

## Dutchess County Transportation Council

### **Performance & Expenditure Report for State Fiscal Year (SFY) 2021-2022**

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# Dutchess County Transportation Council

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## Purpose

This Performance and Expenditure Report fulfills the requirements of Title 23 §420.117 of the *Code of Federal Regulations* related to monitoring and reporting requirements of Federal Highway Administration planning and research funds by subrecipients “to assure that the work is being managed and performed satisfactorily and that time schedules are being met.”

## Introduction

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 [Infrastructure Investment and Jobs Act \(IIJA\)](#) (PL 117-58) – and 23 U.S.C. 134 and 49 U.S.C. 5303, we are 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. We provide a forum for state and local officials to coordinate transportation issues and reach consensus on transportation plans and funding for transportation projects. We also strive to ensure that our federally funded projects are the products of a credible planning program, meeting the goals and priorities of the metropolitan area.

We develop three core products as part of the metropolitan transportation planning process:

- [Metropolitan Transportation Plan \(MTP\)](#) – the long-range multimodal transportation plan for Dutchess County.
- [Transportation Improvement Program \(TIP\)](#) – the prioritized listing of federally funded transportation projects in Dutchess County, covering a period of no less than four years.
- [Unified Planning Work Program \(UPWP\)](#) – the annual statement of work identifying the federally funded planning activities to be carried out by the DCTC.

## SFY 2021-2022 UPWP

The 2021-2022 UPWP identified the federally funded planning activities to be carried out by us for the period between April 1, 2021 and March 31, 2022 (the State Fiscal Year). The UPWP serves as our 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 and county’s transportation system and overall quality of life.

We established a wide range of planning objectives for the 2021-2022 program year, which are described below:

## **MP 101 – Council Support and Administration**

Objective: Complete all administrative work for the DCTC to comply with federal and state requirements for the metropolitan transportation planning program.

Actual Performance: We completed all necessary administrative activities related to the day-to-day operations of the DCTC; this included administrative work items required by its host agency: the Dutchess County Department of Planning and Development. This included answering general inquiries by agencies about planning projects or budgets and communicating with federal and state agencies on items not covered by other UPWP activities. We also coordinated work activities with member agencies to comply with federal, state, and county administrative requirements and guidance. We held nine virtual meetings of the DCTC Planning Committee and one in-person Council meeting. We also hosted two unpaid planning interns: one in the summer and one in the fall. We processed a new host agency agreement between NYSDOT and Dutchess County for the ten-year period after April 1, 2022. And lastly, we adopted eight DCTC resolutions.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP102 – Unified Planning Work Program (UPWP)**

Objective: Develop and publish the SFY 2021-2022 UPWP – our annual statement of federally funded planning work for April 1, 2021 and March 31, 2022.

Actual Performance: We developed and issued a final, approved version of the SFY 2021-2022 UPWP. We subsequently made an administrative modification to the original UPWP budget at the close of SFY 2021 to make needed changes in programmed funding for several project tasks. We also issued a year-end expenditure report for the previous 2020-2021 UPWP, which was done upon close-out of the final reimbursement request after March 31, 2021. We developed a Draft SFY 2022-2023 UPWP, which included public outreach through several Planning Committee meetings, and ultimately approved the draft UPWP prior to the start of the new State Fiscal Year. In preparation for the new UPWP, we issued a call for planning proposals to identify planning needs for the upcoming year, ultimately selecting three new planning studies/tasks.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 103 – Public Participation Activities**

Objective: Perform all work needed to implement our Public Participation Plan, which aims to provide the public with timely and effective information about our activities and products.

Actual Performance: We issued several press releases, meeting notices, and public comment periods for major work products or announcements related to the MTP, TIP, and UPWP. We continued to maintain our public information contact database and website, which is hosted by Dutchess County. We also distributed reports to community organizations, individuals, and local media, and issued email updates on our activities. As part of our public outreach, we embraced virtual engagement tools to convey program information. This included fine-tuning our website, using MS Teams for public meetings, and continuing our practice of using [federal plain language](#) in work products. We also developed a user's guide for Teams and incorporated interactive surveys/tools to facilitate participation at meetings. Building off our host agency's GovDelivery email system, we also redesigned our template for public emails to better connect to recipients and gather metrics. And to increase our name recognition in the community, we initiated a new logo and style guide project to create a new branding design for the DCTC; this will include design templates for online content and written reports.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 104 – Transportation Management Area (TMA) Coordination**

Objective: In conjunction with OCTC, UCTC, NYSDOT, and NJTPA, and in consultation with FHWA and FTA, coordinate TMA planning activities within Dutchess, Orange, Passaic, and Ulster counties.

