

SFY 2021-2022 Unified Planning Work Program (UPWP)

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



Disclaimer

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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, polices, 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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ADOPTION OF THE DUTCHESS COUNTY TRANSPORTATION COUNCIL (DCTC) STATE FISCAL YEAR (SFY) 2021-2022 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the Dutchess County Transportation Council (DCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Dutchess County portions of the Poughkeepsie-Newburgh NY-NJ and New York-Newark NY-NJ-CT Urbanized Areas; and

WHEREAS, the federal surface transportation programs that are the responsibility of the DCTC are authorized by the Fixing America's Surface Transportation (FAST) Act (Pub. L. 112-141, December 4, 2015); and

WHEREAS, Section 1201 of the FAST Act establishes requirements for metropolitan transportation planning in 23 U.S.C. 134, and Section 1104 of the FAST Act provides for the apportionment of Metropolitan Planning funds in 23 U.S.C. 104; and

WHEREAS, the Draft 2021-2022 UPWP, developed in accordance with federal and state requirements and guidelines, serves as the formal statement of work of the DCTC, identifying the planning priorities and activities to be carried out within the metropolitan planning area from April 1, 2021 to March 31, 2022; and

WHEREAS, the Draft 2021-2022 UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the sources of funds, including the use of Federal Highway Administration (PL) and Federal Transit Administration (MPP) planning funds; and

WHEREAS, the New York State Department of Transportation has agreed to apply necessary State match funding for Federal Highway Administration (PL) and Federal Transit Administration (MPP) planning funds, in the amounts consistent with the Draft 2021-2022 UPWP; and

WHEREAS, the DCTC certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable federal rules and regulations; and

WHEREAS, the DCTC held a 30-day public comment period for the Draft 2021-2022 UPWP, starting January 19, 2021 and ending February 17, 2021; now therefore be it

RESOLVED, that the attached Draft 2021-2022 UPWP is hereby approved by the DCTC; and be it further

RESOLVED, that the DCTC approves the Federal Highway Administration (PL) Program 2021-2022 and FTA Section 5303 (MPP) Program 2021-2022 budget statements outlined in the Draft 2021-2022 UPWP.

CERTIFICATE, the undersigned, duly qualified and Secretary of the DCTC, certifies that the foregoing is a true and correct copy of a resolution adopted by ballot on February 26, 2021.

2/26/2021

Date

By Lance MacMillan

Lance MacMillan, P.E., Secretary
Dutchess County Transportation Council

2021-2022 Unified Planning Work Program (UPWP)

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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, 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. 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 in 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. We adopted our current [Federal Fiscal Year \(FFY\) 2020-2024 TIP](#) in 2019.
- **Unified Planning Work Program (UPWP)** – the annual statement of work identifying the federally funded planning activities to be carried out by the 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 organizations performing each task. We adopted the current [State Fiscal Year \(SFY\) 2020-2021 UPWP](#) in 2020.

2. Council Organization

The Council, acting as the local MPO decision-making body, is comprised of 16 voting members. Voting 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 remaining towns and

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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 our membership structure.

The Council is supported by a Planning Committee that reviews documents and plans prior to formal adoption. 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.

Day-to-day activities are performed by staff hosted by the [Dutchess County Department of Planning and Development](#), located at 85 Civic Center Plaza, Suite 107, Poughkeepsie NY 12601. The Dutchess County staff includes a Transportation Program Administrator, Senior Planner, and Junior Planner.

3. Supporting Documents

We rely 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 Council and identified its 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 Council \(OCTC\)](#), and [Ulster County 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 Council shared with the [New York Metropolitan Council \(NYMTC\)](#) and [OCTC](#). 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

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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 Supervisor² Town of North East Supervisor Town of Pine Plains Supervisor 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.

transportation planning process in Dutchess County, as agreed to by the 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 Council through SFY 2022-2022.
- [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 Council, including its voting membership, meeting protocols, decision-making process, and procedures for adding new projects 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 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, we also address 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 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 Council \(OCTC\)](#) and [Ulster County Council \(UCTC\)](#) manage the metropolitan transportation planning processes for their respective counties, while the [North Jersey Transportation Planning Authority \(NJTPA\)](#) is responsible for metropolitan 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

