. The Council selected some of these projects through a call for planning proposals held in mid-2018. In particular, the Transportation Council identified two planning tasks from this call that will require consultant services and thus take advantage of these carryover funds:

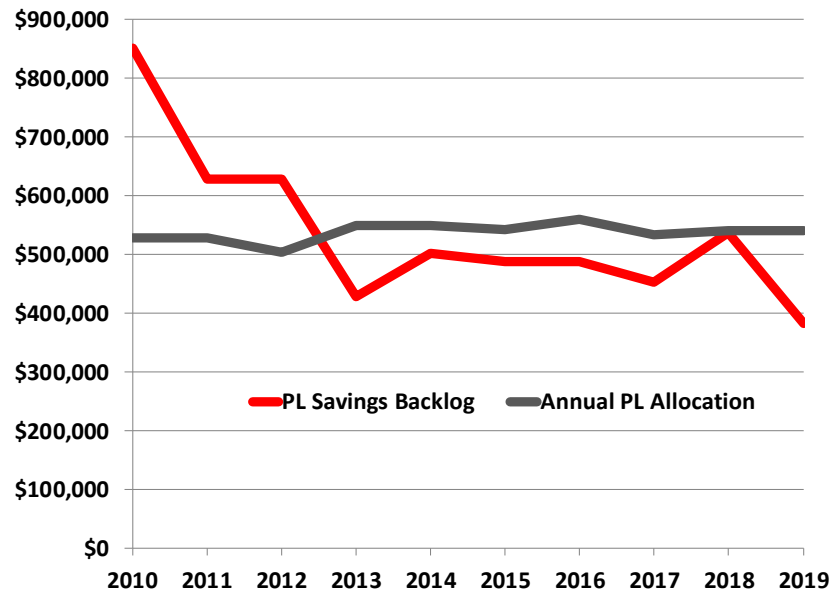
- Route 9/44/55 Planning Initiative in the City and Town of Poughkeepsie.
- Arlington Main Street Redesign Initiative in the Town of Poughkeepsie.

The total remaining unexpended balance of \$157,064 will be reserved for future projects as appropriate and work needed to implement planning requirements in the FAST Act. The Council expects a large share of its savings backlog to be spent down within the next two program years, likely by the end of SFY 2020-2021. However, the Council intends to keep a small amount of backlog funds in reserve to make up for any future rescissions.

Since 2010, the Council's annual backlog has averaged about one year's PL allocation, but has declined substantially. Figure 4 shows the Transportation Council's starting FHWA PL backlog since the SFY 2010-2011 UPWP.

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Figure 4. DCTC FHWA (PL) Savings Backlog (2010-2019)



The Transportation Council does not anticipate any carryover funds from FTA Grant NY-80-X028 and expects all FTA funding allocations for FTA Grant NY-80-X029 to be expended during the 2019-2020 program year.

Total Funding

Based on its annual allocation of federal funds and the use of carryover funds, the Transportation Council has programmed \$895,985 in federal funds for SFY 2019-2020: \$768,314 in FHWA (PL) and \$127,671 in FTA (MPP) funds. Table 1 shows the overall funding amounts programmed in 2019-2020.

8. National & Statewide Organizations

The Transportation Council participates in a number of planning organizations that benefit the local metropolitan planning process. These organizations allow Council staff to better share information and resources with other MPOs, and in turn, integrate best practices into the local planning program.

Association of Metropolitan Planning Organizations (AMPO)

[AMPO](#) serves as the national association for MPOs, ensuring that MPOs are aware of and considered in the development of national transportation policy. AMPO provides a discounted dues structure with a single payment for statewide MPO associations, including the [New York State Association of MPOs](#). For 2019-2020, the dues total \$41,292 for the NYSMPOs combined, which will be processed by the [Binghamton Metropolitan Transportation Study \(BMTS\)](#). The Transportation Council will support AMPO through a \$947 allocation of FHWA (PL) funds, deducted by NYSDOT from the Council's 2019-2020 program allocation.

New York State Association of MPOs (NYSAMPO)

[NYSAMPO](#) serves as the statewide coalition where the 14 NYS MPOs collaborate on mutually beneficial activities, such as sharing information through topic-specific working groups and completing statewide planning studies. MPO funding supports the following NYSAMPO activities:

2019-2020 Unified Planning Work Program (UPWP)**Table 1. Available DCTC UPWP Funds for State Fiscal Year (SFY) 2019-2020**

	Federal	State & Local Match ³		Total
		Dutchess County	NYSDOT	
FHWA (PL) Funds				
2019-2020 Allocation ¹	\$543,314	n/a	n/a	\$543,314
Previous Savings ²	\$382,064	n/a	n/a	\$382,064
Total Available	\$925,378	n/a	n/a	\$925,378
2019-2020 Program Budget	\$768,314	\$40,438	\$121,313	\$930,065
Unprogrammed Balance	\$157,064	n/a	n/a	\$157,064
FTA (MPP) Funds				
2019-2020 Allocation ¹	\$127,671	n/a	n/a	\$127,671
2019-2020 Program Budget	\$127,671	\$7,980	\$23,938	\$159,589
Total Funds				
2019-2020 Program Budget	\$895,985	\$48,418	\$145,251	\$1,089,654

¹ Estimate of allocated FHWA (PL) and FTA (MPP) funds for SFY 2018-2019 (as of November 16, 2018).

² Unprogrammed balance (PL funds only) from previous years (as of November 21, 2018); subject to change upon reconciliation of the SFY 2018-2019 UPWP budget after April 1, 2019.

³ NYSDOT match for FHWA (PL) funds provided through toll credits, while FTA (MPP) match provided through in-kind services.

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1. NYSAMPO Staff Support: NYSAMPO is supported by a consultant that provides administrative support for the Association, including organizing and documenting MPO director meetings and facilitating working group meetings. For 2019-2020, the Transportation Council will participate in the following working groups: safety, bicycle and pedestrian, climate change, freight, GIS, traffic management, travel modeling, and transit. The contract will be administered by the [Capital District Transportation Committee \(CDTC\)](#) and total \$250,000 for 2019-2020, with \$150,000 coming from the NYSDOT 2019-2020 PL set-aside and \$100,000 coming from NYSDOT Statewide Planning and Research (SPR) funds.
2. NYSAMPO Staff Training: NYSAMPO will provide relevant training and professional development opportunities for the staffs and member agencies of MPOs. The contract will be administered by the [Genesee Transportation Council \(GTC\)](#) and total \$92,513 in FHWA PL funds, \$11,096 in FTA MPP funds, and \$2,774 in NYSDOT in-kind services.
3. Shared Cost Initiatives: NYSAMPO and NYSDOT routinely pool a portion of their federal metropolitan planning funds to pursue planning tasks of statewide significance. These projects, known as Shared Cost Initiatives (SCI), are funded through a combination of FHWA and FTA planning funds and NYSDOT SPR funds, depending on the subject and sponsor. The MPOs and NYSDOT jointly identify potential tasks, reach consensus on priorities, and develop a scope of work for each task. Most projects are done by a consultant under contract with an MPO or NYSDOT.

9. Statewide & Regional Planning Initiatives

The Transportation Council routinely participates in a variety of statewide and regional planning initiatives that directly or indirectly impact Dutchess County and the Mid-Hudson Valley.

Statewide Planning & Research (SPR) Projects

NYSDOT receives funds from FHWA under the State Planning and Research Program (SPR). The SPR Program is used to support strategic planning and research needs, and NYSDOT typically programs SPR funds for planning projects that may affect one or more MPOs. For SPR projects that are located in a metropolitan area, the affected MPO includes the project in their UPWP for information purposes only. Though there are no DCTC-specific SPR projects in SFY 2019-2020, NYSDOT is pursuing statewide SPR funded projects that will benefit the Council in carrying out its transportation planning process (SPR # and funding amount shown in parenthesis):

1. National Household Travel Survey (NHTS) (#C-10-54) (\$6.5 million).
2. Highway Oversize/Overweight Credentialing System (HOOCs) (#C-13-57) (\$5 million).
3. Program and Project Management Software and Training (#C-14-53) (\$1.85 million).
4. Technical Support for Use of National Performance Management Research Data (NPMRDS) (#C-14-61) (\$884,068).
5. Short Count Traffic Count Program (#C-14-63) (\$7.65 million).

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6. Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management) (#C-15-52) (\$3 million).
7. Bus Safety Inspection System (BusNET) (#C-15-54) (\$2 million).
8. Traffic Count Program Zone 1 (#C-16-51) (\$2.525 million).
9. Traffic Count Program Zone 2 (#C-16-52) (\$2.225 million).
10. Improvement of Safety Management System Planning and Implementation (#C-17-52) (\$3.5 million).
11. Pavement Condition Data Collection (#C-17-53) (\$20.5 million).
12. Statewide Coordination of Metropolitan Planning Programs (#C-17-56) (\$100,000).
13. Statewide Analysis of All Horizontal Curves and Associated Curve Warning Signs (#C-18-51) (\$2 million).
14. Probe Data: Floating Car (GPS-based) (#C-18-53) (\$337,500).
15. Statewide Small Culvert Inventory & Inspection System Improvements (#C-18-54) (\$4 million).

Other Regional Transportation Planning Studies

The Transportation Council will participate in related studies by other agencies that may affect the transportation system in and around Dutchess County, including work on the State's [High Speed Rail Empire Corridor](#), [Empire State Trail](#), and implementation of the [Mid-Hudson Regional Sustainability Plan](#). The Transportation Council will also review relevant documents produced for other regional projects as needed.

10. Consultant & Inter-Departmental Support

The Transportation Council will use consultant and inter-departmental services to assist with a variety of tasks during the 2019-2020 program year. Consultant and inter-departmental funds will be distributed across the following tasks:

1. Data Development and Analysis

- Annual Traffic Count Program: \$74,700 (FHWA)
- Pavement Monitoring Program: \$14,500 (FHWA)
- Traffic Count Mapping Application: \$13,200 (FHWA)
- Bicycle-Pedestrian Count Application (if feasible): \$13,200 (FHWA)
- TIP Viewer and Bicycle Parking Finder Application Maintenance: \$2,000 (FHWA)

2. Long-Range Transportation Planning (System)

- TransCAD Annual Maintenance: \$1,200 (FHWA)

3. Long-Range Transportation Planning (Project)

- Route 9/44/55 Planning Initiative: Cost TBD (FHWA)
- Arlington Main Street Corridor Redesign Initiative: Cost TBD (FHWA)
- Traffic Safety Education Campaign: \$10,000 (FHWA)

The Transportation Council includes a ten percent contingency for its contract budget line in order to account for possible cost overruns or project add-ons. For the 2019-2020 program year, this totals \$27,753 in FHWA PL funds.