Actual Performance: We successfully worked with our colleagues at the OCTC and UCTC to carry out all required administrative tasks for the TMA. This included coordinating Policy Board meetings, Planning/Technical Committee meetings, and holding several virtual TMA meetings. We completed an application process for a TMA-wide FTA 5307 call for projects, which resulted in the award of \$12.6 million for three new transit projects across the region. We also supported OCTC's development of an online ArcGIS Hub for the TMA to present information and data about the region. Work on the TMA's federal certification process, and regional congestion, freight, and transit planning are discussed elsewhere in this report.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 105 – Federal, State, and Local Reporting**

Objective: Fulfill federal, state, and local reporting requirements related to DCTC operations and finances.

Actual Performance: We prepared quarterly NYSDOT payment requests, semi-annual Disadvantaged Business Enterprise (DBE) reports, progress reports, and Dutchess County auditing reports. We also prepared our portion of the host agency's CY 2021 budget and completed our Annual Listing of Obligated Projects for FFY 2021, ensuring

that the public has an accurate understanding of how federal transportation funds are spent on highway and transit projects in the county. In coordination with OCTC and UCTC, we successfully completed a four-year federal certification review of our metropolitan transportation planning process. The DCTC received no corrective actions, and was commended on three items: 1) Our new MTP/long-range transportation plan: [Moving Dutchess Forward](#), 2) Public involvement for the [Poughkeepsie 9.44.55](#) study, and 3) Performance planning and data analysis for Moving Dutchess Forward. The TMA also received commendations for its Congestion Management Plan and collective work on bicycle, pedestrian, and transit planning. There were several recommendations for the TMA and individual MPOs (e.g., freight planning, resiliency planning, tribal coordination, etc.), which we will work on in the coming years – though we made progress in reaching out to tribal contacts during the year.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 106 – Professional Development**

Objective: Participate in professional development courses, conferences, and training events to increase our planning capacity and to identify best practices that will benefit the program.

Actual Performance: Staff participated in web-based training, covering topics related to land use and environmental planning, in addition to transportation-focused subjects. We attended a variety of virtual training sessions sponsored by FHWA, FTA, NYSDOT, the Census Bureau, and AMPO. We also attended the virtual PACE Land Use Center Conference in fall 2021. Staff also attended required employee training sessions for Dutchess County government, covering topics such as workplace violence and sexual harassment.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 201 – Demographic Data Analysis and Forecasting**

Objective: Use demographic data to inform our metropolitan transportation planning process at the regional and local level, and to conduct Title VI analyses of focus populations.

Actual Performance: We continued to gather and analyze population and socio-economic data from the [American Community Survey \(ACS\)](#), [Census Transportation Planning Products \(CTPP\)](#) program, and other [U.S. Census Bureau](#) products to better understand our area and its people. This included an analysis of initial data releases from the 2020 Census and comparing that data to previous population estimates. We also analyzed economic and employment data from the [Bureau of Labor Statistics \(BLS\)](#) to better understand jobs and commuter flows in the region, especially in light of the

pandemic. We also looked at data from the [2017 National Household Travel Survey \(NHTS\)](#) for the Poughkeepsie metropolitan area and other transportation surveys from agencies such as NYMTC.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 202 – Travel Data Analysis and Forecasting**

Objective: Analyze data to understand how travel currently occurs and might occur throughout the region and county.

Actual Performance: We continued to compare our most recent VMT estimates with trends informed by national and state data, such as the monthly [travel volume trends reported by FHWA](#) and the annual estimates of Vehicle Miles of Travel (VMT) issued by the [NYSDOT Highway Data Services Bureau](#). Annual maintenance support for our [TransCAD](#) travel demand model software was also completed.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 203 – Vehicle/Bicycle/Pedestrian Count Activities**

Objective: Complete activities related to the implementation and management of our annual traffic count program, which informs our understanding of how the county's non-state road network and walking and bicycling facilities are being used.

Actual Performance: We continued our contract with a traffic data firm to collect traffic count data (volumes, vehicle classifications, and speeds) at about 140 locations across the county. Collected data adhered to NYSDOT requirements and supported system-wide and local transportation planning activities, including congestion management planning, safety planning, and our annual high-end speeding analysis. We provided the collected data to the [Dutchess County Office of Computer Information Services \(OCIS\)](#) to support our [Traffic Data Viewer](#). Through our contractor, we also used video and tube counters to count people walking and bicycling on trails and local streets. In addition, we coordinated pedestrian and bicycle counts done by volunteers using methods from the [National Bicycle and Pedestrian Documentation Project](#) and maintained a pedestrian/bicycle count database.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 204 – Major Projects Tracking**

Objective: Maintain the County's Major Projects database and produce the annual Major Projects Report, which supports our efforts to forecast future population, housing, and employment, and in turn, future travel demand.