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

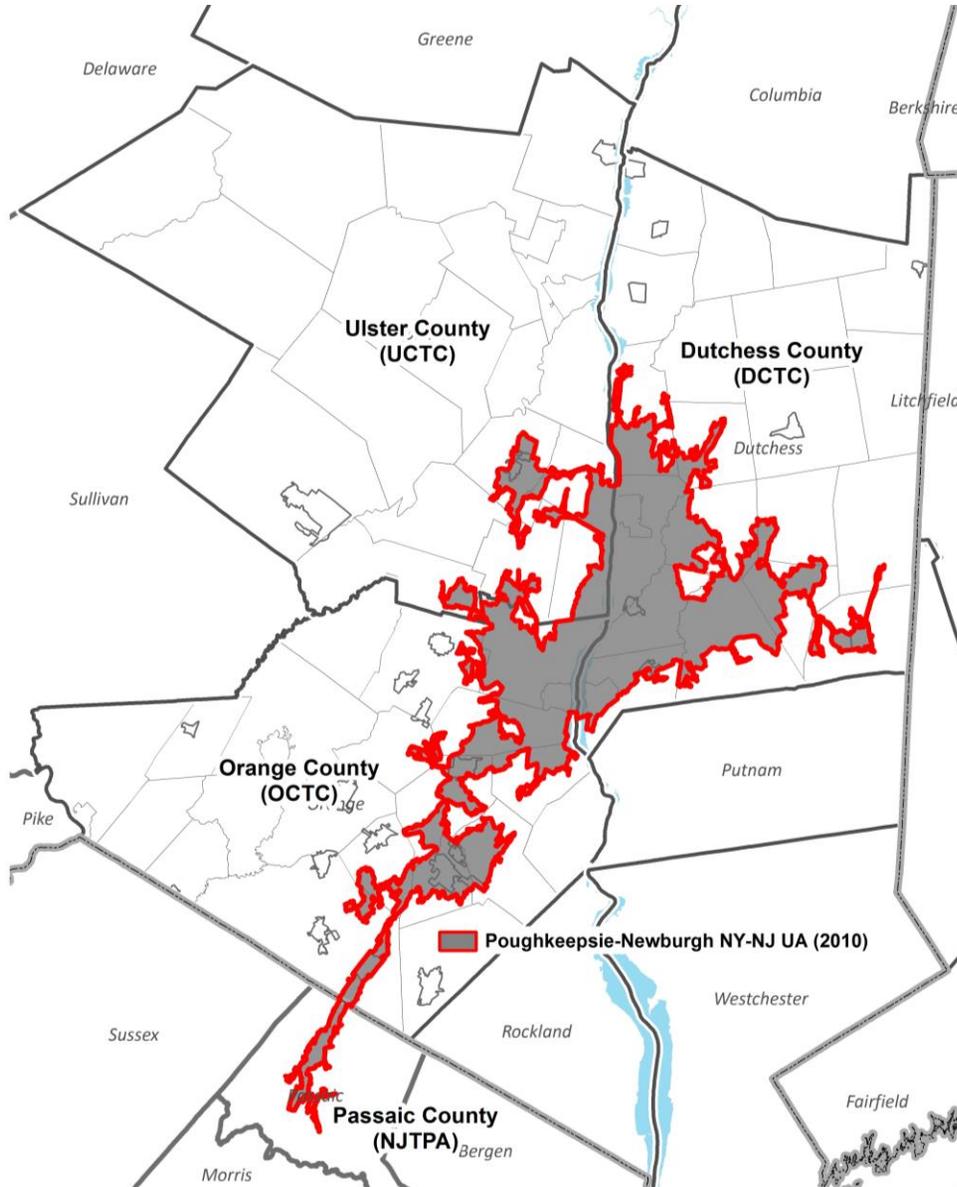
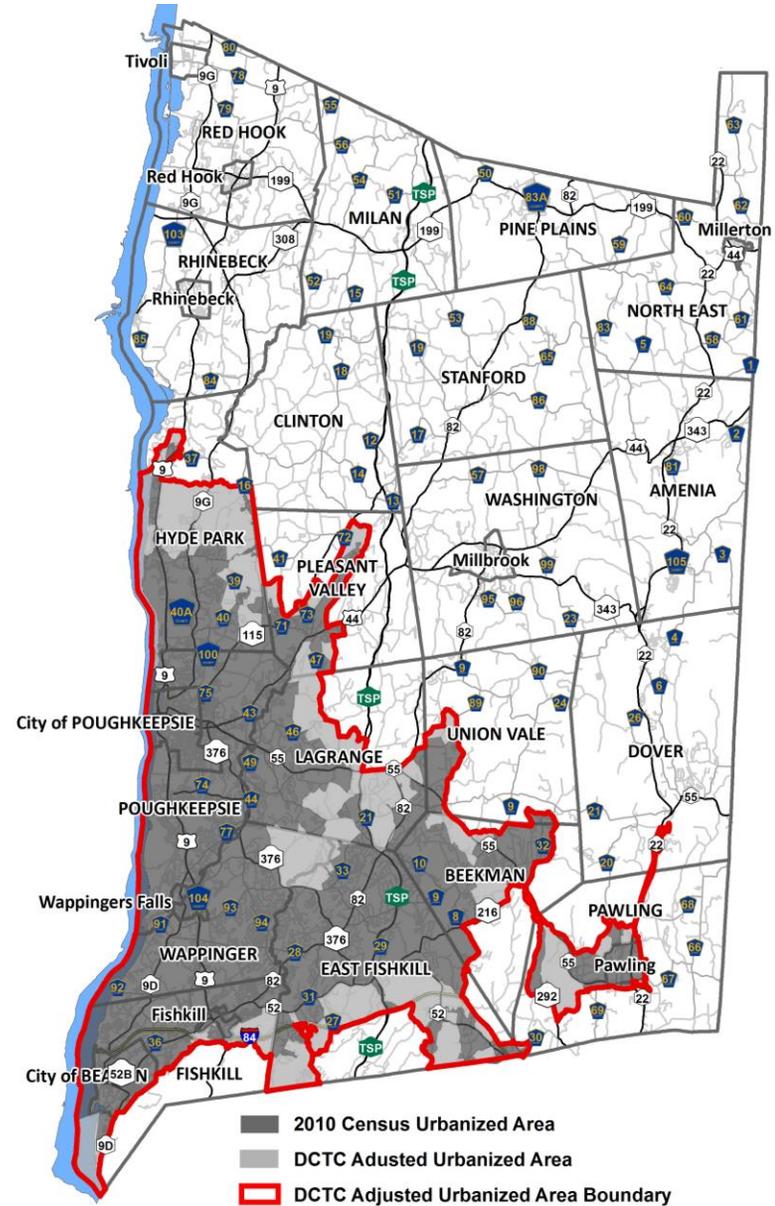


