



DCTC 2021

Dutchess County Transportation Council – Mid-Hudson Valley TMA

Desk Reference

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Dutchess County Transportation Council Desk Reference

2021



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Preface

The *Dutchess County Transportation Council 2021 Desk Reference* is information compiled jointly by the Federal Highway Administration New York Division, Federal Transit Administration Region 2, and DCTC Staff in preparation of the 2021 Mid-Hudson Valley Transportation Management Area Certification Review. The reference information contained within includes attributes of the region, the Metropolitan Planning Organization (MPO) structure, transportation planning, and the Federal-aid process which was gathered from the federal, state, MPO, and regional sources. Previously some of this information was included in the federal quadrennial Certification Reviews and has been developed into a separate document for informational purposes as an accompaniment with the 2021 Mid-Hudson Valley Transportation Management Area Certification Review.

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Dutchess County Transportation Council

Background

The Dutchess County Transportation Council (DCTC) is the designated Metropolitan Planning Organization (MPO) for part of the Poughkeepsie-Newburgh Urbanized Area (UA) and Dutchess County. Congress created MPOs to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive (“3-C”) planning process.

The U.S. Census defines Urbanized Areas by population which is reevaluated every decennial census. Urbanized Areas with a population greater than 50,000 persons are required to establish an MPO to administer the transportation planning process in order to be eligible for Federal-aid transportation funding. This is in accordance with 23 U.S.C. 134 and 23 U.S.C. 135. Urbanized Areas with a population greater than 200,000 persons are MPOs designated as a Transportation Management Area (TMA) and receive additional considerations for Federal-aid transportation funding. The Poughkeepsie-Newburgh urbanized area is served by the Mid-Hudson Valley TMA, which consists of DCTC along with two other independent MPOs: Ulster County Transportation Council (UCTC) and Orange County Transportation Council (OCTC).

According to the 2010 U.S. Census, the Poughkeepsie-Newburgh Urbanized Area has a population of 423,566 persons sustaining DCTC (along with UCTC and OCTC) as a TMA for the Poughkeepsie-Newburgh UA and Dutchess County region.

Designation

The Dutchess County Transportation Council (DCTC) has its origins in the Federal Highway Act of 1962 that first established a requirement for a cooperative planning process in all urbanized areas over 50,000. Congress was concerned that local elected officials have a say in the major Interstate highway construction program underway at the time. The Poughkeepsie-Dutchess County Transportation Council (PDCTC) was formed with the signing of a Memorandum of Understanding (MOU) signed on May 1, 1982. The Council extended this MOU with an October 27, 2005 Supplemental Agreement that coincided with the federal transportation law in effect at the time.

Over the years, Congress has added additional responsibilities and resources to strengthen the MPO concept, allowing each region of the nation to tailor the transportation planning structure, process and products to meet local needs. On April 1, 2017, the MPO was renamed as the Dutchess County Transportation Council (DCTC) to better reflect the MPO’s area of responsibility to better align with the naming conventions of their TMA partners: OCTC and UCTC.

Membership, Agreements, and Procedures

The Dutchess County Transportation Council (DCTC), acting as a decision-making body, has 16 voting members. Members are comprised of the different municipalities in the county, based on a municipality’s urbanized area classification: urbanized cities and towns serve as permanent voting members and the remaining towns and villages serve 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 of the DCTC, while the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), New York State Bridge Authority (NYSBA), and related Dutchess County departments serve as non-voting, advisory members. A complete list of all members of the Policy Board

and Planning Committee and information on the organizational structure can be found in the MPO Organizational Structures section of this document.

DCTC last updated their MPO agreement in July 2012. DCTC's decision-making process requires unanimous consent from all affected parties before an MPO action can be taken. Additionally, the MPO Policy Board adopted their Long Range Transportation Plan *Moving Dutchess Forward* on June 23, 2021 that includes the MPO's transportation planning approach for the Region ([Moving Dutchess Forward](#)). For the Transportation Improvement Program (TIP), DCTC's bylaws ([DCTC Bylaws](#)) outline the process for Amendments, which require Council approval, and Administrative Modifications, which require Council staff approval. A Performance Management Agreement was established by DCTC with the New York State Department of Transportation (NYSDOT), the Metropolitan Transportation Authority (MTA), and Dutchess County on June 8, 2018 to meet federal requirements for performance-based planning and programming.

Mid-Hudson Valley Transportation Management Area (TMA)

The U.S. Department of Transportation uses the Transportation Management Area (TMA) designation to classify Urbanized Areas with populations of 200,000 or more. The TMA designation, first instituted by the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), adds additional planning responsibilities for Metropolitan Planning Organizations (MPOs). These include the development of a Congestion Management Process (CMP) to address system reliability, a formal Federal Certification review every four years, and as necessary, a process to suballocate Federal Transit Administration (FTA) funds.

The Mid-Hudson Valley TMA, with a 2010 population of over 423,000, was formed after 2002, and currently includes portions of Dutchess, Orange, and Ulster counties in New York, and Passaic County in New Jersey (each county shares part of the Census-designated Poughkeepsie-Newburgh NY-NJ Urbanized Area). Each of the four counties is represented by an MPO that is responsible for their own metropolitan transportation planning process: [Dutchess County Transportation Council \(DCTC\)](#), [Orange County Council \(OCTC\)](#) and [Ulster County Council \(UCTC\)](#) in New York, and the [North Jersey Transportation Planning Authority \(NJTPA\)](#) in New Jersey.

In 2015, the MPOs formalized their TMA planning relationship through a [Memorandum of Understanding \(MOU\)](#) between OCTC and NJTPA. The MOU affirmed that the existing MPO boundaries would remain at the NY-NJ state boundary and that the OCTC and NJTPA would retain all planning and programming responsibilities for their respective areas within their respective states. This MOU built on a previous 2006 agreement between the DCTC, OCTC, and UCTC that created a collaborative framework – through meetings, data sharing, and collective decision making – so the MPOs could meet the planning responsibilities of the TMA.

Even though the MPOs produce individual Plans, TIPs, and UPWPs for their counties, they routinely work together on regional transportation planning issues that cross county boundaries. The TMA's required [CMP](#) is one example of this work. It establishes a four-step process to measure, locate, and manage congestion on the region's National Highway System, based on anonymous location data from cell phones. Another example of this collaboration is the TMA's regional transit plan, [Connect Mid-Hudson](#), which identifies ways to better connect transit systems among the three counties and major metropolitan areas such as New York City. As part of the TMA's commitment to improving transit service and access within the Mid-Hudson Valley, the MPOs regularly work together to make federal transit funds available to regional and local transit providers to help maintain and operate bus and commuter rail systems.

DCTC Highlights

The transportation planning process in the Dutchess County Transportation Council region has produced many achievements that have led to the development of regionally significant and major projects. Likewise, with strong regional partnerships, members of the UCTC were awarded New York statewide solicitation from the Bridge NY, Transportation Alternatives Program – Congestion Management Air Quality Program (TAP-CMAQ), Highway Safety Improvement Program (HSIP), and the Pedestrian Safety Action Plan (PSAP) programs. This funding represents an additional \$21.232 million dollars of Federal-aid above and beyond the Regional allocation of Federal-aid Highway Program funds from New York State. Below is a list of these transportation highlights.