Actual Performance: We compiled data for and published the 2021 Major Project Report, capturing 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 data is used to monitor future development trends for our MTP and Travel Demand Model.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 205 – Geographic Information Systems (GIS)/Database Management**

Objective: Develop and maintain GIS programs and associated databases to visualize demographic and transportation data for our planning activities.

Actual Performance: We updated our online [TIP Viewer](#) to reflect project level information for the current TIP, and also the [Bicycle Parking Finder](#) to provide detailed information on the location and type of bicycle parking available throughout the county and also designated bicycle routes in the county. We updated our [Traffic Data Viewer](#), which was developed in concert with the [Dutchess County Office of Computer Information Services \(OCIS\)](#). This mapping tool allows visitors to search counts by municipality, year, road name, or road class. Besides volumes, the Viewer provides data on speeds and heavy vehicles, and a range of tools to analyze and chart data. It also allows visitors to customize how data is displayed on the map and to export maps as needed. For the Bicycle Parking Finder, we began working with OCIS on expanding the application to cover additional bicycling information. Staff also continued their transition to the new ArcGIS Pro platform.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 206 – Pavement Condition Monitoring**

Objective: Establish an objective and uniform Pavement Condition Index (PCI) rating for all county and local paved roads in Dutchess County

Actual Performance: This task builds on our previous work with [Dutchess County Public Works](#) and the [Cornell Asset Management Program \(CAMP\)](#) to establish a uniform method to measure pavement conditions on non-state roads in Dutchess County. We began this process in 2016 and subsequently completed two full assessments of the entire county. Pausing during COVID, we reassessed the utility of the program and investigated other monitoring systems that could better meet our goals for data quality and detail. Based on a review of best practices, we identified automated processes worth consideration and began to explore RFP opportunities for such services.

Progress in Meeting Schedules: This task was deferred to 2023 based on our evaluation of best practices.

- **MP 207 – Performance Monitoring**

Objective: Research and develop performance measures that support federal and state requirements for performance-based transportation planning.

Actual Performance: We endorsed NYSDOT’s statewide safety targets for 2021. We also monitored federal and state guidance on other performance measures such as pavement/bridge conditions, congestion, transit asset management, and transit safety. This included working with Dutchess County Public Transit on the development of safety targets as part of their Public Transportation Agency Safety Plan (PTASP). We also reassessed our performance measures in the previous MTP and revised them in the new MTP to better match federal and state measures.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 208 – Countywide Vehicle Speed Analysis**

Objective: Analyze speed patterns on county and local roads using data from our traffic count program.

Actual Performance: We typically identify corridors with ‘high-end’ speeding, where 85<sup>th</sup> percentile speeds are more than 10 mph over the posted speed limit. By highlighting road segments with high-end speeding, we can assist local agencies with efforts to target speed enforcement and implement traffic calming measures. Due to the significant impacts of COVID on travel patterns, we did not complete this task for 2021, and instead will revisit it later in 2022 and complete a 2019-2021 analysis to show pre- and post-pandemic changes in speed patterns on county and to better account for changes in travel behavior caused by the pandemic.

Progress in Meeting Schedules: This task was deferred to later in 2022 due to travel anomalies resulting from COVID.

- **MP 209 – Functional Classification Update**

Objective: Review the current functional classifications of our road network and make suggestions for changes.

Actual Performance: We revisited previous work on evaluating the current functional classifications of our road network but deferred on progressing changes until the new 2020 Urbanized Areas are designated later in 2022 (these designations may affect our proposed urban/rural road functional classifications). We also delayed this task to account for any pandemic induced traffic changes that might impact traffic volume data used to justify the requested changes.

Progress in Meeting Schedules: This task was deferred to late 2022 due to the pending designation of new urbanized areas and travel anomalies resulting from the pandemic.

- **MP 301 – Metropolitan Transportation Plan (MTP)**

Objective: Complete a new county-wide Metropolitan Transportation Plan (MTP), which will take a strategic look at the transportation needs and priorities of the county and identify transformative projects and policies to meet our future transportation needs.