11. Planning Emphasis Areas (PEAs)

At the discretion of USDOT, a Planning Emphasis Area (PEA) may be jointly established by FTA and FHWA to advance national goals as prescribed by federal law, to reflect FTA and FHWA priorities, or to respond to congressional direction via the appropriation's process. PEAs are intended to highlight subjects that should be addressed in FTA and FHWA-funded planning programs such as the one carried out by the Transportation Council. PEAs are designed to encourage the application of planning assistance to studies addressing national goals and priorities, in addition to goals and priorities directly benefiting local transportation operations or otherwise serving state and local needs. FHWA and FTA have identified five PEAs for MPOs:

1. Coordination of Non-Emergency Human Service Transportation
2. Participation of Transit Operators in Metropolitan and Statewide Planning
3. Planning for Transit Systems Management and Operations to Increase Ridership
4. Support Transit Capital Investment Decisions through Effective Systems Planning
5. Transportation Planning Safety and Security planning

FHWA and FTA have requested that MPOs include tasks in their UPWPs that support these PEAs. The Transportation Council will pursue these PEAs with the goals of advancing implementation of the FAST Act, promoting regional cooperation, and improving the public's access to essential

services. The PEA tasks are listed under the Planning Emphasis Areas project category (44.26.00; MP 70-series time codes) in Section 13.

12. FAST Act Planning Factors

The FAST Act requires that the metropolitan transportation planning process, which results in core products such as the MTP, TIP, and UPWP, address the following ten planning factors, which reflect strategic focus areas:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

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9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

The Transportation Council referenced these planning factors while developing its tasks for the 2019-2020 UPWP. To help visualize this connection, Figure 5 shows what planning factors are addressed by each UPWP task. In some cases, a single task addresses one or more planning factors. Some tasks, mostly administrative in nature, do not address a specific factor, though they are still essential to the MPO process. Figure 5 also highlights work on the MTP, TIP, and UPWP as tasks that address all ten factors.

13. 2019-2020 UPWP Tasks

Tasks in the 2019-2020 UPWP are organized under FTA Activity Line Item (ALI) headings (e.g. 44.21.00) and then listed individually using 'MP' codes. The Transportation Council uses the 'MP' codes to track staff hours through the Dutchess County time accounting system. Each task is listed below and described in detail in the following pages.

2019-2020 UPWP Task Codes**Program Support and Administration (44.21.00)**

- MP 11 Council Support and Administration
- MP 12 Unified Planning Work Program (UPWP)
- MP 13 Public Participation Activities
- MP 14 Transportation Management Area (TMA) Coordination

- MP 15 Federal, State, and Local Reporting
- MP 16 Professional Development

Data Development and Analysis (44.22.00)

- MP 21 Demographic/Survey Data Analysis and Forecasting
- MP 22 Vehicle/Bicycle/Pedestrian Count Activities
- MP 23 Major Projects Tracking
- MP 24 Geographic Information Systems (GIS)/Database Management
- MP 25 Pavement Condition Monitoring Program
- MP 26 Performance Monitoring
- MP 27 Countywide Vehicle Speed Analysis

Long-Range Transportation Planning (System Level) (44.23.01)

- MP 31 Metropolitan Transportation Plan (MTP) Implementation
- MP 32 Travel Demand Model/Transportation Data Analysis and Forecasting
- MP 33 Air Quality and Energy Planning
- MP 34 Congestion Management Process (CMP)
- MP 35 Travel Demand Management (TDM) Activities
- MP 36 Intelligent Transportation System (ITS) Support
- MP 37 Regional Freight Planning
- MP 38 Regional Sustainability Planning
- MP 39 State and Regional Transportation Study Liaison

Long-Range Transportation Planning (Project Level) (44.23.02)

- MP 41 Community Transportation Planning Assistance
- MP 42 Local Pedestrian Planning Initiative
- MP 43 Route 9/44/55 Planning Initiative
- MP 44 Pedestrian-Bicycle Plan Implementation

2019-2020 Unified Planning Work Program (UPWP)**Figure 5. 2019-2020 UPWP Tasks and FAST Act Planning Factors**

DCTC 2019-2020 UPWP Task										
	1. Support Economic Vitality	2. Increase Safety	3. Increase Security	4. Increase Accessibility and Mobility	5. Protect and Enhance Environment and Quality of Life	6. Enhance Integration and Connectivity	7. Promote Efficient System Management	8. Emphasize Preservation of Existing System	9. Improve System Resiliency and Reliability	10. Enhance Travel and Tourism
MP11 - Council Support and Administration										
MP12 - Unified Planning Work Program (UPWP)	X	X	X	X	X	X	X	X	X	X
MP13 - Public Participation Activities										
MP14 - Transportation Management Area (TMA) Coordination										
MP15 - Federal, State, and Local Reporting										
MP16 - Professional Development										
MP21 - Demographic/Survey Data Analysis and Forecasting										
MP22 - Vehicle/Bicycle/Pedestrian Count Activities	X	X			X	X				
MP23 - Major Projects Tracking	X									
MP24 - Geographic Information Systems (GIS)/Database Management										
MP25 - Pavement Condition Monitoring Program					X	X				
MP26 - Performance Monitoring					X					
MP27 - Countywide Vehicle Speed Analysis		X								
MP31 - Metropolitan Transportation Plan (MTP) Implementation	X	X	X	X	X	X	X	X	X	X
MP32 - Travel Demand Model/Transportation Data Analysis and Forecasting						X				
MP33 - Air Quality and Energy Planning				X						
MP34 - Congestion Management Process (CMP)				X		X		X	X	
MP35 - Travel Demand Management (TDM) Activities				X	X	X			X	
MP36 - Intelligent Transportation System (ITS) Support			X		X	X		X	X	
MP37 - Regional Freight Planning	X		X		X					
MP38 - Regional Sustainability Planning	X			X				X	X	
MP39 - State and Regional Transportation Study Liaison										
MP41 - Community Transportation Planning Assistance	X		X	X	X	X	X			
MP42 - Local Pedestrian Planning Initiative	X	X	X	X	X				X	
MP43 - Route 9/44/55 Planning Initiative	X	X	X	X	X	X		X	X	
MP44 - Pedestrian-Bicycle Plan Implementation		X		X	X	X			X	
MP45 - Complete Streets Implementation		X		X	X	X				
MP46 - Arlington Main Street Corridor Redesign	X	X		X	X	X				
MP51 - Transportation Impact Reviews/Sustainable Development Practices	X			X	X	X				
MP52 - Inter-Departmental Project Coordination				X		X	X			
MP61 - Transportation Improvement Program (TIP)	X	X	X	X	X	X	X	X	X	X
MP71 - Coordination of Non-Emergency Human Service Transportation				X	X	X				
MP72 - Participation of Transit Operators in Metropolitan Planning				X		X	X		X	X
MP73 - Transit System Management and Operations				X		X	X		X	X
MP74 - Support Transit Capital Investment Decisions Through Planning	X			X	X	X	X		X	X
MP75 - Transportation Safety and Security Planning		X	X							
MP81 - NYSAMPO Activities										

2019-2020 Unified Planning Work Program (UPWP)

MP 45 Complete Streets Implementation
MP 46 Arlington Main Street Corridor Redesign

Short-Range Transportation Planning (44.24.00)

MP 51 Transportation Impact Reviews/Sustainable
Development Practices
MP 52 Inter-Departmental Project Coordination

Transportation Improvement Program (TIP) (44.25.00)

MP 61 Transportation Improvement Program (TIP)

Planning Emphasis Areas (44.26.00)

MP 71 Coordination of Non-Emergency Human Service
Transportation (44.26.12)
MP 72 Participation of Transit Operators in Metropolitan and
Statewide Planning (44.26.13)
MP 73 Planning for Transit Systems Management and
Operations to Increase Ridership (44.26.14)
MP 74 Support Transit Capital Investment Decisions through
Effective Systems Planning (44.26.15)
MP 75 Transportation Safety and Security Planning (44.26.16)

Other Activities (44.27.00)

MP 81 New York State Association of Metropolitan Planning
Organizations (NYSAMPO)

Program Support and Administration

The Program Support and Administration project category
cover activities necessary to carry out the day-to-day work of
the Transportation Council and the local metropolitan

transportation planning process. These activities typically
include administrative tasks related to preparing for meetings,
developing future planning programs, engaging the public,
and participating in professional development courses. The
preparation of the annual UPWP, one of the Council's core
documents, is included under this project category.

MP 11 – Council Support and Administration

Description: This task covers the administrative work of staff,
which is necessary for the Transportation Council to comply
with federal and state requirements for the metropolitan
transportation planning program. It includes all activities
related to the day-to-day operations of the Council and its
Planning Committee, including administrative work items
required by its host agency: the Dutchess County Department
of Planning and Development. These items can include
general inquiries by agencies about planning projects or
budgets. Any communications with federal and state agencies
not covered by other tasks fall under this task.

Products:

- Transportation Council and Planning Committee
meetings (April 2019-March 2020).
- Meeting agendas, summaries, and briefing packages
(April 2019-March 2020).
- Resolutions (April 2019-March 2020).
- Written and verbal communications (as needed).

Responsible Agencies: DCTC and Dutchess County Planning
Department.

2019-2020 Unified Planning Work Program (UPWP)

Budget Estimate: FHWA \$69,148, FTA \$12,767, State \$13,312, Local \$4,437.

MP 12 – Unified Planning Work Program (UPWP)

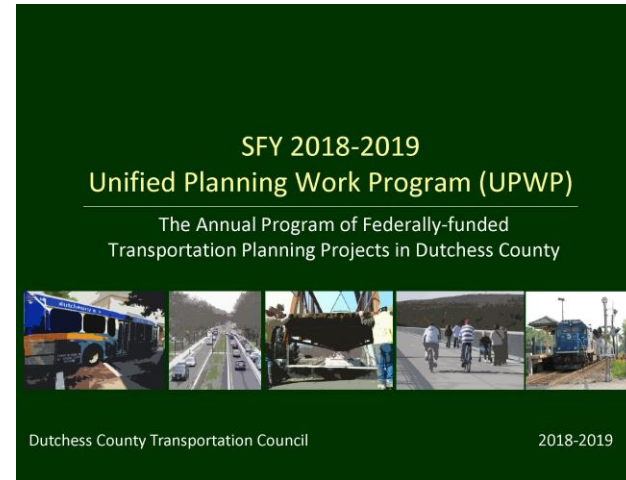
Description: This task includes all work associated with the development and publication of the UPWP, which seeks to meet federal and state guidance while addressing local transportation planning priorities. For the 2019-2020 program year, the Transportation Council will issue the final, approved version of the SFY 2019-2020 UPWP. Any work on amending or administratively modifying the UPWP to reflect scope or cost changes is also covered under this task; this includes addressing any federal rescissions to planning funds during the year. Staff will monitor the progress of approved planning tasks in this UPWP and begin development of the Draft SFY 2020-2021 UPWP. The Council will also issue a year-end expenditure report for the 2018-2019 UPWP upon close-out of the final reimbursement request.