Major Projects Status

- [Poughkeepsie Route 9.44.55](#) arterial and interchange redesign – In Development
- Interstate 84/Route 9D interchange improvements – In Development
- Beacon-Hopewell Rail Trail – In Development
- Empire State Trail – Complete
- Transit Services for the Harlem Valley & Northern Dutchess – In Development

Federal Funding Awards

- Bridge NY 2021:
 - \$1.603 million to the Town of Red Hook for the replacement of the Saw Kill Road bridge over the Saw Kill
 - \$993,000 to the Town of East Fishkill for the replacement of the Hillside Lake Road culvert
- Bridge NY 2018:
 - \$343,000 to the Town of Pawling for Dewey Lane over Hiller Brook
 - \$151,000 to the Town of Pawling for West Main Street over unnamed tributary to Swamp River
- TAP-CMAQ 2018:
 - \$5,000,000 to the Hudson Valley Region toward the construction of a new roundabout in the Town of Wappinger at All Angels Hill and New Hackensack Road
- HSIP:
 - \$1.026 million resurfacing high accident locations in the Towns of East Fishkill, LaGrange and Poughkeepsie, Dutchess County
 - \$2.7 million for target safety improvements in NYSDOT Region 8 counties.
 - \$18,000 resurfacing high accident locations in Columbia, Dutchess, Ulster, Rockland, Orange, Putnam, and Westchester Counties
 - \$2.925 million for wrong way driving signage and low clearance bridge countermeasures in Columbia, Dutchess, Orange, Putnam, Rockland, Ulster, and Westchester Counties
- Pedestrian Safety Action Plan (HSIP):
 - \$2.43 million to the City of Poughkeepsie, Dutchess County
 - \$3.715 for signalized intersections in Dutchess and Columbia Counties
 - \$328,000 for nine intersections in the City of Beacon, Dutchess County

Awards and Recognition

- *Charting Our Course Award*, Northern Dutchess Alliance, 2018
<https://www.northerndutchessalliance.org/annual-meeting>
- *Bronze Certified Climate Smart Community*, Climate Smart NY
<https://climatesmart.ny.gov/about/>

National, Statewide, and Regional Involvement

- DCTC serves as an active member of the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and its working groups.
- DCTC Staff serves as the Chair of the NYSAMPO Bicycle and Pedestrian Working Group

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Demographics

Total Population of DCTC MPA (Dutchess County): 297,488 (2010 Census)
Total Population of Poughkeepsie-Newburgh Urbanized Area: 423,566

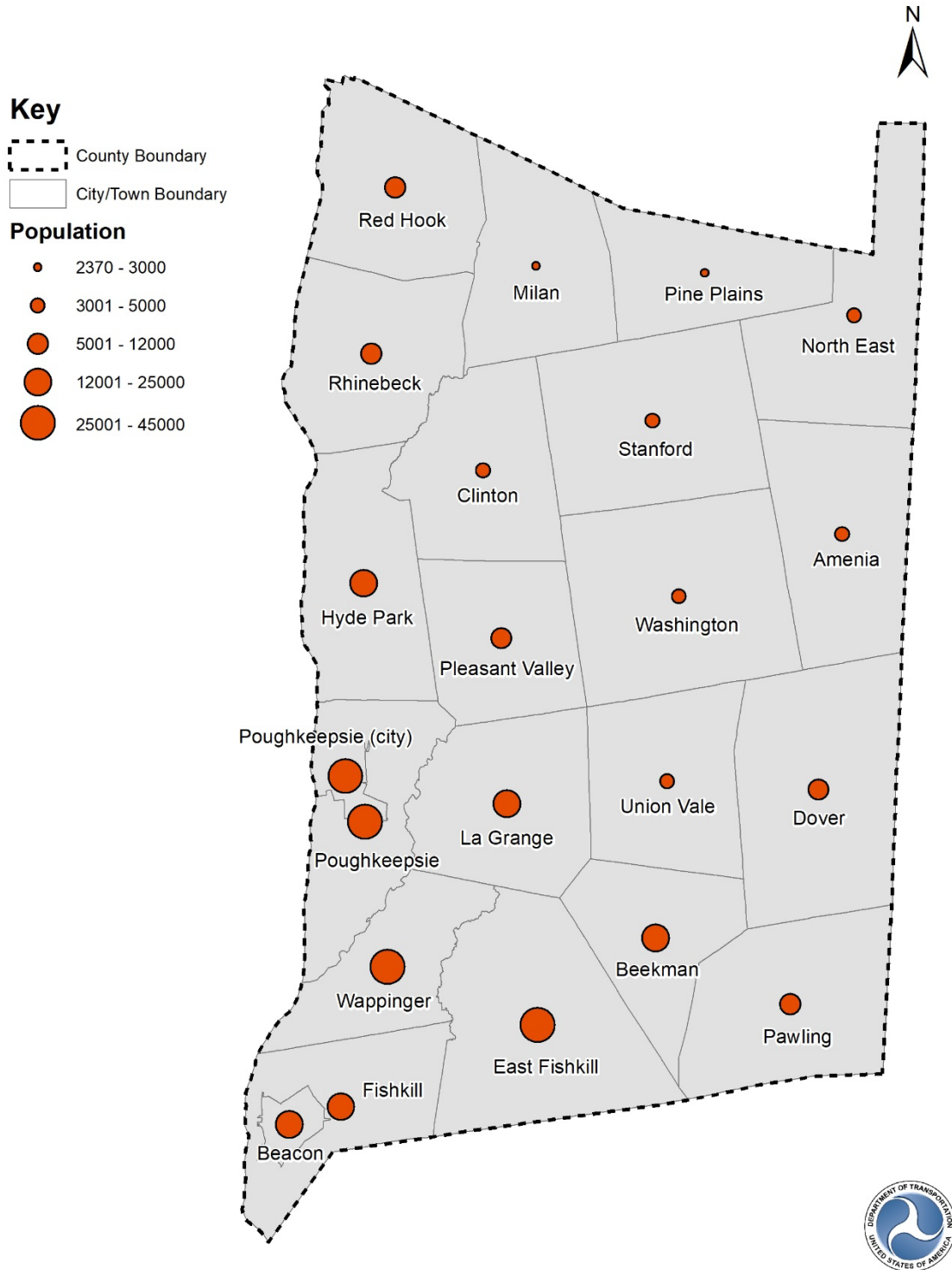
Sex	Race	Population	% of Population
Male: 148,112	White:	238,387	80.1%
Female: 149,376	Black or African American:	29,518	9.9%
	American Indian & Alaska Native:	893	0.3%
	Asian:	10,437	3.5%
	Native Hawaiian & Pacific Islander:	108	0.0%
	Some Other Race:	10,345	3.5%
	Two or More Races:	7,800	2.6%
	Hispanic Origin	Population	% of Population
	Hispanic or Latino:	31,267	10.5%

Median Household Income: \$81,219*
Median Age: 40.2
**2019 American Community Survey
 5-Year Estimates Data*

County Population	City Population	Town & Village Population	
Dutchess: 297,488	Poughkeepsie: 31,045 Beacon: 14,599	Amenia (T): 4,436	Rhinebeck (T): 4,891
		Beekman (T): 14,621	Stanford (T): 3,823
		Clinton (T): 4,312	Union Vale (T): 4,877
		Dover (T): 8,699	Wappinger (T): 22,468
		East Fishkill (T): 29,029	Washington (T): 3,289
		Fishkill (T): 20,878	Fishkill (V): 2,171
		Hyde Park (T): 21,571	Millbrook (V): 1,452
		La Grange (T): 15,730	Millerton (V): 958
		Milan (T): 2,370	Pawling (V): 2,347
		North East (T): 2,073	Red Hook (V): 1,961
		Pawling (T): 6,116	Rhinebeck (V): 2,657
		Pine Plains (T): 2,473	Tivoli (V): 1,118
		Pleasant Valley (T): 9,672	Wappingers Falls (V): 5,522
		Poughkeepsie (T): 44,090	
		Red Hook (T): 8,240	