Actual Performance: We completed [Moving Dutchess Forward](#), our new 25-year Transportation Plan for Dutchess County. Designed as an interactive online plan, Moving Dutchess Forward humanizes our discussion about transportation. Instead of focusing on infrastructure for the sake of infrastructure, it focuses on people – specifically, how our transportation system enables or prevents people from participating in the basics of life (housing, work, education, services, etc.). It discusses the policies and infrastructure needed to improve access, considering safety, reliability, and basic needs. It also looks at equity to understand how access is different for some populations and identifies focus locations that face barriers to access. The new plan also uses an interactive mapping platform to present data and recommendations.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 302 – Air Quality and Energy Planning**

Objective: Continue to follow [EPA](#) guidance stemming from the U.S. Court of Appeals decision in [South Coast Air Quality Management District v. EPA](#).

Actual Performance: Based on EPA guidance, orphan areas such as ours must complete conformity determinations for the 1997 ozone standard for MTPs and TIPs. We accordingly participated in routine Interagency Consultation Group (ICG) conference calls throughout the year. We also submitted our MTP recommendations and several TIP actions for ICG concurrence on air quality impacts and adopted a new conformity determination statement for the MTP.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 303 – Congestion Management Planning**

Objective: Continue to work with [OCTC](#) and [UCTC](#) to publish follow-on technical reports in support of the Mid-Hudson Valley TMA [Congestion Management Process \(CMP\)](#).

Actual Performance: Approved by the three MPOs in 2019, our [CMP](#) establishes a four-step process to measure and define, locate, and manage congestion on the National Highway System, and then evaluate changes over time and effectiveness of

management efforts. As per the CMP, we continued to work with the University of Albany's AVAIL team to better understand NPMRDS data and how it can help with the TMA's work on congestion. This included a redesigned tool to better analyze bottlenecks.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 304 – Emerging Transportation Technologies Planning**

Objective: Research and support the deployment and integration of emerging transportation-related technologies and innovations.

Actual Performance: We researched policy issues and practical considerations related to Connected and Autonomous Vehicles (CAVs) and investigated planning and mobility issues surrounding the use of other emerging technologies such as Electric Vehicles (EVs). Much of this research was done to identify trends for our new MTP. We also worked with County Public Transit to improve its [Intelligent Transportation Systems \(ITS\)](#) capabilities by helping them finetune their online bus service application.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 305 – Regional Transit Planning**

Objective: Work with the Mid-Hudson Valley TMA to complete a new regional transit plan, [Connect Mid-Hudson](#).

Actual Performance: We began implementation of [Connect Mid-Hudson](#), the regional transit plan for Dutchess, Orange, and Ulster counties, which identifies ways to better coordinate and connect existing transit systems between the three counties and also the counties to nearby metropolitan areas such as New York City. This included a TMA-wide call for transit projects, supported by available FTA Section 5307 funds, which tied recommendations from the plan to the selection criteria used to screen and identify new transit projects. The TMA ultimately approved over \$12.6 million for three new transit projects.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 306 – Regional Freight Planning**

Objective: Analyze freight industry and goods movement trends across the region and county.

Actual Performance: We continued work on a regional freight planning effort, in coordination with OCTC and UCTC, focusing on the first phase of a two-phased work

plan for the TMA. The TMA's effort builds on the [Statewide Freight Plan](#), and began with the establishment of a staff subcommittee to study the freight landscape across the regions, especially as it relates to the transportation system. We collected and analyzed data on freight related crashes, bridge restrictions, congestion bottlenecks, and commodity flows in and out of the region. The latter relied on freight flow data provided by NYSDOT through a contract with a third-party vendor. We also started to identify freight stakeholders for future outreach as part of our freight planning.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 307 – Regional Resiliency Planning**

Objective: Support the implementation of *the* [Mid-Hudson Valley Regional Sustainability Plan](#), which establishes a sustainability baseline for the region.

Actual Performance: We participated in scheduled calls of the Mid-Hudson Sustainability Coalition to map out steps for a new Regional Climate Action Plan, and we provided transportation related information to Dutchess County as part of its Climate Smart program. We also researched best practices for MPO resiliency planning and drafted a scope of services for an RFP to complete a Vulnerability Assessment of our transportation system. This was preceded by an RFI to gather guidance on how to shape an assessment.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 308 – State and Regional Transportation Study Liaison**

Objective: Support of planning studies or projects identified as Statewide Planning and Research (SPR) activities by NYSDOT or other regional agencies.