Products:

- Final 2019-2020 UPWP (April 2019).
- 2018-2019 UPWP Year-end Expenditure Report (April-June 2019).
- Draft 2020-2021 UPWP (November 2019-March 2020).

Responsible Agency: DCTC

Budget Estimate: FHWA \$13,830, FTA \$2,553, State \$2,663, Local \$888.



In April 2018, the Transportation Council issued the Final 2018-2019 UPWP.

MP 13 – Public Participation Activities

Description: This task deals with any work performed by staff to implement the Transportation Council's Public Participation Plan, which seeks to provide the public with timely and effective information about its activities and products. This work includes the production of official press releases, meeting notices, and public comment notices for major work products such as the MTP, TIP, and UPWP. It covers maintenance of the Council's public information contact database and website, which is hosted by Dutchess County. Other tasks include the distribution of Council reports to community organizations, individuals, and local media, and email updates on Council activities. As part of its public outreach, the Council will continue its efforts to use visual tools to convey program information. This includes fine-tuning the redesigned Council website and use of plain language.

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The Transportation Council used a variety of public engagement tools during the 2018-2019 program year. This included a mobile workshop at a weekend Arts & Crafts Fair in the Village of Pawling, where staff gathered feedback on pedestrian issues in the Village.

Products:

- Press releases and public notices (April 2019-March 2020).
- Public meetings (April 2019-March 2020).
- Maintenance and updates to the Transportation Council's public information contact database (April 2019-March 2020).
- Maintenance and updates to the Transportation Council's website (April 2019-March 2020).

Responsible Agency: DCTC

Budget Estimate: FHWA \$16,596, FTA \$3,575, State \$3,290, Local \$1,096.

MP 14 – Transportation Management Area (TMA) Coordination

Description: This task covers all administrative work done by the Transportation Council to meet TMA planning requirements for the Poughkeepsie-Newburgh NY-NJ Urbanized Area. This includes participating in TMA meetings and conference calls, sharing information with OCTC and UCTC staff or other TMA partners, and collaborating on general matters related to the TMA. As a member of the TMA, the Council will work closely with its partners to sub-allocate [FTA Section 5307 \(Urbanized Area Formula\)](#), [Section 5310 \(Enhanced Mobility of Seniors and Individuals with Disabilities\)](#), and [Section 5339 \(Bus and Bus Facilities\)](#) funding to local transit providers. TMA-related work on specific projects such as the Congestion Management Process (CMP) and regional transit plan are listed under separate tasks (MP 34 and MP 74 respectively).

Products:

- TMA meetings and conference calls (April 2019-March 2020).
- Feedback on TMA meeting agendas and summaries (April 2019-March 2020).
- Written and verbal TMA communications (as needed).

Responsible Agencies: DCTC, OCTC, and UCTC.

Budget Estimate: FHWA \$15,213, FTA \$3,575, State \$3,072, Local \$1,024.

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MP 15 – Federal, State, and Local Reporting

Description: This task addresses work needed to fulfill federal, state, and local reporting requirements related to Transportation Council operations and financials. This includes the preparation of quarterly NYSDOT payment requests, semi-annual [Disadvantaged Business Enterprise \(DBE\)](#) reports, semi-annual UPWP progress reports, and Dutchess County budget auditing requirements. It also includes work on the Council's portion of the host agency's annual budget. Lastly, this task covers the completion of the Annual Listing of Obligated Projects for FFY 2019, ensuring that the public has an accurate understanding of how federal funds are being spent on transportation projects in the county.

Products:

- NYSDOT payment requests (April, July, and November 2019; January 2020).
- Semi-annual DBE reports (April and November 2019).
- Semi-annual UPWP progress reports (April and November 2019).
- Dutchess County Single Audit (July-September 2019).
- 2020 Dutchess County Budget development (May-September 2019).
- Annual Listing of Obligated Projects for FFY 2019 (December 2019).

Responsible Agency: DCTC

Budget Estimate: FHWA \$16,596, FTA \$1,532, State \$2,907, Local \$969.

MP 16 – Professional Development

Description: Based on availability and cost, staff will participate in professional development courses, conferences, and training events to increase their planning capacity and to identify best practices that will benefit the Transportation Council's program. This includes both in-person and web-based training, which may cover topics related to land use and environmental planning, in addition to transportation-focused subjects. Staff will provide summary reports of training materials as needed. Staff will also attend the [NYSAMPO](#) Biennial Statewide Conference, to be held in Syracuse, NY in July 2019.

Products:

- NYSAMPO Biennial Statewide Conference (July 2019).
- Training sessions and conferences (as needed).

Responsible Agency: DCTC

Budget Estimate: FHWA \$6,915, FTA \$1,532, State \$1,379, Local \$460.

Data Development and Analysis

The Data Development and Analysis planning category supports the gathering and analysis of data to better understand the characteristics of the population served by the Transportation Council and the nature of travel across the planning area. This data analysis helps staff identify issues for further study, informs funding decisions by member agencies,

2019-2020 Unified Planning Work Program (UPWP)

and improves the accuracy of population and travel forecasts. This project category specifically involves the analysis of population, employment, and housing data, primarily from agencies such as the [U.S. Census Bureau](#) and [Bureau of Labor Statistics](#). In addition, this category includes gathering and analyzing transportation-specific data related to the condition and use of the transportation system, such as traffic counts and pavement conditions. These tasks also support various short- and long-range transportation planning activities, especially the MP 30 and MP 40-series tasks described later.

MP 21 – Demographic/Survey Data Analysis and Forecasting

Description: The Transportation Council uses demographic data to inform its metropolitan transportation planning process, both at the regional and local level, and most notably to conduct Title VI analyses of protected populations. This task includes gathering and analyzing population and socio-economic data from the [American Community Survey \(ACS\)](#), [Census Transportation Planning Products \(CTPP\)](#) program, and other [U.S. Census Bureau](#) products. Staff also analyzes economic and employment data from the [Bureau of Labor Statistics \(BLS\)](#) to better understand commuter flows in the region. This task includes back-checking previous forecasts with new data to reassess long-range planning work for the travel demand model and the assumptions made in the MTP. It also covers the analysis of [2017 National Household Travel Survey \(NHTS\)](#) data for the Poughkeepsie metropolitan area. The analysis of other transportation surveys also falls under this task.

Products:

- Census, ACS, CTPP, and BLS data gathering and analysis (April 2019-March 2020).
- Revised demographic forecasts (as needed).
- Administrative support and analysis of data from the NYSDOT 2017 NHTS add-on for the Poughkeepsie metropolitan area (April 2019-March 2020).

Responsible Agency: DCTC

Budget Estimate: FHWA \$16,903, FTA \$4,392, State \$3,493, Local \$1,165.

MP 22 – Vehicle/Bicycle/Pedestrian Count Activities

Description: This task involves activities related to the implementation and management of the Transportation Council's annual traffic count program. The Council will continue to contract with a private consultant to collect traffic count data (volumes, vehicle classifications, and speeds) at approximately 250 locations across the county. Collected data will adhere to NYSDOT requirements and support system-wide and local transportation planning activities, to include travel demand modeling, congestion management planning, safety assessments, and a high-end speeding analysis (listed under task MP 27). Staff will continue to provide traffic count data and reports through the Council's [Traffic Count Data Application](#), while exploring a map-based tool to show data (see Task MP 24 – Geographic Information Systems/Database Management).

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The Council will continue its use of video, tube, and/or other technology to count people walking and bicycling on trails and local streets. In addition, this task includes coordinating annual pedestrian and bicycle counts conducted by volunteers using methods from the [National Bicycle and Pedestrian Documentation Project](#), and maintaining a pedestrian/bicycle count database. If feasible, the Council will also coordinate with the [Dutchess County Office of Computer Information Services \(OCIS\)](#) on a possible digital application to capture bicycle and pedestrian counts.

Products:

- 2019 Traffic Count Program (April-December 2019).
- Online traffic count database maintenance (April 2019-March 2020).
- Bicycle/pedestrian counts at strategic locations (April-November 2019).
- Manual bicycle/pedestrian count program (August-September 2019).
- Digital bicycle/pedestrian count application (if feasible) (April-September 2019).

Responsible Agencies: DCTC and NYSDOT.

Budget Estimate: FHWA \$76,063, FTA \$0, State \$12,010, Local \$4,003.

MP 23 – Major Projects Tracking

Description: This task encompasses work on maintaining the Dutchess County Major Projects database and producing the

annual Major Projects Report. This work supports the Transportation Council’s efforts to forecast future population, housing, and employment, and in turn, future travel demand.

The Council defines major projects as new or programmed development projects with at least 25 residential units or 25,000 square feet of non-residential space in urban areas, and 10 residential units or 10,000 square feet of non-residential space in rural areas. This task also covers annual development inventory reports to the [New York Metropolitan Transportation Council \(NYMTC\)](#) for their travel demand model.

Products:

- 2018 Major Projects Report (April-June 2019).
- Development inventory reporting to NYMTC (October-December 2019).

Responsible Agencies: DCTC and Dutchess County Planning Department.

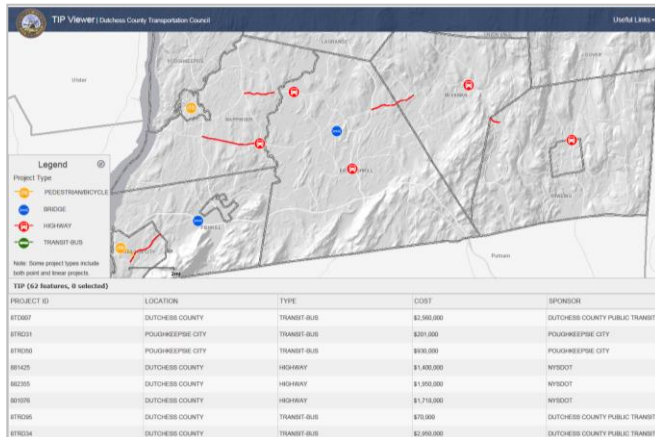
Budget Estimate: FHWA \$8,451, FTA \$204, State \$1,372, Local \$458.

MP 24 – Geographic Information Systems (GIS)/Database Management

Description: This task covers work on GIS programs and associated databases to visualize demographic and transportation data for various Transportation Council planning projects. For example, this includes maintaining and

2019-2020 Unified Planning Work Program (UPWP)

updating the Transportation Council's online [TIP Viewer](#), which shows project level information for the current TIP, and the online [Bicycle Parking Finder](#). Staff will also work with the [Dutchess County Office of Computer Information Services \(OCIS\)](#) on a mapping tool to show vehicle, bicycle, and pedestrian count data. Ongoing efforts include the integration of transportation and demographic data into GIS to analyze population and travel trends, crash locations, road and bridge conditions, and non-motorized infrastructure.