Population Map

DCTC MPO Population



Source: 2010 U.S. Census Bureau

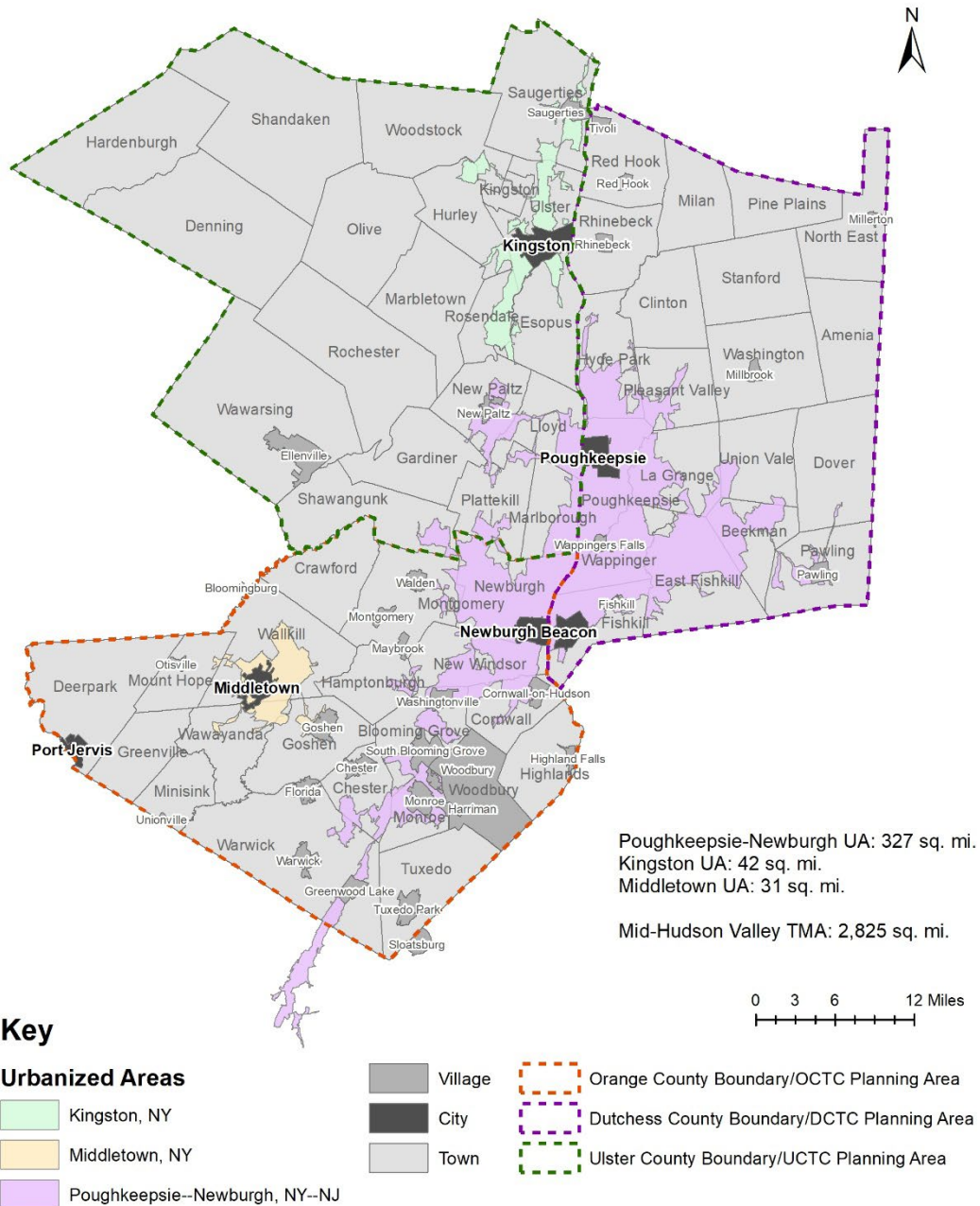
Prepared by FHWA NY Division



Geography

Metropolitan Planning Area (MPA) Map

Mid-Hudson Valley Transportation Management Area



Source: 2010 U.S. Census Bureau

Prepared by FHWA NY Division



Transportation Assets



Highways

National Highway System (NHS) - <https://gis.dot.ny.gov/html5viewer/?viewer=FC>

Interstates: I84

Highways: 987G (Taconic State Parkway), 984P (Franklin Ave), US 9, US 44, NY 9G, NY 9D, NY 22, NY 52, NY 52B, NY 55 (Freedom Plains Rd), NY 82, 984P, NY 9D, NY 292, NY 216, NY 376, NY 113, NY 343, NY 115, 982M, NY 308, NY 199, North Avenue, South Avenue, Fishkill Avenue (Old Rte 52), Red Schoolhouse Road



Transit

Transit Provider: [Metropolitan Transit Authority](#) (Metro-North Railroad Hudson and Harlem lines), [Dutchess County Public Transit](#), [Ulster County Area Transit](#) (UPL: Ulster-Poughkeepsie Link and KPL: Kingston/Poughkeepsie/Marlboro Lines), [Coach USA/Shortline](#) (Dutchess County to New York City and Dutchess County to Western New York), [Leprechaun Lines](#) (Poughkeepsie to White Plains Commuter Bus and Newburgh-Beacon-Stewart Shuttle)

Modes: Rail, Fixed Route Bus, paratransit service, Private Commuter Bus

2020 Vehicle Revenue Miles (VRM): 48,826,855 (Metro North), 1,088,683 (Dutchess County Public Transit)

2020 Passenger Miles Traveled (PMT): 671,883,834 (Metro North), 2,785,158 (Dutchess County Public Transit)



Train

Train Provider: [Amtrak](#)

Stations: Rhinecliff–Kingston station, Poughkeepsie station



Airport

Major Regional Airport: [Hudson Valley Regional Airport](#),



Marine Waterways

Marine Highway: [M-87](#) (Hudson River)

Waterways: [Hudson River](#)

Ferry: [NY Waterway Newburgh-Beacon Ferry](#)



Freight Rail

Railroad Corridors: [CSX](#), [Housatonic Railroad Company](#)



Bridges

Bridge Ratings			
Bridge Owner	Number of Bridges	Bridges Rated Below 5.0	% of Bridges Rated Below 5.0
NYS DOT	134	28	21%
NHS	86	18	21%
Dutchess County	135	26	19%
Municipalities	47	15	32%
Other Agencies	15	2	13%
Total	331	71	22%

Bridges: [Newburgh-Beacon Bridge](#), [Mid-Hudson Bridge](#), [Kingston Rhinecliff Bridge](#), [Rip Van Winkle Bridge](#)



Trail Systems

Trails: [Poughkeepsie Urban Trail](#) (planned), [Empire State Trail \(Maybrook Trailway and William R. Steinhouse Dutchess Rail Trail\)](#), [Harlem Valley Rail Trail](#), [Appalachian Trail](#), [NYS Bike Route 199](#), [NYS Bike Route 308](#), [NYS Bike Route 9](#), [NYS Bike Route 22](#), [NYS Bike Route 17](#), [NYS Bike Route 44](#) (planned)