Figure 3. DCTC Adjusted Urbanized Area



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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. 2020-2021 Program Accomplishments

We worked with our member agencies, local communities, and stakeholders on a variety of transportation planning activities during the 2020-2021 program year, highlighted below:

- In conjunction with the Dutchess County Planning Department, we supported the County's response to the COVID pandemic. Serving as essential workers, Council staff were reassigned to COVID response duties during the spring and summer of 2020. These duties included work as call center staff, contact tracers, and logistics planners for food distribution operations to homebound persons.



Within the first weeks of the COVID pandemic, we worked with other County Departments, such as Probation pictured here, to distribute donated food to homebound persons in the county.

- Completed substantial work on a new countywide long-range Transportation Plan. Titled [Moving Dutchess Forward](#), the plan will serve as the strategic guiding document for improving transportation in Dutchess County over the next 25 years. The plan takes a broader view at transportation than recent long-range plans, moving away from sub-regions and detailed project lists and towards a more policy-driven approach. The plan is organized around four goals that will frame the direction of recommended policies and projects. In 2020, a plan website was launched that included draft content on existing conditions, related trends, and barriers to access. An online survey and video were also developed and posted, as well as an online map viewer.
- Completed substantial work on an in-depth analysis of the Route 9/44/55 interchange and arterials in the [City](#) and [Town of Poughkeepsie](#). Titled [Poughkeepsie 9.44.55](#), this milestone effort will identify ways to make the arterials and interchange safer, more accessible, and better connected with the community. Much of the work during the year focused on developing a microsimulation model for the interchange and arterials and testing four concepts for the interchange. The project team also developed an online video presentation to share the four interchange concepts evaluated by the project team.