The Council's TIP Viewer provides general information on current TIP projects, using a GIS portal created by the Dutchess County Office of Computer Information Services (OCIS).

Products:

- Maintenance and updates to the Transportation Council's online [TIP Viewer](#) application (April 2019-March 2020).
- Maintenance and updates to the Transportation Council's online [Bicycle Parking Finder](#) (April 2019-March 2020).

- Online mapping tool to complement the [Traffic Count Data Application](#) (April 2019-March 2020).
- Demographic and transportation mapping products for various planning projects (April 2019-March 2020).

Responsible Agencies: DCTC, Dutchess County Planning Department, and Dutchess County OCIS.

Budget Estimate: FHWA \$37,186, FTA \$204, State \$5,909, Local \$1,970.

MP 25 – Pavement Condition Monitoring Program

Description: This task will build upon the work done by the [Dutchess County Department of Public Works \(DCDPW\)](#) and the [Cornell Asset Management Program \(CAMP\)](#) to establish an objective and uniform Pavement Condition Index (PCI) rating for all county and local paved roads in Dutchess County. The PCI rating, which relies on methodologies developed by the [Cornell Local Roads Program \(CLRP\)](#), enables local officials to track road conditions over time, prioritize limited maintenance funds, and develop capital programs to maintain and improve road conditions.

The first phase of the project, completed in 2016, assessed local pavement quality in 17 municipalities, while the second phase, completed in 2017, measured pavement quality across the remaining 13 municipalities. In 2018, DCDPW reassessed pavement conditions in the municipalities first evaluated in 2016. For 2019, DCDPW will re-evaluate the local roads done in 2017 and generate municipal PCI reports. Staff will compare

2019-2020 Unified Planning Work Program (UPWP)

the data from 2016-2019 to identify any trends in pavement conditions over the four-year period.

Products:

- Pavement condition data collection (July-October 2019).
- Municipal pavement condition update reports (October-December 2019).

Responsible Agencies: DCTC and DCDPW.

Budget Estimate: FHWA \$16,903, FTA \$0, State \$2,669, Local \$890.

MP 26 – Performance Monitoring

Description: This task addresses staff work on developing or assessing performance measures that support federal and state requirements for performance-based transportation planning. The Transportation Council will use available data to measure progress towards short- and long-range goals for specific areas such as highway and bridge conditions, transportation safety, walking and bicycling infrastructure, transit use, traffic congestion, project delivery, and natural resource protection. The Council will continue to meet FAST Act rulemakings on various performance measures such as safety, pavement/bridge conditions, traffic and congestion, and transit asset management. This includes re-assessing already-approved targets and updating documents such as the MTP and TIP to address federal performance requirements.

Products:

- Data gathering and analysis related to performance measure monitoring (April-December 2019).
- Performance management updates to the MTP and TIP narrative (April 2019-March 2020).

Responsible Agency: DCTC and NYSDOT.

Budget Estimate: FHWA \$5,071, FTA \$306, State \$858, Local \$286.

MP 27 – Countywide Vehicle Speed Analysis

Description: The Transportation Council will analyze speed patterns on County and local roads using data from the Vehicle/Bicycle/Pedestrian Count Activities task (MP 22). This analysis will identify corridors with ‘high-end’ speeding, where 85th percentile speeds are more than 10 mph over the posted speed limit. By highlighting road segments with high-end speeding, the Council hopes to assist elected officials and law enforcement agencies with efforts to target speed enforcement and implement traffic calming measures to reduce speeding in the county.

Products:

- Vehicle speed data analysis using data from the vehicle count program and the State’s Accident Location Information System (ALIS) database (April-December 2019).
- Summary report of findings from the high-end speeding analysis (January-March 2020).

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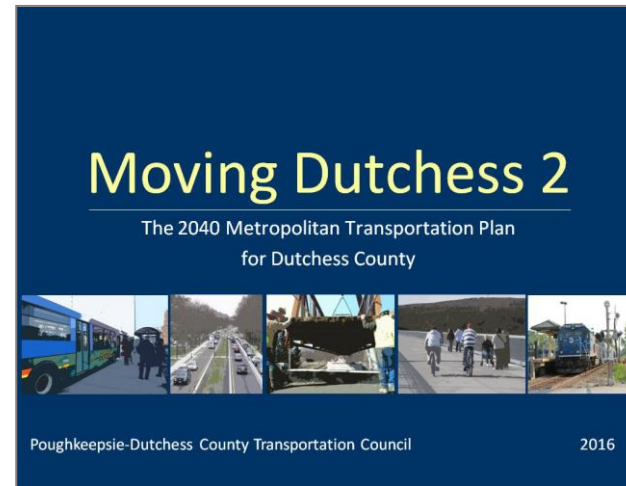
Responsible Agency: DCTC

Budget Estimate: FHWA \$8,451, FTA \$0, State \$1,334, Local \$445.

Long-Range Transportation Planning (System Level)

The Long-Range Transportation Planning (System Level) project category focuses on planning tasks that address long-range or system-wide transportation subjects. By trying to understand the system at a more holistic level, the Transportation Council seeks to identify transportation challenges that may face the metropolitan area beyond the near-term and, more importantly, what opportunities it might pursue to improve long-term transportation safety and access.

The Council's Metropolitan Transportation Plan (MTP) serves as the signature product of these long-range planning efforts, providing a 20- to 30-year vision for improving transportation in Dutchess County. Approved in 2016, the current MTP, [Moving Dutchess 2](#), continues to serve as the founding document for the tasks pursued under the Long-Range System- and Project-Level planning categories. The MTP provides the basis for future community planning activities and the programming of federal transportation funding. The system-level planning tasks tend to focus on regional, mode-specific subjects such as freight and transit, or regional initiatives such as congestion management and travel demand management. The System Level category also supports statewide planning activities that might affect the metropolitan area or region.



The Transportation Council approved Moving Dutchess 2 in 2016, making it the Council's sixth long-range transportation plan and marking a 35-year tradition of transportation planning in Dutchess County.

MP 31 – Metropolitan Transportation Plan (MTP) ([Moving Dutchess 2](#)) Implementation

Description: The Transportation Council's long-range MTP, [Moving Dutchess 2](#), supports its mission to provide the resources needed to maintain a safe, efficient, and sustainable transportation system in Dutchess County. Using a 2040 planning horizon year, the MTP identifies strategies to preserve the existing transportation system and meet future travel demands. Much of the information presented in the MTP stems from the demographic and transportation data analyses conducted as part of the Data and Development project category. Though the MTP is not scheduled for an update until 2021, staff will begin strategizing about the structure and scope of the next MTP in 2019.

This task also covers staff activities that support the implementation of MTP-recommended policies and projects,

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if not already addressed by other tasks in the UPWP. This includes reviewing MTP recommendations to ensure that they are still valid and reflect local priorities, new planning assumptions, and funding changes; if warranted, changes may require amending the MTP.

Products:

- MTP ([Moving Dutchess 2](#)) implementation activities (April 2019-March 2020).
- Amendments to the current MTP (as needed).
- Draft framework for next MTP (April-September 2019).

Responsible Agencies: DCTC and member agencies.

Budget Estimate: FHWA \$9,220, FTA \$3,728, State \$2,155, Local \$718.

MP 32 – Travel Demand Model/Transportation Data Analysis and Forecasting

Description: The Transportation Council will maintain its travel demand model to support long-range transportation planning efforts and, as warranted, other state and regional planning activities. The Council will gather and integrate data from its traffic count program, [NYSDOT Highway Data Services Bureau](#), NHTS survey, and Major Projects Report into the travel demand model, as appropriate. This task includes annual maintenance support for the [TransCAD](#) software package.

Products:

- Transportation forecasts (April 2019-March 2020).

- TransCAD maintenance (April 2019-March 2020).

Responsible Agency: DCTC

Budget Estimate: FHWA \$7,990, FTA \$153, State \$1,291, Local \$431.

MP 33 – Air Quality and Energy Planning

Description: The Transportation Council will adhere to [EPA](#) guidance stemming from the U.S. Court of Appeals decision in [South Coast Air Quality Management District v. EPA](#). In this case, the Court struck down portions of an EPA rule concerning the implementation of 2008 [National Ambient Air Quality Standards \(NAAQS\)](#) and anti-backsliding provisions concerning the [1997 ozone standard](#). The resulting EPA guidance requires ‘orphan areas’ such as ours to complete conformity determinations for the 1997 ozone standard for future MTPs and TIPs after February 15, 2019. Although EPA guidance does not require a regional emissions analysis for conformity, the Council will participate in statewide Interagency Consultation Group (ICG) conference calls and meetings to review project proposals and assess their impacts on regional air quality. The Council will also provide support to other energy planning efforts, such as implementation of the [NYS Climate Action Plan](#) or the promotion of alternative fuel vehicles, such as siting of electric vehicle charging stations.

Products:

- ICG conference calls/meetings (April 2019-March 2020).

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- TIP Conformity Determination (April-June 2019).
- Alternative Fuels/Electric Vehicle planning (as needed).

Responsible Agencies: DCTC, OCTC, NYMTC, NYSDOT, and member agencies.

Budget Estimate: FHWA \$7,376, FTA \$153, State \$1,194, Local \$398.

MP 34 – Congestion Management Process (CMP)

Description: The Transportation Council will work in conjunction with [OCTC](#) and [UCTC](#) to finalize an update to the Mid-Hudson Valley TMA Congestion Management Process (CMP). First developed in 2005, and expanded upon in [2006](#) and [2011](#), the CMP establishes a four-step process to define, measure, and manage congestion, and then evaluate the plan's overall effectiveness. The CMP recommends integrating results into local MPO planning efforts.

As part of the CMP update, the Council has worked closely with the NYSAMPO Modeling Working Group and the [University at Albany's AVAIL Team](#) to gather and analyze travel time and speed data from the [National Performance Management Research Data Set \(NPMRDS\)](#). The NPMRDS, based on wireless vehicle probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the [National Highway System \(NHS\)](#). It includes archived speed and travel time data, matched to associated location referencing data. The MPOs completed a major portion of the CMP update in 2018-2019, and expect to work on technical

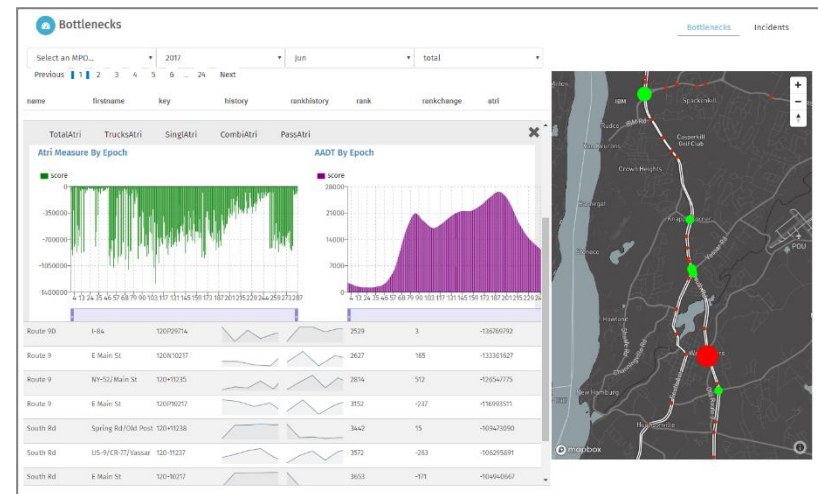
reports detailing various CMP-related analyses in 2019-2020.