Actual Performance: We coordinated with member agencies on Statewide & Regional Planning Initiatives for our area. This included working with Metro-North Railroad on their First Mile Last Mile study to improve station access on the Harlem and Hudson Lines.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 401 – Community Transportation Planning Assistance**

Objective: Offer planning and design assistance to the county and local communities, with a focus on employing sustainable land use and transportation principles to improve people's quality of life.

Actual Performance: We consulted with local cities, towns, and villages about

sustainable land use and transportation principles, notably those stemming from the [Dutchess County Greenway Compact Program](#). We advised local governments on how 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. For example, we began work on a Complete Streets Assessment of Route 9 in the Village of Rhinebeck, assisted the Town of Wappinger with addressing transportation issues on Route 9 and 9D, and assisted the Town of Pleasant Valley with issues on Route 44 and the Taconic State Parkway. Staff also provided technical assistance to the Planning Department in support of their Housing Needs Assessment.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 402 – Local Pedestrian Planning Initiative**

Objective: Provide planning assistance to select municipalities to inventory and evaluate their local sidewalk systems.

Actual Performance: This task typically includes an analysis of existing infrastructure and the identification of strategies for improving the pedestrian experience, with the goals of closing sidewalk gaps, providing new pedestrian connections, and offering design alternatives for locations with heavy walking activity. Since 2011, we have completed six pedestrian plans: [Villages of Millerton](#), [Pawling](#), and [Rhinebeck](#), and town centers in [Hyde Park](#), [Pine Plains](#), and [Poughkeepsie \(Arlington\)](#). In preparation for the 2022-2023 UPWP, we began work on a pedestrian plan for the Dover Plains hamlet in the Town of Dover. This included several preparatory meetings to review a scope of services and help establish a local pedestrian task force.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 403 – Pedestrian-Bicycle Plan Implementation**

Objective: Implement recommendations from [Walk Bike Dutchess](#) – our Pedestrian and Bicycle Plan – and further integrate walking and bicycling into the county’s transportation system.

Actual Performance: We continued to host and coordinate a [Bicycle-Pedestrian Advisory Committee \(BPAC\)](#) and use our website to provide information on walking and bicycling facilities and resources. BPAC meetings were held virtually and featured guest speakers promoting smart walking and bicycling practices and project examples.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 404 – Complete Streets Implementation**

Objective: Continue to manage an inter-departmental [Complete Streets Committee](#) to implement the County's [Complete Streets Policy](#), with a focus on the planning and design of county highway and building projects, as well as private land use developments requiring county permits.

Actual Performance: We continued to support the County's traffic safety awareness campaign, [Watch Out For Me](#), to improve walking and bicycling safety in the county. These public outreach efforts included designing and producing exterior and interior bus signs, brochures and posters, presentations, and youth education programs. The Committee, working with the County Department of Behavioral & Community Health (DBCH), directed its outreach to target populations including youth, older adults, and transit riders. This included the production of educational videos to convey safety messages and reach a broader audience. This task also covered planning assistance to municipalities in the development of local Complete Streets policies and plans and included working to incorporate pedestrian, bicycle, ADA, and other improvements in proposed projects, particularly in designated centers.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 405 – Transportation Safety Planning**

Objective: Analyze crash data to identify high crash locations and conduct [Safety Assessments \(SA\)](#) at these locations or those suggested by member agencies.

Actual Performance: We completed a [Safety Assessment of CR 14](#) (Hollow Rd) from South Creek Rd to West Cookingham Rd in the Town of Clinton, identifying low-cost improvements to reduce crashes on this high crash segment. This included an analysis of crash and traffic data, and the establishment of a SA Team to conduct fieldwork along the corridor. We continued to participate on the [Dutchess County Traffic Safety Board \(DCTSB\)](#) to help identify and mitigate local safety issues and stay informed of ongoing safety work.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 406 – Coordination of Human Service Transportation**

Objective: Identify transportation projects that improve the mobility of special needs populations such as the disabled and elderly.

Actual Performance: We completed our [Coordinated Public Transit-Human Services Transportation Plan](#) to identify service gaps in mobility services for the elderly and disabled, and to help prioritize related capital and operational improvements. We also

assisted eligible non-profits with progressing projects through the FTA's [Section 5310 \(Enhanced Mobility of Seniors and Individuals with disabilities\)](#), and began to evaluate proposals from a statewide solicitation held in early 2022.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 407 – Local Transit Planning**

Objective: Provide planning support to the [Dutchess County Division of Public Transit](#) and [MTA/Metro-North Railroad](#) to improve the safety and effectiveness of local bus and rail services in the county, with a major goal being to improve the customer experience across both systems.