[Poughkeepsie 9.44.55](#) includes a robust public outreach component to seek public input, through in-person events such as the March 3, 2020 open house above and virtual meeting tools.



- Completed the 2020 [Traffic Count Program](#), collecting volume, vehicle classification, and speed data at 163 locations across the county. We also deployed tube and video counters to count people walking and bicycling on the William R. Steinhaus Dutchess Rail Trail and Harlem Valley Rail Trail.
- Completed an 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, we hope to assist elected officials, law

enforcement agencies, and highway departments with their efforts to target speed enforcement and allocate resources to reduce speeding.

- Completed the [Arlington Main Street Redesign Initiative](#), which detailed a preferred design concept to make Main Street in the [Town of Poughkeepsie](#) a more walkable and safer street. The effort built upon recommendations from the [2017 Arlington Pedestrian Plan](#). During the program year, the project team held a variety of virtual engagement meetings, finalized a preferred design concept, and published a final report.



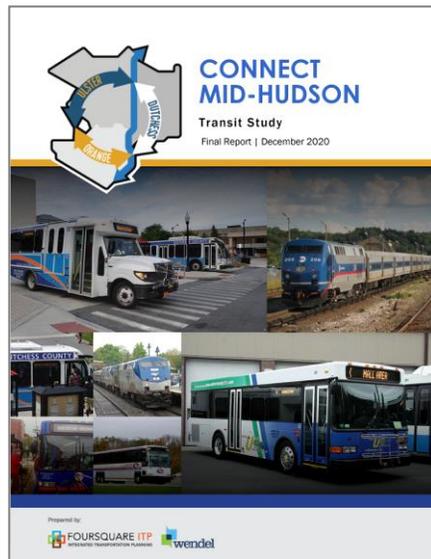
We completed a detailed look at how to make Main Street in the Town of Poughkeepsie a Complete Street. This included a roundabout concept for the Main St/Grand Ave intersection shown here.



- Updated the [Traffic Data Viewer](#) with 2020 traffic count data. The Viewer shows traffic data via an online mapping application that provides data on volumes, speeds and heavy vehicles and includes a range of tools to analyze, chart, and export data.

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- Continued to lead the County's inter-departmental Complete Streets Committee. This work included progressing the County's traffic safety education campaign, [Watch Out For Me](#), and continuing the County's [GTSC](#)-funded pedestrian safety education program for children, older adults, and transit customers in the Poughkeepsie area.
- Provided planning support to Dutchess County DPW for its new Universal Accessibility Program that provides project funding for walking improvements on County facilities such as CR 69 (Dutcher Ave) at Henry St in the Village of Pawling.
- In conjunction with OCTC and UCTC, completed [Connect Mid-Hudson](#), the new regional transit plan for the Mid-Hudson Valley. The plan identifies ways to improve regional transit services in the tri-county area to include using a common passenger information and mobile payment platform across systems, staffing a transit ombudsman office to advocate for transit customers and better coordinate services, and introducing microtransit services in underserved markets.



6. 2021-2022 UPWP Overview

The 2021-2022 UPWP identifies the federally funded planning activities to be carried out by the Council 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 transportation system and overall quality of life. We have identified the following planning objectives for the 2021-2022 program year:

- Complete [Moving Dutchess Forward](#) – our new long-range Transportation Plan for Dutchess County. Moving Dutchess Forward is designed as an interactive online plan. It takes a strategic look at the transportation needs and priorities of the county and identifies key policies and transformative investments to improve access and reduce transportation barriers. These strategic recommendations will address the plan's four goals to Learn, Assess, Advocate, and Invest. The plan is supported by a robust public engagement component and interactive maps and other visuals.
- Complete the [Poughkeepsie 9.44.55](#) analysis of the Route 9 Interchange at the Mid-Hudson Bridge and the Route 44/55 Arterials in Poughkeepsie. The analysis will develop design concepts that address existing and future capacity and safety issues for these two regionally significant highway facilities. [Poughkeepsie 9.44.55](#) will offer short- and long-range solutions to improve how people travel to, within, and through Poughkeepsie.