Products:

- NPMRDS analysis (April-September 2019).
- CMP technical memos (October 2019-March 2020).

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT.

Budget Estimate: FHWA \$30,773, FTA \$153, State \$4,882, Local \$1,628.



The University at Albany's AVAIL Team has built a performance measurement dashboard based on NPMRDS data. The NPMRDS Analytics Tool Suite provides visualization tools to analyze and report network performance and run corridor analyses for the NHS.

MP 35 – Travel Demand Management (TDM) Activities

Description: This task addresses staff support of state, regional, and local [TDM](#) activities, including the [511NY](#)

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[Rideshare](#) program, [511NY website](#), and other NYSDOT TDM strategies to reduce single occupant vehicle travel and, in turn, reduce traffic congestion and energy consumption. This includes supporting any state, regional, or local planning efforts related to ride-sharing (e.g. Uber; Lyft), and car/bike-sharing services.

Products:

- 511NY Rideshare program maintenance (April 2019-March 2020).
- Ride-sharing and Car/Bike-sharing planning (as needed).

Responsible Agencies: DCTC and NYSDOT.

Budget Estimate: FHWA \$1,229, FTA \$255, State \$278, Local \$93.

MP 36 – Intelligent Transportation System (ITS) Support

Description: This task addresses staff support of NYSDOT's efforts to update the Hudson Valley's [ITS](#) architecture and to deploy ITS infrastructure in the area, especially within Dutchess County and the TMA region. Staff will participate in regional ITS workshops as scheduled. This task also includes work related to the deployment of ITS technology on Dutchess County Public Transit vehicles, at Metro North Railroad facilities, and across the National Highway System. It also covers research on the use of autonomous vehicles at the national and state level, and their implications at the local level.

Products:

- NYSDOT-Region 8 ITS architecture implementation (April 2019-March 2020).
- Autonomous vehicle research (April 2019-March 2020).

Responsible Agencies: DCTC, NYSDOT, and Dutchess County Public Transit.

Budget Estimate: FHWA \$1,229, FTA \$255, State \$242, Local \$81.

MP 37 – Regional Freight Planning

Description: This task primarily covers staff work to review, comment on, and distribute the [Statewide Freight Plan](#), currently nearing completion by NYSDOT. The completion of the State's Plan will trigger the TMA to begin scoping a possible regional freight plan. In recognition of the importance that freight movement is given in the FAST Act, the Transportation Council will work with its TMA partners to draft a scope of work for a regional freight plan for the TMA. Such a plan would likely include an inventory of existing freight activities across multiple modes of transportation (e.g. truck, rail, ship/barge, and air) and identify potential strategies to improve freight efficiency on facilities such as I-84/87, regional CSX rail lines, New York Stewart International Airport in Orange County, and the Hudson River. A regional freight plan would require consultant services and not start until 2021 if pursued.

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Products:

- Review and distribute final [Statewide Freight Plan](#) (April-December 2019).
- Draft TMA Regional Freight Plan Scope of Work (January-March 2020).

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT.

Budget Estimate: FHWA \$1,229, FTA \$0, State \$194, Local \$65.

MP 38 – Regional Sustainability Planning

Description: The Transportation Council will support the implementation of the [Mid-Hudson Valley Regional Sustainability Plan](#), which establishes a sustainability baseline for the region, including inventories of greenhouse gas emissions and energy use, and includes an assessment of sustainability indicators including economic assets, liabilities and opportunities as well as transportation, land use, and natural resources. The Plan's goals address increasing energy efficiency, promoting renewable energy, and reducing carbon emissions.

Products: Mid-Hudson Regional Sustainability Plan implementation (April 2019-March 2020).

Responsible Agencies: DCTC, Dutchess County Planning Department, and other responsible agencies.

Budget Estimate: FHWA \$1,229, FTA \$255, State \$242, Local \$81.

MP 39 – State and Regional Transportation Study Liaison

Description: This task encompasses staff support of planning studies or projects identified as Statewide Planning and Research (SPR) activities by NYSDOT or other regional agencies (see Section 9, Statewide & Regional Planning Initiatives, for a list of these projects). These efforts use federal funds and have been identified as having a statewide benefit or are necessary to satisfy a specific NYSDOT planning responsibility to FHWA. Examples include traffic count collection on state highways, statewide infrastructure inventories related to performance monitoring, deployment of new project delivery software, assessments of new transportation technologies, and planning for high-speed rail. The Transportation Council will participate in these and other studies if they affect Dutchess County or its member agencies or support the work of the Council.

Products:

- Review and comment on state and regional transportation studies (as needed).

Responsible Agencies: DCTC, NYSDOT, and member agencies.

Budget Estimate: FHWA \$1,229, FTA \$153, State \$223, Local \$75.

Long-Range Transportation Planning (Project Level)

The Long-Range Transportation Planning (Project Level) category includes planning tasks that address transportation

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issues in a specific community, sub-area, or transportation corridor within the metropolitan planning area. The Project Level category also addresses specific transportation modes and practices at the county and municipal level, most notably as they relate to promoting walking and bicycling or implementing Complete Streets principles.

The Transportation Council routinely leverages its resources to meet the transportation planning needs and priorities of its member agencies and communities. The Council accomplishes this through the development of specific studies completed in-house with its own staff or through private consultant services. These projects typically stem from recommendations identified in the MTP or by a formal request by a member agency or municipality, and typically require more detailed analyses than the transportation system-level tasks included in the MP 30-series.

MP 41 – Community Transportation Planning Assistance

Description: With support from the Dutchess County Planning Department, the Transportation Council will offer planning and design assistance to communities that wish to employ sustainable land use and transportation principles, notably those stemming from the [Dutchess County Greenway Compact Program](#) and Centers & Greenspaces approach. This program seeks to create less auto-dependent neighborhoods by transforming strip commercial areas into mixed-use centers, improving connections between land uses, and promoting other modes of transportation such as walking, bicycling, and transit. These principles aim to reduce traffic

congestion in neighborhoods and promote livability.

This task covers staff efforts to better coordinate local land use and transportation planning decisions and promote sustainable development across communities. For 2019-2020, staff will work with the [City of Poughkeepsie](#) to promote Transit Oriented Development (TOD) near the Poughkeepsie Train Station and transform Market St. into a Complete Street. Staff will also work with the [Town of Clinton](#) to assess the feasibility of a path on a segment of CR 17 (Salt Point Turnpike) near Friends Park. Staff will assist other communities with their local transportation planning needs as necessary.

Products:

- Community transportation planning assistance (April 2019-March 2020).
- CR 17 (Salt Point Turnpike) path feasibility assessment (April-December 2019).

Responsible Agencies: DCTC, Dutchess County Planning Department, and local municipalities.

Budget Estimate: FHWA \$4,917, FTA \$2,426, State \$1,231, Local \$411.

MP 42 – Local Pedestrian Planning Initiative

Description: With support from the Dutchess County Planning Department, the Transportation Council will provide technical assistance to select municipalities to inventory and evaluate

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their local sidewalk systems. This task includes an analysis of existing infrastructure and the identification of strategies for improving the pedestrian experience by filling in sidewalk gaps, providing new pedestrian connections, and offering design alternatives for locations with heavy pedestrian activity, typically in and around residential and commercial centers. Since 2011, the Transportation Council has completed six such plans for the [Villages of Millerton](#), [Pawling](#), and [Rhinebeck](#), and town centers in [Hyde Park](#), [Pine Plains](#), and [Poughkeepsie \(Arlington\)](#).

For 2019-2020, this task will primarily focus on the development of a walkability study for the [Pleasant Valley](#) hamlet, which will identify ways to improve pedestrian safety and access in and around the Route 44 corridor that travels through the hamlet.

Products:

- Pedestrian infrastructure inventory for the Pleasant Valley Hamlet (April-September 2019).
- Draft Pleasant Valley Hamlet Walkability Study (October-December 2019).
- Final Pleasant Valley Hamlet Walkability Study (January-March 2020).

Responsible Agencies: DCTC, Dutchess County Planning Department, and Town of Pleasant Valley.

Budget Estimate: FHWA \$61,465, FTA \$2,426, State \$10,160, Local \$3,387.



The Transportation Council's Local Pedestrian Planning Initiative typically begins with an inventory of existing pedestrian infrastructure. Such inventories rely on GPS technology to capture data on sidewalk conditions and issues, which is then used to create maps and other graphics that help inform recommendations.



MP 43 – Route 9/44/55 Planning Initiative

Description: Given the importance of the Poughkeepsie area to the region's transportation system and ongoing concerns about safety and livability related to the Route 9/44/55 interchange and the 44/55 west/eastbound arterials, the Transportation Council will initiate a two-phased planning initiative, with the goal of developing design concepts that show how both facilities can be redesigned to improve

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transportation safety, increase travel time reliability, and improve residents' quality of life. Given the complexity and unique objectives for these two related but distinct facilities, the Council proposes a staggered analysis:

- Phase I: The first phase of this initiative will provide two or more conceptual designs that seek to reduce vehicle delay, improve safety, and mitigate non-recurring incidents at the Route 9/44/55 interchange. The interchange, composed of a system of signalized and un-signalized on-ramps, exits, and intersections, connects Route 9 to the Route 44/55 arterials, and by extension, the [Mid-Hudson Bridge](#). However, the interchange supports a configuration of ramps that creates numerous vehicle conflicts and forces drivers to make unintuitive movements. The analysis seeks viable ways to mitigate these deficiencies.
- Phase II: The second phase of the initiative will develop design concepts for the Route 44/55 west and eastbound arterials in the City and Town of Poughkeepsie. The conceptual designs will seek to balance the needs of drivers, transit customers, pedestrians, and bicyclists travelling on and near the arterials, while improving safety, operations, and livability. This includes identifying strategies to better accommodate pedestrians, bicyclists, and transit customers, while moving a high volume of vehicles through the area in a safe and efficient manner.

For both phases, the initiative will identify the estimated feasibility, right-of-way needs, environmental impacts, costs, and funding opportunities associated with the preferred design concepts. The Council expects this effort to make

future funding applications more competitive. Due to the complex nature of this project, we expect it to carry-over into the 2020-2021 UPWP. The Council will seek consultant support to complete this highly technical project.