Actual Performance: We played an active role in the development of County Public Transit's new countywide transit plan, which was a consultant supported study using county and NYSERDA funding. The study identified gaps within the existing route network and determining the need and demand for new innovative transit services. This included a look at micro-transit solutions. The study also looked at ways to better serve seniors, veterans, low-income and those with disabilities who reside in more rural or underserved portions of the county and presently have little or no access to the public transit system. We also supported their efforts to improve the availability of scheduling information for the public and support marketing efforts to expand public awareness of existing services.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 408 – Poughkeepsie 9.44.55**

Objective: Complete the Poughkeepsie 9.44.55 study of the Route 9/44/55 interchange and the Route 44/55 west/eastbound arterials in Poughkeepsie.

Actual Performance: We successfully completed the [Poughkeepsie 9.44.55](#) study, our detailed analysis of the Route 9 Interchange at the Mid-Hudson Bridge and the Route 44/55 Arterials in the [City](#) and [Town of Poughkeepsie](#). This two-year study developed and tested multiple design concepts to address existing and future reliability and safety issues for these two regionally significant transportation facilities. [Poughkeepsie 9.44.55](#) recommends design concepts to improve how people travel to, within, and through Poughkeepsie. Much of the work focused on developing microsimulation models for the interchange and arterials, which were used to test how the facilities operate under 'build' and 'no build' conditions. The study relied on a combination of in-person and virtual engagement tools to inform the public about ongoing work and to gather feedback on various design concepts. For the Interchange, the study recommended replacing the existing 'bow-tie' configuration with roundabouts, increasing the length of on- and off-ramps, and removing some of the awkward left-side merging movements.

For the Arterials, the study recommended a pilot project to test a redesign that reduces each Arterial from three to two lanes of one-way traffic.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 501 – Transportation Impact Reviews/Sustainable Development Practices**

Objective: Provide municipal planning, zoning, and legislative boards with site plan alternatives, design improvements, and other recommendations to support our goals of promoting livability and sustainable development

Actual Performance: We continued to work with the [Dutchess County Department of Planning and Development](#) to improve transportation safety and access, while balancing the need for economic development and environmental preservation. As assigned by County Planning, staff served as assigned Lead Planners for select municipalities, conducting [General Municipal Law \(GML\)](#) 239 reviews for site plans and zoning referrals. During these reviews, we recommended ways to mitigate impacts to the transportation system, especially on state and county highways. During 2021, the Planning Department completed 381 site plan and zoning referrals.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 502 – Inter-Departmental Project Coordination**

Objective: Improve the coordination between the DCTC, [County Planning](#), [County Public Works](#), and [County Health](#) with regard to processing permit applications and using consistent messaging on project reviews.

Actual Performance: We worked closely with County Public Works on progressing several county funded transportation projects. This included pedestrian improvements on CR 75 (Innis Ave.) in the Town of Poughkeepsie, as recommended in Walk Bike Dutchess. We also coordinated with our Community Development division on the selection of [CDBG](#)-funded projects.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 601 – Transportation Improvement Program (TIP)**

Objective: Maintain the [FFY 2020-2024 TIP](#), primarily through Amendments and Administrative Modifications that meet federal requirements, maintain fiscal constraint, and support changing sponsor priorities and project scopes. Begin an update for the new FFY 2023-2027 TIP.

Actual Performance: We processed and approved one Amendment and five

Administrative Modifications to the current TIP. We also engaged project sponsors to progress local federal-aid projects and ensure that the TIP accurately reflects ongoing project realities. This included working with the cities of Beacon and Poughkeepsie, and towns of East Fishkill and Hyde Park to carry out six federally funded highway projects, while working with County Public Transit on several bus transit projects. We also began work on a new FFY 2023-2027 TIP as part of the STIP update.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

- **MP 701 – New York State Association of Metropolitan Planning Organizations (NYSAMPO) Activities**

Objective: Participate in [NYSAMPO](#), which provides a forum for the 14 MPOs across the state to coordinate and collaborate on mutually beneficial planning and training activities.

Actual Performance: We attended numerous NYSAMPO staff director meetings throughout 2020-2021, and participated on several NYASMPO working groups, including Safety, Traffic System, Management and Operations, Climate Change, Transit, Modeling, and GIS. We also chaired the Bicycle-Pedestrian Working Group on behalf of NYSAMPO.

Progress in Meeting Schedules: The schedule for this task was maintained sufficiently.