Regional Highway & Bridge Map

DCTC Highways and Bridges

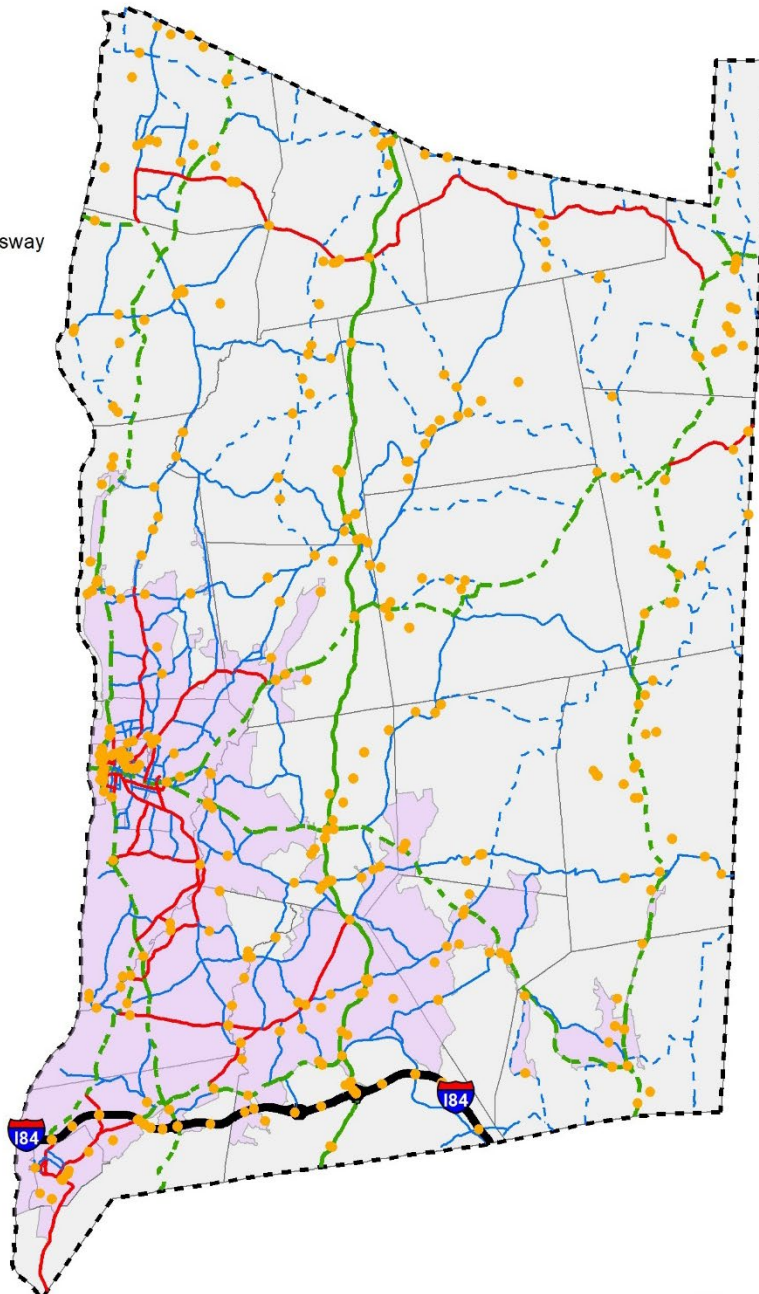
Key

- Urban Area Boundary
- County Boundary
- City/Town Boundary
- Bridges

Roadway Functional Classification

- Interstate
- Principal Arterial - Freeway/Expressway
- Principal Arterial - Other
- Minor Arterial
- Major Collector
- Minor Collector

0 2.5 5 10 Miles













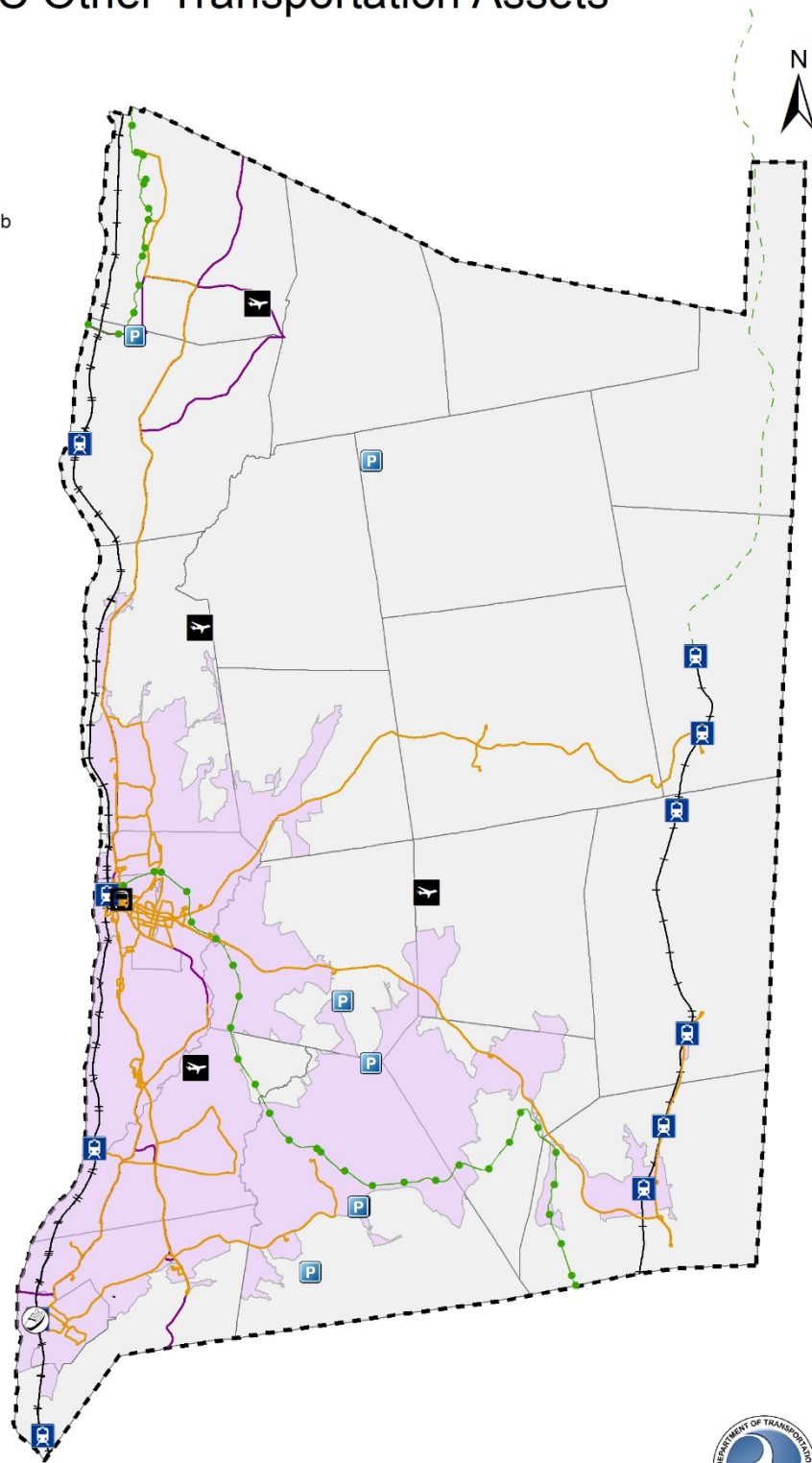
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Other Transportation Asset Map

DCTC Other Transportation Assets

Key

-  Airports
-  Beacon Ferry Terminal
-  Poughkeepsie Transit Hub
-  Rail Stations
-  Park and Rides
-  Empire State Trail (EST)
-  Bus Routes
-  Passenger Rail Lines
-  Rail Trails
-  NYS Bike Route
-  Urban Area Boundary
-  County Boundary
-  City/Town Boundary



0 2.5 5 10 Miles



Prepared by FHWA NY Division

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Elected Representatives

List of elected representatives in Dutchess County¹

Federal

[Senator](#) Chuck Schumer
[Senator](#) Kirsten Gillibrand

[Congressman](#) Sean Patrick Maloney (District 18)
[Congressman](#) Antonio Delgado (District 19)

State

[Governor](#) Kathy Hochul

[Assembly Member](#) Kevin A. Cahill (District 103)
[Assembly Member](#) Jonathan G. Jacobson (District 104)
[Assembly Member](#) Kieran Michael Lalor (District 105)
[Assembly Member](#) Didi Barrett (District 106)