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- Complete the 2021 [Traffic Count Program](#), collecting volume, classification, and speed data at approximately 250 locations throughout the county.
- Complete our annual analysis of speeding patterns on county and local roads using data collected from the annual traffic count program.
- Review and update the Functional Classifications of state, county and local roads throughout Dutchess County.
- Assist Dutchess County Public Transit with completing its countywide transit plan.
- In conjunction with the [County's Complete Streets Committee](#), continue our public safety campaign to increase awareness of walking and bicycling safety issues in Dutchess County.
- Update the FFY 2020-2024 TIP to reflect changes to programmed projects or to add new projects based on statewide funding awards.
- Complete the federal certification review for the Mid-Hudson Valley TMA.

7. Funding Overview

The 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 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 2021-2022 program year, the federal allocation for New York State is estimated to total almost \$32.4 million.

Federal planning funds, like most other federal transportation programs, are administered through NYSDOT on a reimbursement basis. The Council (through our 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 2021-2022, 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

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size. For SFY 2021-2022, 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 \$50,873 for SFY 2021-2022.
4. The fourth step distributes the remaining funds to all the MPOs proportionally by total population and lane miles. For the DCTC, this totals \$296,875 for SFY 2021-2022.

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 Council's 2021-2022 UPWP FHWA PL funding estimate totals \$546,767.

FTA (MPP) Funds

FTA planning funds are secured annually through the Section 5303 Metropolitan Planning Program (MPP) and distributed using a similar formula that NYSDOT applies to FHWA PL funds, except that lane mileage is not used. Based on the NYSDOT formula, the Council's FTA MPP funding estimate for SFY 2021-2022 is \$128,939.

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 our annual federal funding allocation, we have \$703,679 in FHWA (PL) funding still available from previous program budgets (i.e. savings backlog). These unexpended funds primarily stem from host agency budgetary limitations and staff capacity to reasonably manage multiple consultant contracts. Regardless, these funds are still available for programming now and in future years.

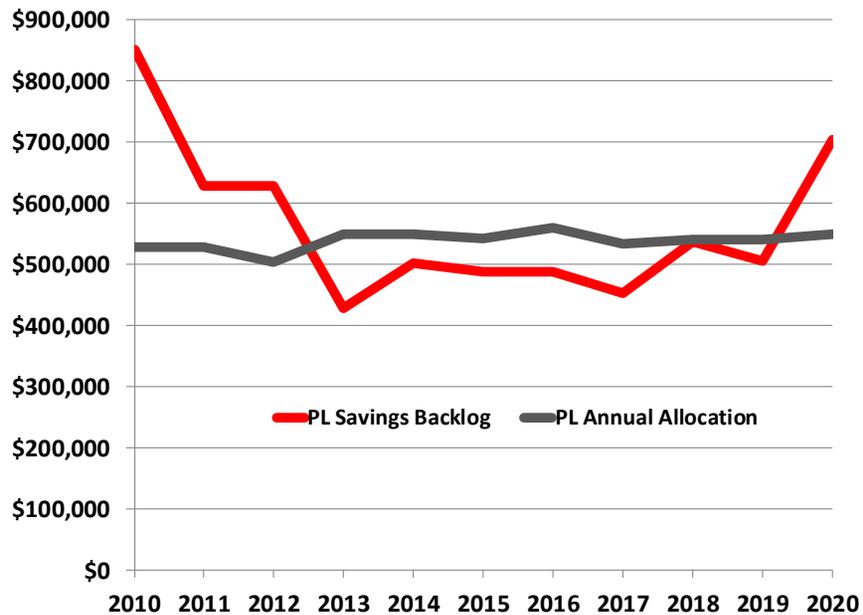
We will program all of our backlog funds for the 2021-2022 program year. These funds will support projects that require additional staff support from the Dutchess County Department of Planning & Development, other County Departments such as the Office for Computer Information Systems (OCIS) and Dutchess County DPW, or private consultant services. We have dedicated a significant portion of our PL backlog funds to the [Poughkeepsie 9.44.55](#) analysis of the Route 9/44/55 interchange and Route 44/55 arterials in the City and Town of Poughkeepsie, and also our new long-range plan, [Moving Dutchess Forward](#).