The Transportation Council will initiate a planning initiative to develop design concepts for improving transportation safety and operations for the Route 9/44/55 interchange and arterials in the greater Poughkeepsie area, including the Mid-Hudson Bridge.

Products:

- Request for Proposals & Consultant Selection (April-June 2019).
- Task 1: Project Initiation (July-September 2019).
- Task 2: Data Collection (October-December 2019).
- Task 3: Origin-Destination Analysis (October-December 2019).
- Task 4: Existing Conditions Analysis (January-March 2020).

Responsible Agencies: DCTC, NYSDOT, NYSBA, and City and

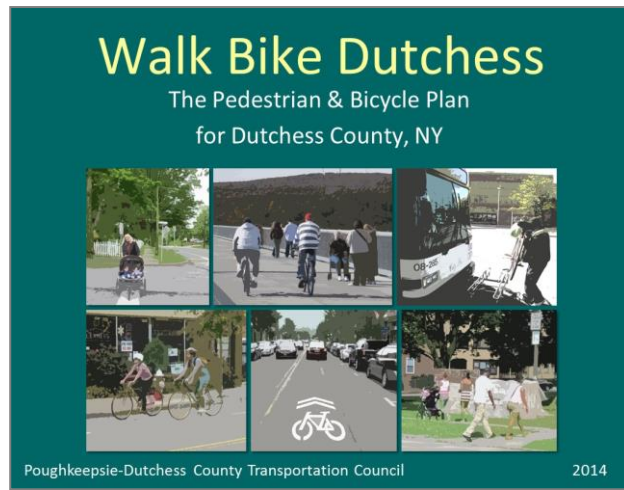
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Town of Poughkeepsie.

Budget Estimate: FHWA \$95,886, FTA \$4,852, State \$16,050, Local \$5,350.

MP 44 – Pedestrian-Bicycle Plan Implementation

Description: This task addresses work on implementing recommendations from [Walk Bike Dutchess](#) – the Transportation Council’s Pedestrian and Bicycle Plan – and further integrating walking and bicycling into the county’s transportation system. The Council will continue to host and coordinate a [Bicycle-Pedestrian Advisory Committee \(BPAC\)](#) and use its website to provide information on walking and bicycling facilities and resources. This task also includes activities related to the development of an ADA Transition Plan for Dutchess County—a recommendation in [Walk Bike Dutchess](#)—and staff participation on an ADA Transition Plan Advisory Committee.



Walk Bike Dutchess provides a long-term (20-year) vision for improving walking and bicycling in Dutchess County.

Products:

- Implementation of walking and bicycling recommendations from [Walk Bike Dutchess](#) (April 2019-March 2020).
- Quarterly BPAC meetings (April 2019-March 2020).
- Dutchess County ADA Transition Plan assistance (April 2019-March 2020).

Responsible Agencies: DCTC, Dutchess County, and member agencies.

Budget Estimate: FHWA \$4,917, FTA \$4,852, State \$1,686, Local \$562.

MP 45 – Complete Streets Implementation

Description: The Transportation Council will continue to coordinate an inter-departmental [Complete Streets Committee](#) to help implement the County’s [Complete Streets Policy](#). The Council will also continue its support of the County’s educational campaign, [Watch Out For Me](#), to increase awareness of walking and bicycling safety in Dutchess County. These public outreach efforts may include signage on County buses, outdoor signs, radio announcements, social media, printed brochures, and other media, as well as working with the County Department of Behavioral & Community Health (DBCH) on direct outreach to target populations. This task also covers assistance to municipalities in the development of local Complete Streets policies and plans.

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Products:

- County Complete Streets Policy implementation (April 2019-March 2020).
- *Watch Out For Me* campaign materials (April 2019-March 2020).
- Inter-Departmental Complete Streets Committee meetings (April 2019-March 2020).

Responsible Agencies: DCTC, DCDPW, Dutchess County Public Transit, Dutchess County Department of Behavioral & Community Health (DBCH), Dutchess County Traffic Safety Board (DCTSB), Dutchess County Office for the Aging, and Dutchess County Sheriff's Office.

Budget Estimate: FHWA \$17,210, FTA \$8,490, State \$4,309, Local \$1,437.

MP 46 – Arlington Main Street Corridor Redesign

Description: The Transportation Council will complete a follow-on study to the 2017 [Arlington Town Center Pedestrian Plan](#), which recommended improvements to the Main Street Corridor that would enhance walkability, calm traffic, and improve the economic vitality of Main Street. The follow-on study will develop conceptual designs for Main Street and identify issues, costs, and actions that will be necessary to implement the proposed improvements. The initiative's goal is to develop a consensus vision for the future design of Main Street with enough detail to position the Town to pursue funding for construction of improvements in the next two or three years. Due to the technical nature of the work, the

Council will seek consultant support to complete this task.

Products:

- Request for Proposals (April-June 2019).
- Data gathering and preliminary conceptual designs (April-September 2019).
- Draft Arlington Main Street Redesign Concept (October-December 2019).
- Final Arlington Main Street Redesign Concept (January-March 2020).

Responsible Agencies: DCTC, DCDPW, and Town of Poughkeepsie.

Budget Estimate: FHWA \$61,465, FTA \$1,213, State \$9,932, Local \$3,311.

Short-Range Transportation Planning

The Short-Range Transportation Planning category focuses on planning projects with near-term horizons that support recommendations in previous Transportation Council plans and studies. The Council, in coordination with the Dutchess County Planning Department, will review proposed land use and transportation projects for their potential impacts on the area's transportation network and for their consistency with the Council's strategic goals and objectives, especially as they relate to livability and sustainable development.

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MP 51 – Transportation Impact Reviews/Sustainable Development Practices

Description: The Transportation Council, through the [Dutchess County Department of Planning and Development](#), will provide decision-making agencies (e.g. municipal planning, zoning, and legislative boards) with site plan alternatives, design improvements, and other recommendations to support the Council's goals of promoting livability and sustainable development. These activities seek to improve transportation safety and access while balancing the need for economic development and preserving natural resources. Council and Dutchess County Planning Department staff will primarily accomplish this by serving as assigned Lead Planners for local municipalities, conducting [General Municipal Law \(GML\) 239](#) reviews for site plans and zoning referrals. During these reviews, staff will recommend ways to mitigate impacts to the transportation system, especially on state/county highways.

Products: Site plan and zoning referral memorandums (April 2019-March 2020).

Responsible Agencies: DCTC and Dutchess County Planning Department.

Budget Estimate: FHWA \$44,716, FTA \$4,954, State \$7,989, Local \$2,663.

MP 52 – Inter-Departmental Project Coordination

Description: This task includes work to improve coordination

between the Transportation Council, Dutchess County Planning Department, [DCDPW](#), and [DBCH](#), especially with regard to the design and schedule of county highway and building projects, as well as private land use developments requiring County permits. This includes working to incorporate pedestrian, bicycle, and other transportation improvements in proposed projects, particularly in designated centers. This task also seeks to improve coordination with DCDPW on local transportation projects, including [CDBG](#)-funded projects, federally funded projects, locally funded projects, and private projects.

Products:

- DCTC-Dutchess County Planning Department-DBCH-DCDPW coordination meetings (as needed).
- Recommendations on CDBG project submissions (October-December 2019).

Responsible Agencies: DCTC, Dutchess County Planning Department, DCDPW, and DBCH.

Budget Estimate: FHWA \$1,383, FTA \$153, State \$247, Local \$83.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) serves as the prioritized listing of federally-funded transportation projects in Dutchess County and is developed and adopted by the Transportation Council as part of the metropolitan transportation planning process. Using the Federal Fiscal Year

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(FFY) calendar, the TIP covers a five-year period and is updated in conjunction with the [Statewide Transportation Improvement Program \(STIP\)](#). The current [FFY 2017-2021 TIP](#) covers October 1, 2016 through September 30, 2021. The Council periodically amends the TIP to account for funding, scope, and schedule changes.

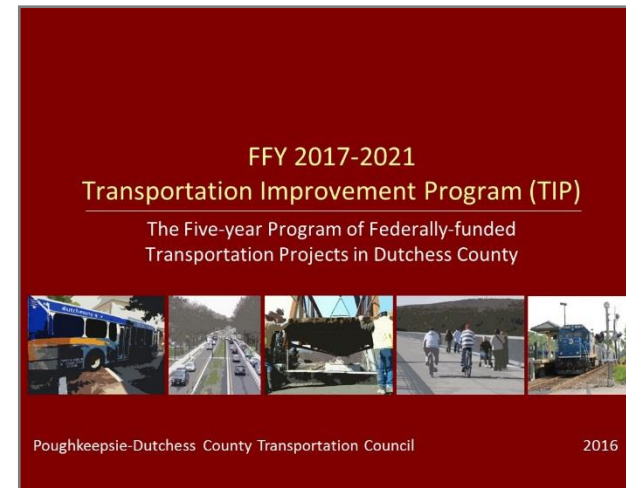
MP 61 – Transportation Improvement Program (TIP)

Description: This task includes all activities needed to maintain the current [FFY 2017-2021 TIP](#) through FFY 2019, and to develop and finalize the new FFY 2020-2024 TIP. Changes to the outgoing TIP and new TIP will be made through Amendments and Administrative Modifications that meet FAST Act requirements, maintain fiscal constraint, and support changing sponsor priorities and project scopes.

A major activity for the year will be the adoption of the new FFY 2020-2024 TIP, which will take effect on October 1, 2019. The new TIP will include a discussion of how the programmed projects support state and local performance measures for safety, highway maintenance, travel reliability, and transit asset management. As part of this work, and in order to improve STIP performance, the Transportation Council will actively engage project sponsors to progress local federal-aid projects and ensure that the new TIP accurately reflects ongoing project realities.

Staff will also review project applications submitted in response to statewide project solicitations for the [Highway Safety Improvement Program \(HSIP\)](#), such as for NYSDOT's

implementation of its [Pedestrian Safety Action Plan \(PSAP\)](#) and [Surface Transportation Block Grant program \(STBG\)](#) set-asides for pedestrian/bicycle projects.



The Transportation Council approved the 2017-2021 TIP in 2016. In its current form, the TIP programs almost \$100 million in federal highway and transit funding for projects in Dutchess County.

Products:

- TIP Amendments and Administrative Modifications (April 2019-March 2020).
- FFY 2020-2024 TIP (April-September 2019).
- Project application reviews (as needed).
- Federal-aid project coordination meetings with NYSDOT-Region 8 Local Projects Unit (April 2019-March 2020).

Responsible Agencies: DCTC, NYSDOT, and Local Project Sponsors.

Budget Estimate: FHWA \$53,782, FTA \$5,107, State \$9,450, Local \$3,150.