[Senator](#) Pete Harckman (District 40)
[Senator](#) Sue Serino (District 41)

County

[Dutchess County Executive](#)
Marcus J. Molinaro

Cities

[Mayor](#) Lee Kyriacou,
City of Beacon
[Mayor](#) Rob Rolison,
City of Poughkeepsie

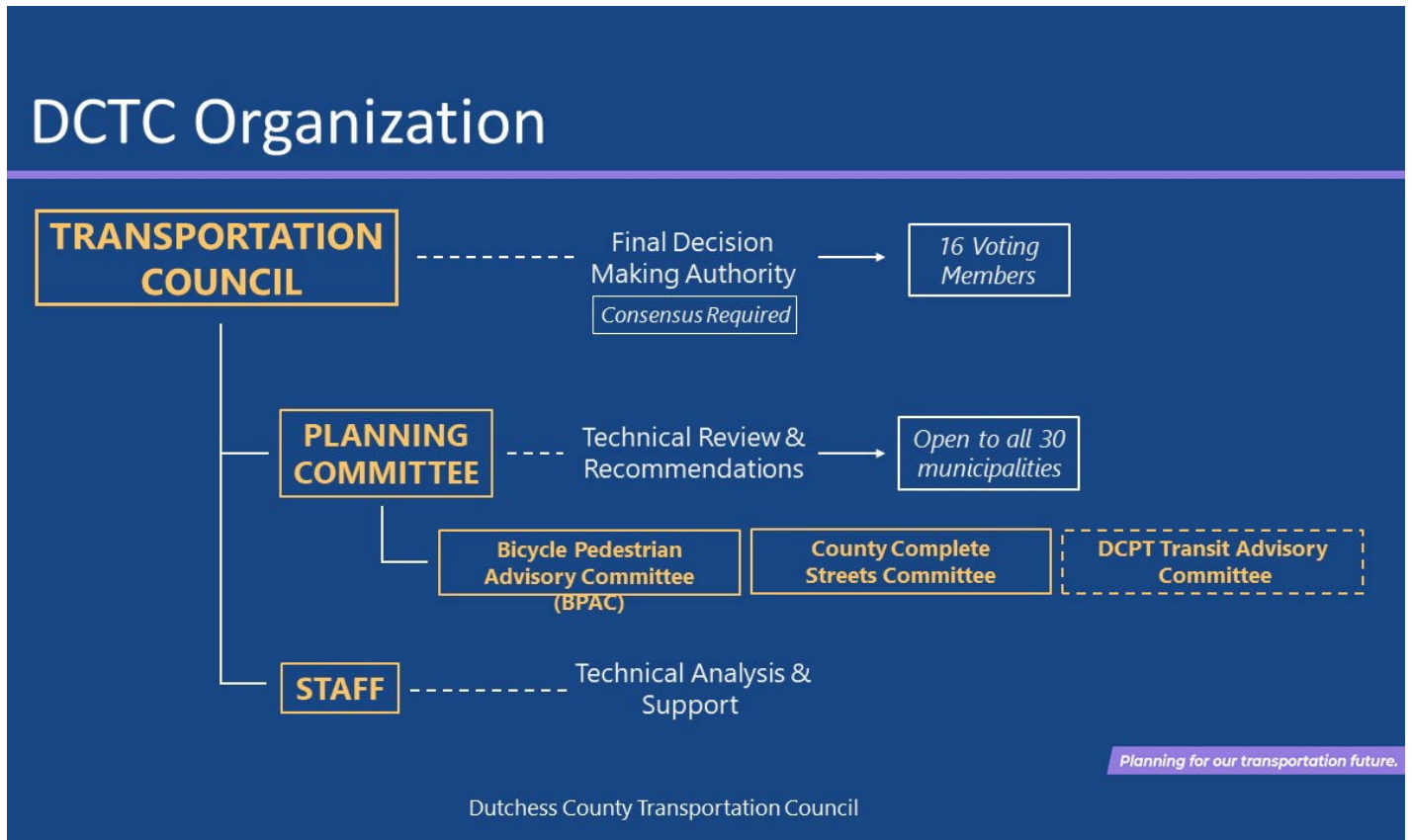
Towns & Villages

[Supervisor](#) Victoria Perotti, Town of Amenia
[Supervisor](#) Mary B. Covucci, Town of Beekman
[Supervisor](#) Ray Oberly, Town of Clinton
[Supervisor](#) Richard Yeno, Town of Dover
[Supervisor](#) Nicholas D'Alessandro, Town of East Fishkill
[Supervisor](#) Ozzy Albra, Town of Fishkill
[Supervisor](#) Aileen Rohr, Town of Hyde Park
[Supervisor](#) Alan Bell, Town of La Grange
[Supervisor](#) Alfred Lo Brutto, Town of Milan
[Supervisor](#) Christopher Kennan, Town of North East
[Supervisor](#) James Schmitt, Town of Pawling
[Supervisor](#) Darrah Cloud, Town of Pine Plains
[Supervisor](#) Frank Susczynski, Town of Pleasant Valley
[Supervisor](#) Jay Baisley, Town of Poughkeepsie
[Supervisor](#) Robert McKeon, Town of Red Hook
[Supervisor](#) Elizabeth Spinzia, Town of Rhinebeck
[Supervisor](#) Wendy Burton, Town of Standford
[Supervisor](#) Betsy C. Maas, Town of Union Vale
[Supervisor](#) Richard L. Thurston, Town of Wappinger
[Supervisor](#) Gary Ciferri, Town of Washington
[Mayor](#) Kathleen Martin, Village of Fishkill
[Mayor](#) Tim Collopy, Village of Millbrook
[Mayor](#) Jennifer Najdek, Village of Millerton
[Mayor](#) Lauri Taylor, Village of Pawling
[Mayor](#) Karen Smythe, Village of Red Hook
[Mayor](#) Gary Bassett, Village of Rhinebeck
[Mayor](#) Joel Griffith, Village of Tivoli
[Mayor](#) Rick Cerino, Village of Wappinger Falls

¹ Source: <https://www.elections.ny.gov/district-map.html>, <https://www.dutchessny.gov/Municipalities/Municipality-Contact-and-Court-Information.htm>

DCTC Organizational Structure

DCTC's organizational structure includes the Transportation Council, Planning Committee and Sub-Committees that cover different transportation areas.



Council Members

Voting Members

Marcus Molinaro, Permanent Chairperson, Dutchess County, *Dutchess County Executive*

Ozzy Albra, Town of Fishkill, *Supervisor*

Jon Baisley, Town of Poughkeepsie, *Supervisor*

Alan Bell, Town of LaGrange, *Supervisor*

Darrah Cloud, Town of Pine Plains, *Supervisor* (Term: 1/1/20 – 12/31/21)¹

Mary Covucci, Town of Beekman, *Supervisor*

Nicholas D’Alessandro, Town of East Fishkill, *Supervisor*

Marie Dominguez, New York State Department of Transportation, *Commissioner*

Patrick Foye, Metropolitan Transportation Authority, *Chairman and CEO*

Lee Kyriacou, City of Beacon, *Mayor*

Kathleen Martin, Village of Fishkill, *Mayor* (Term: 1/1/21 – 12/31/21, then 2 years off)²

Ray Oberly, Town of Clinton, *Supervisor* (Term: 1/1/20 – 12/31/21)¹

Aileen Rohr, Town of Hyde Park, *Supervisor*

Rob Rolison, City of Poughkeepsie, *Mayor*

James Schmitt, Town of Pawling, *Supervisor* (Term: 1/1/21 – 12/31/21, then 2 years off)²