### **Status of Expenditures**

See “UPWP Performance and Expenditure Report – Table 1” for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

### **Approved UPWP Revisions**

In consultation with its host agency – the Dutchess County Department of Planning and Development – the DCTC revised its time code nomenclature to match a new time accounting system in May 2021.

### **Other Pertinent Supporting Data**

Despite the challenges posed by the lingering effects of the COVID pandemic, the DCTC continued to carry out a committed, comprehensive transportation planning process for the county.

### **UPWP Performance and Expenditure Report**

Please see Table 1.

**Table 1. DCTC SFY 2021-2022 UPWP Performance & Expenditure Report  
for the Period April 1, 2021 - March 31, 2022**

Activity Line Item Code	Task/Project Description	UPWP page number	Continuous/Ongoing Activity	Discrete Project?	Is the project a discrete planning study?	Project complete?	UPWP year project/study originated	FHWA Budgeted (Approved)	FHWA Actual Costs (Incurred)	FHWA Overrun/Underrun	FTA Budgeted (Approved)	FTA Actual Costs (Incurred)	FTA Overrun/Underrun
		(#)	(Y/N)	(Y/N)	(Y/N)	(Y/N)	(Year)						
<b>44.21.00 Program Support and Administration</b>													
MP 100	Council Support and Administration	1	Y	N	N	N/A		\$93,786	\$41,177	\$52,609	\$14,792	\$14,792	\$0
MP 102	Unified Planning Work Program (UPWP)	18	Y	N	N	N/A		\$22,508	\$6,857	\$15,651	\$2,370	\$2,370	\$0
MP 103	Public Participation Activities	19	Y	N	N	N/A		\$22,508	\$19,151	\$3,357	\$6,619	\$6,619	\$0
MP 104	Transportation Management Area (TMA) Coordination	20	Y	N	N	N/A		\$20,632	\$11,265	\$9,367	\$4,149	\$4,149	\$0
MP 105	Federal, State, and Local Reporting	20	Y	N	N	N/A		\$20,632	\$13,348	\$7,284	\$4,614	\$4,614	\$0
MP 106	Professional Development	21	Y	N	N	N/A		\$7,503	\$5,528	\$1,975	\$1,911	\$1,911	\$0
<b>Program Support and Administration Total</b>								<b>\$187,569</b>	<b>\$97,326</b>	<b>\$90,243</b>	<b>\$34,455</b>	<b>\$34,455</b>	<b>\$0</b>
<b>44.22.00 Data Development and Analysis</b>													
MP 201	Demographic Data Analysis and Forecasting	21	Y	N	N	N/A		\$37,513	\$5,925	\$31,588	\$1,710	\$1,710	\$0
MP 202	Travel Data Analysis and Forecasting	22	Y	N	N	N/A		\$15,005	\$762	\$14,243	\$220	\$220	\$0
MP 203	Vehicle/Bicycle/Pedestrian Count Activities	22	Y	Y	Y	Y	2021	\$75,027	\$71,430	\$3,597	\$0	\$0	\$0
MP 204	Major Projects Tracking	24	Y	N	N	N/A		\$7,503	\$10,025	-\$2,522	\$2,893	\$2,893	\$0
MP 205	Geographic Information Systems/Database Management	24	Y	N	N	N/A		\$26,259	\$22,639	\$3,620	\$6,534	\$6,534	\$0
MP 206	Pavement Condition Monitoring	25	Y	N	N	N/A		\$7,503	\$5,413	\$2,090	\$0	\$0	\$0
MP 207	Performance Monitoring	25	Y	N	N	N/A		\$3,751	\$587	\$3,164	\$170	\$170	\$0
MP 208	Countywide Vehicle Speed Analysis	25	Y	N	N	N/A		\$7,503	\$75	\$7,428	\$0	\$0	\$0
MP 209	Functional Classification Update	26	Y	N	N	N/A		\$7,503	\$105	\$7,398	\$0	\$0	\$0
<b>Data Development and Analysis Total</b>								<b>\$187,567</b>	<b>\$116,960</b>	<b>\$70,607</b>	<b>\$11,527</b>	<b>\$11,527</b>	<b>\$0</b>
<b>44.23.01 Long-Range Transportation Planning - System Level</b>													
MP 301	Metropolitan Transportation Plan (MTP)	27	Y	N	N	N/A		\$243,836	\$35,325	\$208,511	\$25,935	\$25,935	\$0
MP 302	Air Quality and Energy Planning	28	Y	N	N	N/A		\$11,254	\$859	\$10,395	\$854	\$854	\$0
MP 303	Congestion Management Process (CMP)	28	Y	N	N	N/A		\$37,513	\$69	\$37,444	\$69	\$69	\$0
MP 304	Emerging Transportation Technologies Planning	29	Y	N	N	N/A		\$26,259	\$75	\$26,184	\$75	\$75	\$0
MP 305	Regional Transit Planning	30	Y	N	N	N/A		\$0	\$0	\$0	\$4,745	\$4,745	\$0
MP 306	Regional Freight Planning	31	Y	N	N	N/A		\$33,762	\$9,514	\$24,248	\$0	\$0	\$0
MP 307	Regional Resiliency Planning	31	Y	N	N	N/A		\$11,254	\$3,483	\$7,771	\$3,463	\$3,463	\$0
MP 308	State and Regional Transportation Study Liaison	31	Y	N	N	N/A		\$11,254	\$509	\$10,745	\$506	\$506	\$0
<b>Long-Range Transportation Planning - System Level Total</b>								<b>\$375,132</b>	<b>\$49,836</b>	<b>\$325,296</b>	<b>\$35,647</b>	<b>\$35,647</b>	<b>\$0</b>
<b>44.23.02 Long-Range Transportation Planning - Project Level</b>													
MP 401	Community Transportation Planning Assistance	32	Y	N	N	N/A		\$37,513	\$7,825	\$29,688	\$4,922	\$4,922	\$0
MP 402	Local Pedestrian Planning Initiative	33	Y	N	N	N/A		\$37,513	\$1,175	\$36,338	\$739	\$739	\$0
MP 403	Pedestrian-Bicycle Plan Implementation	35	Y	N	N	N/A		\$18,757	\$4,952	\$13,805	\$3,115	\$3,115	\$0
MP 404	Complete Streets Implementation	35	Y	N	N	N/A		\$37,513	\$22,855	\$14,658	\$14,374	\$14,374	\$0
MP 405	Transportation Safety Planning	36	Y	N	N	N/A		\$37,513	\$5,850	\$31,663	\$3,679	\$3,679	\$0
MP 406	Coordination of Human Service Transportation	37	Y	N	N	N/A		\$0	\$0	\$0	\$1,698	\$1,698	\$0
MP 407	Local Transit Planning	37	Y	N	N	N/A		\$0	\$0	\$0	\$4,870	\$4,870	\$0
MP 408	Poughkeepsie 9.44.55	33	N	Y	Y	Y	2019	\$206,324	\$139,617	\$66,707	\$2,922	\$2,922	\$0
<b>Long-Range Transportation Planning - Project Level Total</b>								<b>\$375,133</b>	<b>\$182,274</b>	<b>\$192,859</b>	<b>\$36,318</b>	<b>\$36,318</b>	<b>\$0</b>