The Transportation Council uses the TIP to program federal funds for various projects, including this new sidewalk on Route 9 in the Town of Hyde Park, which was a recommendation in the Hyde Park [Pedestrian Plan](#). The Town constructed the sidewalk using funds from the federal Transportation Alternatives Program (TAP).

Planning Emphasis Areas

FHWA and FTA jointly establish Planning Emphasis Areas (PEAs) to advance national transportation goals, which may be prescribed by federal law or reflect FTA and FHWA priorities. PEAs highlight subjects that should be addressed in federally funded planning programs such as ours. PEAs are designed to encourage the use of planning assistance for studies that address these national goals and priorities, while also addressing issues that directly benefit local transportation operations or otherwise serve state and local needs. Many of the PEAs focus on transit planning. The

Transportation Council will continue to work closely with public transit operators to improve the efficiency and effectiveness of regional and local transit services. This includes local bus operations provided by the [Dutchess County Division of Public Transit](#) and regional commuter rail services provided by [MTA/Metro-North Railroad](#).

MP 71 – Coordination of Non-Emergency Human Service Transportation (44.26.12)

Description: In coordination with human service providers, the Transportation Council will identify transportation projects that improve the mobility of special needs populations such as the disabled and elderly. The Council will help secure funding for eligible projects through FTA programs such as [Section 5310 \(Enhanced Mobility of Seniors and Individuals with Disabilities\)](#). The Council will continue to implement its [2015 Coordinated Public Transit-Human Services Transportation Plan](#) and ensure that available federal transit funding supports the Plan's recommendations.

Products:

- Coordinated Public Transit-Human Services Transportation Plan implementation (April 2019-March 2020).
- Coordination with human service agencies to help meet their clients' mobility needs (April 2019-March 2020).
- Prioritize FTA Section 5310 projects in Dutchess County and the TMA (April-December 2019).

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Responsible Agencies: DCTC, Dutchess County Public Transit, and local human service agencies.

Budget Estimate: FHWA \$0, FTA \$4,941, State \$926, Local \$309.

MP 72 – Participation of Transit Operators in Metropolitan and Statewide Planning (44.26.13)

Description: The Transportation Council will seek the participation of transit operators in carrying out the metropolitan transportation planning process, including the implementation of the written agreement between the Council and operators to share system, operational, and financial information in support of the MTP, TIP, and Annual Listing of Obligated Projects. This task includes work on data requests by local Designated Recipients in order to complete Triennial Review requirements or to meet other federal and state reporting requirements (e.g. TrAMS grants and 17-A reports).

Products:

- System, operational, and financial data collection from transit providers, as per the written agreement between the Transportation Council and transit operators (as needed).
- Written and verbal communication with transit providers (as needed).

Responsible Agencies: DCTC, NYSDOT, MTA/Metro-North Railroad, and Dutchess County Public Transit.

Budget Estimate: FHWA \$0, FTA \$7,686, State \$1,441, Local \$480.

MP 73 – Planning for Transit Systems Management and Operations to Increase Ridership (44.26.14)

Description: This task covers transit planning work provided by the Transportation Council for the [Dutchess County Division of Public Transit](#) and [MTA/Metro-North Railroad](#). The focus of this task is to improve the efficiency and effectiveness of regional and local transit services in the metropolitan planning area, and in turn, increase ridership across transit systems. This includes coordinating with transit providers to identify projects necessary to improve transit service in Dutchess County. This may include exploring the feasibility of providing weekend service on the Newburgh-Beacon Ferry.

The Transportation Council will also participate on the Dutchess County Transit Advisory Committee and support work on a Marketing Plan for Dutchess County transit operations. The Marketing Plan, managed by Dutchess County Public Transit and using [FTA Section 5307](#) funds, will develop a strategy to expand public awareness of existing services. This might include the development of a comprehensive rider's guide, new transit website, and other marketing activities recommended in the TMA's regional transit plan (see Task MP 74).

Products:

- Newburgh-Beacon Ferry weekend service planning (April 2019-March 2020).

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- Transit Advisory Committee meetings (April 2019-March 2020).
- Marketing Plan Scope/RFP (June-December 2019).

Responsible Agencies: DCTC, OCTC, MTA/Metro-North Railroad, NYSDOT, and Dutchess County Public Transit.

Budget Estimate: FTA (MPP) \$15,920, FTA (5307) \$160,000, State (MPP match) \$2,985, State (5307 match) \$20,000, Local (MPP match) \$995, Local (5307 match) \$20,000.



The Transportation Council routinely works with local transit providers such as Dutchess County Public Transit to improve transit service in Dutchess County. This includes federal funding support to maintain and operate services, and planning support to improve the delivery of transit services.

MP 74 – Support Transit Capital Investment Decisions Through Effective Systems Planning (44.26.15)

Description: The Transportation Council will work with the Mid-Hudson Valley TMA to complete a regional transit plan, the [Connect Mid-Hudson Transit Study](#), which was initiated during the 2018-2019 program year. The study seeks to identify ways to better coordinate and connect existing transit systems internally between the three counties and externally between the three counties and the Albany and New York City metropolitan areas.

A major component of this regional effort is development of a transit capital plan for the TMA, which will be based on an inventory of existing revenue equipment and an assessment of the region's future transit capital needs. The Plan will also determine how the TMA's transit systems can better connect major urban and employment centers to one another and to major transportation facilities such as train stations, park-and-ride lots, and airports.

The OCTC is managing this consultant-supported contract with administrative and financial support from the DCTC and UCTC. In 2017-2018, the Council transferred \$79,600 in FTA MPP funds to Orange County to complete the project. Based on the final contract amount, the Council may provide additional MPP funds for the project. Task 1 (Project Kick-off and Data Collection) was completed during the 2018-2019 program year, while substantial work on Task 2 (Existing Conditions Analysis) was also completed. The Council estimates that the project will be 40 percent complete by April 1, 2019.

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Products:

- Task 2: Existing Conditions Analysis (April 2019).
- Task 3: Alternatives Analysis (April-June 2019).
- Task 4: Final Regional Transit Plan (July-December 2019).

Responsible Agencies: DCTC, OCTC, UCTC, NYSDOT, MTA/Metro-North Railroad, and Dutchess County Public Transit.

Budget Estimate: FHWA \$0, FTA \$24,705, State \$4,632, Local \$1,544 (see also Table 8).

MP 75 – Transportation Safety and Security Planning (44.26.16)

Description: The Transportation Council routinely conducts [Safety Assessments \(SA\)](#) at high-crash locations identified through an analysis of crash data or as suggested by member agencies. For 2019-2020, the Council will conduct an SA of CR 14 (Hollow Rd.) in the [Town of Clinton](#). The SA will identify low cost strategies to improve transportation safety on road segments and intersections. The Council follows FHWA's [Road Safety Audit \(RSA\)](#) process and NYSAMPO's Safety Assessment guidelines to complete each SA. Working with its member agencies, the Council will also implement safety-related recommendations from [Moving Dutchess 2](#) and [NYSDOT's Strategic Highway Safety Plan](#).

The Council will continue to participate on the [Dutchess County Traffic Safety Board \(DCTSB\)](#) to help identify and

mitigate local safety issues. The Council will also support the DCTSB's School Bus Safety Awareness Campaign, which will carry out activities such as public service announcements and signage to educate drivers about the dangers of passing school buses when they are loading or unloading students.

Products:

- CR 14 (Hollow Rd.) Safety Assessment (September-November 2019).
- Implement safety recommendations in *Moving Dutchess 2* (April 2019-March 2020).
- DCTSB meetings (April 2019-March 2020).
- Dutchess County School Bus Safety Awareness Campaign support (April 2019-March 2020).

Responsible Agencies: DCTC, NYSDOT, DCTSB, and Town of Clinton.

Budget Estimate: FHWA \$38,417, FTA \$1,647, State \$7,512, Local \$2,504.

Other Activities

MP 81 – New York State Association of Metropolitan Planning Organizations (NYSAMPO)

Description: Transportation Council staff will continue to participate in [NYSAMPO](#), which provides a forum for the 14 MPOs in the state to collaborate on mutually beneficial activities. NYSAMPO activities are supported directly with FHWA and FTA planning funds, which are matched by

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NYSDOT. In addition to regular staff director meetings, the Association has several working groups to promote information sharing and best practices among staff, covering focus areas such as safety, bicycle and pedestrian planning, traffic management and operations, climate change, transit planning, travel demand modeling, and GIS mapping. Council staff will continue to chair the NYSAMPO Bicycle-Pedestrian Working Group in 2019.

Products:

- NYSAMPO Director meetings/calls (April 2019-March 2020).
- NYSAMPO working group meetings/calls (April 2019-March 2020).
- NYSAMPO Bicycle-Pedestrian Working Group Chair activities (April-December 2019).

Responsible Agencies: DCTC, NYSDOT, and NYSAMPO.

Budget Estimate: FHWA \$15,366, FTA \$2,554, State \$3,360, Local \$1,120.

14. Public Participation Process

The Transportation Council's Planning Committee discussed the Draft 2019-2020 UPWP at its meetings on October 24 and November 28, 2018, and January 30, 2019. On January 23, 2019, the Council issued a public notice by email and standard mail to its public information list, including local media outlets and Planning Committee members. The public notice announced the availability of the UPWP for public review and

comment. The complete draft UPWP was also posted on the Council's website at www.dutchessny.gov/dctc.htm. The notice set a deadline of February 22, 2019 for comments.

15. SFY 2019-2020 Program Budgets

The following tables provide information on the use of federal, state, and county funds in support of Transportation Council work activities for SFY 2019-2020. Tables 2 and 3 summarize the FHWA and FTA Task Budgets; Tables 4 and 5 summarize the FHWA and FTA Object Budgets; Table 6 summarizes the FTA Detailed Budget; Table 7 shows the federal, state, and county cost estimates for each individual task; and Table 8 shows the budget for the Mid-Hudson Valley TMA's regional transit study.

In accordance with recommendations from the TMA's 2018 federal certification review, the most recent UPWP year-end expenditure report (2017-2018 UPWP) is included as an appendix to this UPWP. The 2018-2019 UPWP final expenditure report will be available after May 31, 2019.

2019-2020 Unified Planning Work Program (UPWP)**Table 2. DCTC 2019-2020 UPWP FHWA (PL) Task Budget**

UPWP Task	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$138,297	\$7,279	n/a	\$145,576
Data Development and Analysis	\$169,029	\$8,896	n/a	\$177,925
Long-Range Transportation Planning (System Level)	\$61,465	\$3,235	n/a	\$64,700
Long-Range Transportation Planning (Project Level)	\$245,861	\$12,940	n/a	\$258,801
Short-Range Transportation Planning	\$46,099	\$2,426	n/a	\$48,525
Transportation Improvement Program (TIP)	\$53,782	\$2,831	n/a	\$56,613
Planning Emphasis Areas (PEAs)	\$38,415	\$2,022	n/a	\$40,437
Other Activities	\$15,366	\$809	n/a	\$16,175
Toll Credits	n/a	n/a	\$121,313	\$121,313
Total	\$768,314	\$40,438	\$121,313	\$930,065

¹ Dutchess County match provided through local funds. NYSDOT match for FHWA (PL) funds provided through toll credits.