Richard Thurston, Town of Wappinger, *Supervisor*

Rotating Non-Voting Members

Mayor, Village of Pawling (Term: 1/1/22 – 12/31/22, then 2 years off)²

Mayor, Village of Wappingers Falls (Term: 1/1/23 – 12/31/23, then 2 years off)²

Supervisor, Town of Pleasant Valley (Term: 1/1/22 – 12/31/22, then 2 years off)³

Supervisor, Town of Union Vale (Term: 1/1/23 – 12/31/23, then 2 years off)³

Non-Voting Advisory Members

Stephen Goodman, Federal Transit Administration, *Regional Administrator*

Richard J. Marquis, Federal Highway Administration, *Division Administrator*

Maureen Coleman, New York State Bridge Authority, *Executive Director*

Eoin Wrafter, Dutchess County Planning Department, *Commissioner*

Robert Balkind, Dutchess County Public Works, *Commissioner*

Michael Grattini, Dutchess County Public Transit, *Transit Administrator*

¹ Two (2) highest elected officials from the ten (10) non-urbanized Towns (Amenia, Clinton, Dover, Milan, North East, Pine Plains, Red Hook, Rhinebeck, Stanford, and Washington) and five (5) non-urbanized Villages (Millbrook, Millerton, Red Hook, Rhinebeck, and Tivoli). These members shall be appointed by the Dutchess County Supervisors and Mayors Association for two-year terms starting on January 1st of the year of appointment through December 31st of the last year of appointment.

² One (1) highest elected official from the urbanized Villages of Fishkill, Pawling, and Wappingers Falls, serving staggered one-year terms on a rotating basis, with two-years off. The terms shall be from January 1st of the year of appointment through December 31st of the year of the end of the term, and the rotation shall start with the Village of Fishkill, followed by the Village of Pawling, and then the Village of Wappingers Falls.

³ One (1) highest elected official from the partially urbanized Towns of Pawling, Pleasant Valley, and Union Vale, serving staggered one-year terms on a rotating basis, with two-years off. The terms shall be from January 1st of the year of appointment through December 31st of the year of the end of term, and the rotation shall start with the Town of Pawling, followed by the Town of Pleasant Valley, and then the Town of Union Vale.

Planning Committee

DCTC's Planning Committee does not have any official or designated members. It is open to the public, including all 30 municipalities in the county (listed below). Some municipalities and agencies participate regularly, and others less regularly, but it is open to anyone who wants to attend.

Cities

Beacon
Poughkeepsie

Towns

Amenia	LaGrange	Red Hook
Beekman	Milan	Rhinebeck
Clinton	North East	Stanford
Dover	Pawling	Union Vale
East Fishkill	Pine Plains	Wappinger
Fishkill	Pleasant Valley	Washington
Hyde Park	Poughkeepsie	

Villages

Fishkill
Millbrook
Millerton
Pawling
Red Hook
Rhinebeck
Tivoli
Wappinger Falls

DCTC Staff

Dutchess County Transportation Council, 85 Civic Center Plaza, Suite 107, Poughkeepsie, NY 12601

Phone: 845-486-3600; Fax: 845-486-3610 email convention: <first initial><last name>@dutchessny.gov

Website: <https://www.dutchessny.gov/Departments/Transportation-Council/Transportation-Council.htm>

NYSAMPO Staff Directory

[https://020d8ef1-4eed-483f-a588-](https://020d8ef1-4eed-483f-a588-33a6c3d2f42f.filesusr.com/ugd/3ff9d0_fb0b59d7bdcf438f8f594752ea345cad.pdf)

[33a6c3d2f42f.filesusr.com/ugd/3ff9d0_fb0b59d7bdcf438f8f594752ea345cad.pdf](https://020d8ef1-4eed-483f-a588-33a6c3d2f42f.filesusr.com/ugd/3ff9d0_fb0b59d7bdcf438f8f594752ea345cad.pdf)

Mark Debald, Transportation Program Administrator

Emily Dozier, AICP, Senior Planner

Tara Grogan, Junior Planner

Planning Products

Key Planning Products (Federal Requirements)

Plan	Who Develops	Who Approves	Time Horizon	Content	Update Requirements	Status	Next Update
Unified Planning Work Program (UPWP)	MPO	FHWA & FTA	1 – 2 years	Planning Studies & Tasks	1 – 2 years	Approved 2/26/2021	March 2022
Title	DCTC SFY 2021-2022 Unified Planning Work Program (UPWP)						
Long Range Transportation Plan (LRTP) ⁵	MPO	MPO	20 Years	Future goals, strategies, projects & performance measures	Every 5 years	Approved 7/27/2021	July 2026
Title	Moving Dutchess Forward: Planning for our transportation future						
Transportation Improvement Program (TIP)	MPO	MPO & Governor	4 Years	Transportation Investments including list of projects over the next 4 years	Every 4 years	Approved 6/27/2019	June 2022
Title	DCTC FFY 2020 - 2024 TIP						
Congestion Management Process (CMP)	TMA	MPO		Performance measures & strategies	Periodically	Approved 2/26/2019	As needed
Title	Mid-Hudson Valley Congestion Management Process						
Public Participation Plan (PPP)	MPO	MPO		Process to provide reasonable opportunities to be involved in planning process	Periodically	Approved 12/17/2014	As needed
Title	DCTC Bylaws (Appendix 4: Public Participation Plan)						
Coordinated Public Transit-Human Services Transportation Plan	MPO	MPO		Process to ensure coordination between human service agencies, transportation providers, and members of the public	Every 5 years	2021	2026
Title	DCTC Coordinated Public Transit-Human Services Transportation Plan						

Title VI - Civil Rights

[DCTC Title VI Policy & Complaint Procedures \(see Non-Discrimination Policy\)](#)

[Moving Dutchess Forward: Transportation Equity](#)

⁵ LRTP for MPOs are also referred to as Metropolitan Transportation Plan (MTP) or Regional Transportation Plan (RTP)

Regional Transportation Plans

Area	Title	Year	Owner
Transit	Connect Mid-Hudson	2021	TMA
Safety	High-End Speeding Analysis for Dutchess County (under Safety Studies)	Annual	DCTC
Intelligent Transportation Systems and Operations (ITS/OPS)	NYSDOT Region 8 ITS Architecture	n/a	NYSDOT
Freight	Mid-Hudson Valley Freight Plan	In progress	TMA
Bridge	New York State Bridge Authority	n/a	NYSBA
Pedestrian & Bicycle	Walk Bike Dutchess	2014	DCTC
Trails	Empire State Trail (Hudson Valley Greenway Trail)	n/a	Hudson River Valley Greenway
Resiliency, Security	Moving Dutchess Forward: Climate Change Trends & Flood Vulnerability Map ; Dutchess County Hazard Mitigation Plan	2021; 2016	DCTC; Dutchess County
Commuter Rail	MTA Capital Program (2020-2024)	2019	MTA
Intercity Passenger Rail	High Speed Empire Rail Corridor DEIS	2014	NYSDOT

Major Corridor and Planning Studies

Title	Year	Owner
Poughkeepsie 9.44.55: Rethinking the Arterials & Interchange	2021	NYSDOT/DCTC
Arlington Main Street Redesign Initiative	2021	Dutchess County
Pawling Pedestrian Plan	2019	Village of Pawling
Poughkeepsie Parking Improvement Plan	2018	City of Poughkeepsie
Millerton Pedestrian Plan	2018	Village of Millerton
CR 71 (West Rd) Sidewalk Feasibility Study	2018	Dutchess County/Town of Pleasant Valley
City of Beacon- Beekman Street Complete Streets Analysis	2018	City of Beacon
Arlington Pedestrian Plan	2017	Town of Poughkeepsie
Upper Route 9G Corridor Management Plan	2016	NYSDOT / Dutchess County / Town of Red Hook
Pine Plains Pedestrian Plan	2014	Town of Pine Plains
Walk Bike Dutchess (County Pedestrian & Bicycle Plan)	2014	DCTC
Beacon Center City Parking Analysis	2014	City of Beacon
Bus Expansion Feasibility Study	2013	Dutchess County/City of Poughkeepsie
Hyde Park Town Center Pedestrian Study	2013	Town of Hyde Park
Village of Rhinebeck Sidewalk Study	2011	Village of Rhinebeck
CR 93 (Myers Corners/Middlebush Rd) Corridor Management Plan	2011	Dutchess County/Town of Wappinger