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		(#)	(Y/N)	(Y/N)	(Y/N)	(Y/N)	(Year)							
<b>44.24.00</b>	<b>Short Range Transportation Planning</b>													
MP 501	Transportation Impact Reviews	38	Y	N	N	N/A		\$46,892	\$19,996	\$26,896	\$4,445	\$4,445	\$0	
MP 502	Inter-Departmental Project Coordination	39	Y	N	N	N/A		\$15,631	\$3,926	\$11,705	\$828	\$828	\$0	
	<b>Short Range Transportation Planning Total</b>							<b>\$62,523</b>	<b>\$23,922</b>	<b>\$38,601</b>	<b>\$5,273</b>	<b>\$5,273</b>	<b>\$0</b>	
<b>44.25.00</b>	<b>Transportation Improvement Program (TIP)</b>													
MP 601	Transportation Improvement Program (TIP)	39	Y	N	N	N/A		\$50,018	\$6,179	\$43,839	\$4,224	\$4,224	\$0	
	<b>Transportation Improvement Program Total</b>							<b>\$50,018</b>	<b>\$6,179</b>	<b>\$43,839</b>	<b>\$4,224</b>	<b>\$4,224</b>	<b>\$0</b>	
<b>44.27.00</b>	<b>Other Activities</b>													
MP 701	NYSAMPO Activities	40	Y	N	N	N/A		\$12,504	\$10,472	\$2,032	\$1,494	\$1,494	\$0	
	<b>Other Activities Total</b>							<b>\$12,504</b>	<b>\$10,472</b>	<b>\$2,032</b>	<b>\$1,494</b>	<b>\$1,494</b>	<b>\$0</b>	
								<b>UPWP TOTAL</b>	<b>\$1,250,446</b>	<b>\$486,969</b>	<b>\$763,477</b>	<b>\$128,939</b>	<b>\$128,939</b>	<b>\$0</b>