Table 3. DCTC 2019-2020 UPWP FTA (MPP) Task Budget

UPWP Task	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$25,533	\$1,597	\$4,785	\$31,915
Data Development and Analysis	\$5,107	\$319	\$958	\$6,384
Long-Range Transportation Planning (System Level)	\$5,107	\$319	\$958	\$6,384
Long-Range Transportation Planning (Project Level)	\$24,258	\$1,516	\$4,548	\$30,322
Short-Range Transportation Planning	\$5,107	\$319	\$958	\$6,384
Transportation Improvement Program (TIP)	\$5,107	\$319	\$958	\$6,384
Planning Emphasis Areas (PEAs)	\$54,898	\$3,431	\$10,294	\$68,623
Other Activities	\$2,554	\$160	\$479	\$3,193
Total	\$127,671	\$7,980	\$23,938	\$159,589

¹ Dutchess County match provided through local funds. NYSDOT match for FTA (MPP) funds provided through in-kind services.

2019-2020 Unified Planning Work Program (UPWP)**Table 4. DCTC 2019-2020 UPWP FHWA (PL) Object Budget**

Item	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$254,340	\$13,386	n/a	\$267,726
Fringe Benefits	\$155,885	\$8,205	n/a	\$164,090
Travel	\$4,502	\$237	n/a	\$4,739
Equipment	\$1,536	\$81	n/a	\$1,617
Supplies/Reproduction	\$2,148	\$113	n/a	\$2,261
Contractual	\$253,177	\$13,325	n/a	\$266,502
Indirect Charges	\$96,726	\$5,091	n/a	\$101,817
Toll Credits	n/a	n/a	\$121,313	\$121,313
Total	\$768,314	\$40,438	\$121,313	\$930,065

¹ Dutchess County match provided through local funds. NYSDOT match for FHWA (PL) funds provided through toll credits.

Table 5. DCTC 2019-2020 UPWP FTA (MPP) Object Budget

Item	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$63,834	\$3,989	\$11,969	\$79,792
Fringe Benefits	\$38,302	\$2,394	\$7,182	\$47,878
Travel	\$1,277	\$80	\$239	\$1,596
Equipment	\$1,277	\$80	\$239	\$1,596
Supplies/Reproduction	\$1,277	\$80	\$239	\$1,596
Contractual	\$0	\$0	\$0	\$0
Indirect Charges	\$21,704	\$1,357	\$4,070	\$27,131
Total	\$127,671	\$7,980	\$23,938	\$159,589

¹ Dutchess County match provided through local funds. NYSDOT match for FTA (MPP) funds provided through in-kind services.

2019-2020 Unified Planning Work Program (UPWP)**Table 6. DCTC 2019-2020 UPWP FTA (MPP) Detailed Budget**

	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Item				
Staff Salaries	\$63,834	\$3,989	\$11,969	\$79,792
Fringe Benefits	\$38,302	\$2,394	\$7,182	\$47,878
Travel	\$1,277	\$80	\$239	\$1,596
Equipment	\$1,277	\$80	\$239	\$1,596
Supplies/Reproduction	\$1,277	\$80	\$239	\$1,596
Contractual	\$0	\$0	\$0	\$0
Indirect Charges	\$21,704	\$1,357	\$4,070	\$27,131
Total	\$127,671	\$7,980	\$23,938	\$159,589
Task				
44.21.00 - Program Support, Administration & Liaison	\$25,533	\$1,597	\$4,785	\$31,915
44.22.00 - Data Development & Analysis	\$5,107	\$319	\$958	\$6,384
44.23.01 - Long Range Transportation Planning-System Level	\$5,107	\$319	\$958	\$6,384
44.23.02 - Long Range Transportation Planning-Project Level	\$24,258	\$1,516	\$4,548	\$30,322
44.24.00 - Short Range Transportation Planning	\$5,107	\$319	\$958	\$6,384
44.25.00 - Transportation Improvement Program	\$5,107	\$319	\$958	\$6,384
44.26.12 - Coordination of Non-Emergency Human Service Transportation	\$5,107	\$319	\$958	\$6,384
44.26.13 - Participation of Transit Operators in Metropolitan Planning	\$12,767	\$798	\$2,394	\$15,959
44.26.14 - Transit Systems Management & Operations	\$12,767	\$798	\$2,394	\$15,959
44.26.15 - Regional Transit Planning in Support of Effective Capital Investment	\$20,427	\$1,277	\$3,830	\$25,534
44.26.16 - Transportation Safety & Security	\$3,830	\$239	\$718	\$4,787
44.27.00 - Other Activities	\$2,554	\$160	\$479	\$3,193
Total	\$127,671	\$7,980	\$23,938	\$159,589

¹ Dutchess County match provided through local funds. NYSDOT match for FTA (MPP) funds provided through in-kind services.

2019-2020 Unified Planning Work Program (UPWP)**Table 7. DCTC 2019-2020 UPWP Task Cost Estimates**

Task	FHWA (PL)	FTA (MPP)	NYS DOT	Dutchess County	Total
MP11 - Council Support and Administration	\$69,149	\$12,767	\$13,312	\$4,437	\$99,665
MP12 - Unified Planning Work Program (UPWP)	\$13,830	\$2,553	\$2,663	\$888	\$19,934
MP13 - Public Participation Activities	\$16,596	\$3,575	\$3,290	\$1,096	\$24,557
MP14 - Transportation Management Area (TMA) Coordination	\$15,213	\$3,575	\$3,072	\$1,024	\$22,884
MP15 - Federal, State, and Local Reporting	\$16,596	\$1,532	\$2,907	\$969	\$22,004
MP16 - Professional Development	\$6,915	\$1,532	\$1,379	\$460	\$10,286
MP21 - Demographic/Survey Data Analysis and Forecasting	\$16,903	\$4,392	\$3,493	\$1,165	\$25,953
MP22 - Vehicle/Bicycle/Pedestrian Count Activities	\$76,063	\$0	\$12,010	\$4,003	\$92,076
MP23 - Major Projects Tracking	\$8,451	\$204	\$1,372	\$458	\$10,485
MP24 - Geographic Information Systems (GIS)/Database Management	\$37,186	\$204	\$5,909	\$1,970	\$45,269
MP25 - Pavement Condition Monitoring Program	\$16,903	\$0	\$2,669	\$890	\$20,462
MP26 - Performance Monitoring	\$5,071	\$306	\$858	\$286	\$6,521
MP27 - Countywide Vehicle Speed Analysis	\$8,451	\$0	\$1,334	\$445	\$10,230
MP31 - Metropolitan Transportation Plan (MTP) Implementation	\$9,220	\$3,728	\$2,155	\$718	\$15,821
MP32 - Travel Demand Model/Transportation Data Analysis and Forecasting	\$7,990	\$153	\$1,291	\$431	\$9,865
MP33 - Air Quality and Energy Planning	\$7,376	\$153	\$1,194	\$398	\$9,121
MP34 - Congestion Management Plan (CMP)	\$30,733	\$153	\$4,882	\$1,628	\$37,396
MP35 - Travel Demand Management (TDM) Activities	\$1,229	\$255	\$242	\$81	\$1,807
MP36 - Intelligent Transportation System (ITS) Support	\$1,229	\$255	\$242	\$81	\$1,807
MP37 - Regional Freight Planning	\$1,229	\$0	\$194	\$65	\$1,488
MP38 - Regional Sustainability Planning	\$1,229	\$255	\$242	\$81	\$1,807
MP39 - State and Regional Transportation Study Liaison	\$1,229	\$153	\$223	\$75	\$1,680
MP41 - Community Transportation Planning Assistance	\$4,917	\$2,426	\$1,231	\$411	\$8,985
MP42 - Local Pedestrian Planning Initiative	\$61,465	\$2,426	\$10,160	\$3,387	\$77,438
MP43 - Route 9/44/55 Planning Initiative	\$95,886	\$4,852	\$16,050	\$5,350	\$122,138
MP44 - Pedestrian-Bicycle Plan Implementation	\$4,917	\$4,852	\$1,686	\$562	\$12,017
MP45 - Complete Streets Implementation	\$17,210	\$8,490	\$4,309	\$1,437	\$31,446
MP46 - Arlington Main Street Corridor Redesign	\$61,465	\$1,213	\$9,932	\$3,311	\$75,921

2019-2020 Unified Planning Work Program (UPWP)**Table 7. DCTC 2019-2020 UPWP Task Cost Estimates (Cont'd.)**

Task	FHWA (PL)	FTA (MPP)	NYS DOT	Dutchess County	Total
MP51 - Transportation Impact Reviews/Sustainable Development Practices	\$44,716	\$4,954	\$7,989	\$2,663	\$60,322
MP52 - Inter-Departmental Project Coordination	\$1,383	\$153	\$247	\$83	\$1,866
MP61 - Transportation Improvement Program (TIP)	\$53,782	\$5,107	\$9,450	\$3,150	\$71,489
MP71 - Coordination of Non-Emergency Human Service Transportation	\$0	\$4,941	\$926	\$309	\$6,176
MP72 - Participation of Transit Operators in Metropolitan Planning	\$0	\$7,686	\$1,441	\$480	\$9,607
MP73 - Planning for Transit Systems Management to Increase Ridership	\$0	\$15,920	\$2,985	\$995	\$19,900
MP74 - Support Transit Capital Investment Decisions through Planning	\$0	\$24,705	\$4,632	\$1,544	\$30,881
MP75 - Transportation Safety and Security Planning	\$38,416	\$1,647	\$6,375	\$2,125	\$48,563
MP81 - New York State Association of Metropolitan Planning Organizations	\$15,366	\$2,554	\$2,905	\$962	\$21,787
Total	\$768,314	\$127,671	\$145,251	\$48,418	\$1,089,654

2019-2020 Unified Planning Work Program (UPWP)**Table 8. Mid-Hudson Valley TMA Regional Transit Study Budget**

MPO	FTA Section 5303 (MPP) Funding	NYSDOT (20% Match)¹	Total		FTA Activity Code	Description
Dutchess County Transportation Council	\$79,600	\$19,900	\$99,500		44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning.
Orange County Transportation Council	\$149,958	\$37,490	\$187,448		44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning.
Ulster County Transportation Council	\$33,049	\$8,262	\$41,311		44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning.
Total	\$262,607	\$65,652	\$328,259			

¹ NYSDOT match for FTA funds provided through in-kind services.