Relevant State Plans and Plans in the Region

State Plans

Area	Title	Year
State Long Range Transportation Plan	Strategies for a New Age: New York State's Transportation Master Plan for 2030	2006
STIP	New York State FFY 2020-2023 Statewide Transportation Improvement Program	2019
Safety	New York State Strategic Highway Safety Plan 2017-2022	2017
	New York State Pedestrian Safety Action Plan	2016
ITS Ops	New York Statewide Services ITS Architecture	2008
Freight	New York State Freight Transportation Plan	2019
Bridge & Pavement	New York State Transportation DOT Asset Management Plan (NHS system)	2014
Air Quality	State Implementation Plans and State Plans	Multi

Plans in the Region and County

Title	Year	Owner
Dutchess County Greenway Connections and Guides	Ongoing	Dutchess County
Dutchess County Climate Smart Communities	Ongoing	Dutchess County
Dutchess County Hazard Mitigation Plan	2016	Dutchess County
Dutchess County Agricultural and Farmland Protection Plan	2015	Dutchess County
Hudson Valley Greenway Strategic Plan	2014	Greenway
Mid-Hudson Regional Sustainability Plan	2013	NYSERDA/Mid-Hudson counties
Mid-Hudson Regional Economic Development Council Strategic Plan	2011	Mid-Hudson Regional Economic Development Council
Dutchess County Natural Resources Inventory (NRI)	2010	Dutchess County

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Transportation Funding

Federal-aid - Highway Trust Fund – Transit Funding⁶

The United States' Federal-aid Highway Program derives funding from the fuel tax and the general fund with the current federal gas tax rate at 18.4 cents per gallon and 24.4 cents per gallon for diesel fuel. This funding is collected into the Highway Trust Fund (HTF) and set aside for transportation investments for the country. The infusion of monies from the general fund into the Federal-aid transportation program was necessary to keep the transportation program solvent as the federal gas tax has not been raised since 1993 and receipts have not kept pace with the rising costs of materials, labor, and needs to fund transportation investments for capital, preservation, and maintenance programs.

The current transportation legislation is the *Infrastructure Investment and Jobs Act* also referred to as the Bipartisan Infrastructure Law ([IIJA or BIL, Pub. L. No. 117-58](#)) which was passed by Congress and signed by the President on November 15, 2021. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

For more information on the national apportionments of Federal-aid Highway funding under BIL, please visit https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway_authorizations_nov302021.pdf. Information is forthcoming on the apportionments by year which will be updated on the following site: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>. The following are link is to the States apportionments by year:

[2022](#) | [2023](#) | [2024](#) | [2025](#) | [2026](#)

For more information on the Transit portion of the Bipartisan Infrastructure Law, please visit [Bipartisan Infrastructure Law | FTA \(dot.gov\)](#).

⁶ Source: <https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/07.cfm>
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway_authorizations_nov302021.pdf

Below is MPO’s TIP funding table that demonstrates Fiscal Constraint⁷ and was adopted with the recent full TIP update on June 27, 2019.

FFY 2020-2024 Transportation Improvement Program (TIP)

Table 10. DCTC Fiscal Constraint Table for FHWA and FTA Programs (\$-actual) (FFY 2020-2024 TIP)

Federal Highway Administration (FHWA)	DCTC/Regional/ Statewide	2020 ¹		2021		2022		2023		2024		Total for STIP Years		Total for 5-Year TIP	
		Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed
FHWA National Highway Performance Program ²	DCTC/Regional	96,500,000	15,631,230	91,043,971	13,432,303	91,043,971	13,440,882	91,043,971	12,010,825	91,043,971	13,579,923	369,631,913	54,515,240	460,675,884	68,095,163
	Statewide	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA Congestion Mitigation & Air Quality (CMAQ)	DCTC/Regional	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Statewide	240,000	0	4,400,000	0	0	0	0	0	0	0	4,640,000	0	4,640,000	0
FHWA Highway Safety Improvement Program (HSIP) ²	DCTC/Regional	4,780,000	707,041	5,792,867	855,993	5,792,867	856,289	3,525,415	252,050	3,525,415	596,843	19,891,149	2,671,373	23,416,564	3,268,216
	Statewide	2,187,000	0	0	0	0	0	0	0	0	0	2,187,000	0	2,187,000	0
FHWA Highway Safety Improvement Program (HSIP RAIL) ²	Statewide	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA STBG Program-FLEX ³	DCTC/Regional	37,654,067	5,243,494	19,818,862	3,264,666	19,818,862	3,541,122	19,818,862	2,821,360	19,818,862	2,751,840	97,110,653	14,870,642	116,929,515	17,622,482
FHWA STBG Program-Large Urban	DCTC/Regional	3,657,117	2,251,000	2,831,410	3,902,000	2,831,410	2,800,000	2,831,410	3,198,347	2,831,410	2,831,000	12,151,347	12,151,347	14,982,757	14,982,347
FHWA STBG Program-Off System Bridges	DCTC/Regional	727,871	53,000	727,871	3,794,000	727,871	0	727,871	0	727,871	0	2,911,484	3,847,000	3,639,355	3,847,000
	Statewide	3,613,000	0	8,700,000	0	900,000	0	837,000	0	0	0	14,050,000	0	14,050,000	0
FHWA National Highway Freight Program (NHFP) ²	Statewide	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total FHWA Funding (Regional and DCTC Only)		149,359,055	27,738,765	133,314,981	38,348,962	121,114,981	21,538,293	118,784,529	19,119,582	117,947,529	19,759,606	522,573,546	106,745,602	640,521,075	126,505,208

Federal Transit Administration (FTA)	DCTC/Regional/ Statewide	2020		2021		2022		2023		2024		Total for STIP Years		Total for 5-Year TIP	
		Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed
FTA Section 5307/5340 (Urbanized Area) Program ⁴	DCTC	3,360,000	3,359,000	3,849,000	3,834,000	3,952,000	3,949,000	2,705,000	2,643,000	2,759,000	2,753,000	13,866,000	13,785,000	16,625,000	16,538,000
FTA Section 5311 (Formula for Other than Urbanized Areas)	Statewide	96,000	0	96,000	0	96,000	0	96,000	0	96,000	0	384,000	0	480,000	0
FTA Section 5329 (Public Transportation Safety Program)	Statewide	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FTA Section 5337 (State of Good Repair) Program	Statewide	7,473,970	0	7,623,450	0	7,775,919	0	7,931,437	0	8,090,066	0	30,804,776	0	38,894,842	0
FTA Section 5339 (Bus & Bus Facilities) Program ⁴	DCTC	900,000	0	900,000	1,800,000	900,000	0	900,000	1,800,000	900,000	0	3,600,000	3,600,000	4,500,000	3,600,000
FTA Section 5310 (Elderly & Disabled) Program	DCTC	371,000	371,000	379,000	379,000	386,000	386,000	394,000	394,000	402,000	402,000	1,530,000	1,530,000	1,932,000	1,932,000
Total FTA Funding (Regional and DCTC Only)		4,631,000	3,730,000	5,128,000	6,013,000	5,238,000	4,335,000	3,999,000	4,837,000	4,061,000	3,155,000	18,996,000	18,915,000	23,057,000	22,070,000
Total Federal Funding (Regional and DCTC Only)		12,200,970	11,299,970	12,847,450	13,732,450	13,109,919	12,206,919	12,026,437	12,864,437	12,247,066	11,341,066	541,569,546	125,660,602	663,578,075	148,575,208

¹ FFY 2020 includes rollover balances from the previous STIP period. Rollovers can be positive or negative.

² Anticipated funds represent NYS DOT-Region 8 targets, while programmed funds represent the share for projects located in the DCTC planning area.

³ STBG-FLEX includes combined UCTC and Columbia County set aside of \$2-million annually.

⁴ Anticipated funds for FTA Section 5307 and 5339 include unobligated balances from previous years, which are available for programming.

⁷ Federal fiscal constraint requirement under 23 CFR 450.326(k)

Performance Targets

The transportation legislation, *Moving Ahead for Progress in the 21st Century Act* (MAP-21) which was signed into law on July 6, 2012, established National Performance Measures for the Federal-aid Highway Program for the first time and the implementation progressed under the *Fix America Surface Transportation Act* (FAST Act), the legislation that followed MAP-21. The purpose was to increase accountability and transparency of the Federal-aid Highway Program (FAHP) and the Federal Transit Program, improve project decision making through performance based planning and programming, and provide means to the most efficient investment of federal funding. The current transportation legislation, *Infrastructure Investment and Jobs Act* also referred to as the Bipartisan Infrastructure Law ([IIJA or BIL, Pub. L. No. 117-58](#)) continues the enactment of Performance Measures with performance goals established by Congress under [23USC §150\(b\)](#).

These goal areas for the FAHP include, *Safety, Infrastructure condition, Congestion reduction, System reliability, Freight movement and economic vitality, Environmental Sustainability, and Reduced project delivery delays*. Likewise, for the Federal Transit Program the goal areas include the performance of the following asset categories, *Rolling Stock, Equipment, Facilities, and Infrastructure*.

For more information on Transportation Performance Management please visit <https://www.fhwa.dot.gov/tpm/> for the Federal-aid Highway Program administered by Federal Highway Administration and visit <https://www.transit.dot.gov/PerformanceManagement> for the Federal Grants program administered by Federal Transit Administration.

This initiative impacts States and MPOs as they are required to report performance measures and targets on these performance goals to USDOT. MPOs were given the option to establish their own performance targets or adopt their state’s targets. All MPOs in New York State agreed to adopt NYSDOT’s performance measure targets. Each of the measures and targets, dates adopted, and conditions are outlined in the subsequent paragraphs.

Goal Areas and National Goals (Highways)

Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices

MPO's Performance Targets (Highways)

Highway Safety

DCTC agreed to support the NYSDOT statewide 2021 targets for the following Safety PM measures based on five-year rolling averages per Title 23 Part 490.207 of the Code of Federal Regulations on July 21, 2021 via Resolution #21-09.

Performance Measure	NY Statewide Target 2022
Number of Fatalities	1,005.4
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	0.818
Number of Serious Injuries	11,173.9
Rate of Serious Injuries per 100 million VMT	9.084
Number of Nonmotorized Fatalities and Serious Injuries	2,644.1

Pavement and Bridge Condition

DCTC agreed to support the NYSDOT statewide targets for the following NHS pavement and bridge condition performance measures on August 23, 2018 via Resolution #18-11.

Performance Measure	Baseline	NY Statewide Target 2-Year (2018-2019)	NY Statewide Target 4-Year (2018-2021)
Percentage of Interstate pavements in good condition	52%	46.4%	47.3%
Percentage of Interstate pavements in poor condition	2.7%	3.1%	4.0%
Percentage of non-Interstate NHS pavements in good condition	20.4%	14.6%	14.7%
Percentage of non-Interstate NHS pavements in poor condition	8.3%	12.0%	14.3%
Percentage of NHS bridges by deck area in good condition	20.2%	23.0%	24.0%
Percentage of NHS bridges by deck area in poor condition	11%	11.6%	11.7%

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021.

System Performance and Freight

DCTC agreed to support the NYSDOT statewide targets for the following system and freight performance measures on August 23, 2018 via Resolution #18-11.

Performance Measure	NY Statewide Target 2-Year (2018-2019)	NY Statewide Target 4-Year (2018-2021)
Percentage of person-miles on the Interstate system that are reliable (Interstate LOTTR)	73.1%	73.0%
Percentage of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	N/A	63.4%
Index of reliability of travel times for trucks on the Interstate system (TTTR Index)	2.00	2.11

Congestion Mitigation and Air Quality

DCTC meets all current air quality standards and is not subject to establishing targets for these performance measures.

Performance Measure	NY Statewide Target 2-Year (2018-2019)	NY Statewide Target 4-Year (2018-2021)
Total on-road emission reductions, PM2.5	3,920 kg	7,482 kg
Total on-road emission reductions, VOC	22,979 kg	42,765 kg
Total on-road emission reductions, NOx	58,591 kg	107,713 kg
Total on-road emission reductions, CO	437,781 kg	839,633 kg

MPO's Performance Targets (Transit)

National Asset Categories and Performance Measures (Transit)

Asset Category	FTA established Performance Measure
Asset Category Rolling Stock	FTA established Performance Measure % of revenue vehicles exceeding ULB
Asset Category Equipment	FTA established Performance Measure % of non-revenue service vehicles exceeding ULB
Asset Category Facilities	FTA established Performance Measure % of facilities rated under 3.0 on the TERM scale
Asset Category Infrastructure	FTA established Performance Measure % of track segments under performance restriction

Transit Performance Targets

DCTC agreed to support performance management targets established by the Metropolitan Transportation Authority (MTA) in their respective Transit Asset Management Plan on November 17, 2017 via Resolution #17-07. DCTC agreed to support revised performance management targets established by the Dutchess County Public Transit (DCPT) in their respective Transit Asset Management Plan on August 23, 2018 via Resolution #18-12. With this action, DCTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

Transit Asset Management Targets

Asset Category	Rolling Stock: Percent of revenue vehicles within an asset class that have either met or exceeded their 'Useful Life Benchmark' (ULB)		
	Class	Agency	2019 Performance Target
	Bus	MTA	0%
	Commuter Rail Locomotive	MTA	34%
	Commuter Rail Passenger Coach	MTA	0%
	Commuter Rail Self-propelled Coach	MTA	0%
	Coach	DCPT	0%
	Medium-Heavy Duty	DCPT	0%
	Cutaway	DCPT	38%
Asset Category	Equipment: Percent of non-revenue vehicles within a particular asset class that have met or exceeded their 'Useful Life Benchmark' (ULB)		
	Trucks and other Rubber Tire Vehicles	MTA	61%
	Steel Wheel Vehicles	MTA	73%

Asset Category	Infrastructure: Percent of track segments with performance restrictions (as applicable)	
Rail fixed guideway track	MTA	2%
Asset Category	Facilities: Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	
Administration	MTA	28%
Maintenance	MTA	34%
Parking Structures	MTA	24%
Passenger Facilities	MTA	40%

Transit Safety Targets

DCTC agreed to support transit safety targets established by the Dutchess County Public Transit (DCPT) on July 27, 2021 via Resolution #21-08. With this action, DCTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit safety targets.

Performance Measure	Fixed Route Bus	Demand Response
Fatalities (total)	0	0
Fatalities (rate)	0	0
Injuries (total)	2	2
Injuries (rate)	0.16	1.11
Safety Events (total)	1	1
Safety Events (rate)	0.08	0.55
System Reliability	30,825	12,814



Prepared by:

FHWA New York Division
FTA Region II
Metropolitan Planning Organization