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The available backlog funds do not include any undetermined positive or negative adjustments that will be calculated upon reconciling the 2020-2021 program after April 1, 2021.

However, we expect a large share of our savings backlog to have been spent down during the 2020-2021 program year, with some backlog funds carrying over to SFY 2021-2022 and possibly SFY 2022-2023. Since 2010, our annual backlog has averaged \$567,000 per year or about one year's PL allocation. Figure 4 shows our FHWA PL backlog since SFY 2010-2020 (the 2020 amount reflects the unreconciled 2020-2021 backlog amount, which will be calculated after April 1, 2021).

Figure 4. DCTC FHWA (PL) Savings Backlog (2010-2020)



We do not anticipate any carryover funds from FTA Grant NY-80-0030 and expect all FTA funding allocations for FTA Grant

NY-80-0031 to be expended during 2021-2022.

Total Funding

Based on our annual allocation of federal funds and the use of carryover funds, we have programmed \$1,383,173 in federal funds for SFY 2021-2022: \$1,253,007 in FHWA (PL) and \$130,166 in FTA (MPP) funds. Table 1 shows the overall funding amounts programmed in 2021-2022.

8. National & Statewide Organizations

We participate in several planning organizations that benefit the local metropolitan planning process. These organizations allow staff to better share information and resources with other MPOs and integrate best practices into our 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 2021-2022, the dues total \$42,898 for the NYSMPOs combined, which will be processed by the [Binghamton Metropolitan Transportation Study \(BMTS\)](#). The Council will support AMPO through a \$981 allocation of FHWA (PL) funds, deducted by NYSDOT from our 2021-2022 program allocation.

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Table 1. Available DCTC UPWP Funds for State Fiscal Year (SFY) 2021-2022

	Federal	State & Local Match ³		Total
		Dutchess County	NYS DOT	
FHWA (PL) Funds				
2021-2022 Allocation ¹	\$546,767	n/a	n/a	\$546,767
Previous Savings ²	\$703,679	n/a	n/a	\$703,679
Total Available	\$1,250,446	n/a	n/a	\$1,250,446
2021-2022 Program Budget	\$1,250,446	\$65,813	\$197,439	\$1,513,698
Unprogrammed Balance	\$0	n/a	n/a	\$0
FTA (MPP) Funds				
2021-2022 Allocation ¹	\$128,939	n/a	n/a	\$128,939
2021-2022 Program Budget	\$128,939	\$8,059	\$24,176	\$161,174
Total Funds				
2021-2022 Program Budget	\$1,379,385	\$73,872	\$221,615	\$1,674,872

¹ Estimate of allocated FHWA (PL) and FTA (MPP) funds for SFY 2020-2021 (as of November 13, 2020).

² Unprogrammed balance (PL funds only) from previous years (as of June 16, 2020).

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

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New York State Association of MPOs (NYSAMPO)

[NYSAMPO](#) serves as the statewide coalition of the 14 NYS MPOs. The 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:

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 2021-2022, we will participate in the following working groups: safety, bicycle and pedestrian, climate change, freight, GIS, traffic systems management & operations, travel demand modeling, and transit. The contract will be administered by the [Capital District Transportation Committee \(CDTC\)](#) and total \$250,000 for 2021-2022, with \$150,000 coming from the NYSDOT 2021-2022 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 Council \(GTC\)](#) and total \$77,849 in FHWA PL funds, \$9,828 in FTA MPP funds, and \$2,457 in NYSDOT in-kind services.
3. Shared Cost Initiatives: NYSAMPO and NYSDOT 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. For 2021-2022, NYSAMPO will pursue a ‘Shared Transit Service Planning and Analytics Initiative’ under a contract administered by the [Capital District Transportation Committee \(CDTC\)](#); this will be funded with \$458,590 in FTA MPP funds and \$114,648 in NYSDOT in-kind services.

9. Statewide & Regional Planning Initiatives

We routinely participate in a variety of statewide and regional planning initiatives that directly or indirectly impact Dutchess County and the Mid-Hudson Valley.

State 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 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 2021-2022, NYSDOT is pursuing statewide SPR funded projects that will benefit us in carrying out its transportation planning process (SPR # and funding amount

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shown in parenthesis):

1. National Household Travel Survey (NHTS) (#SP-20-02) (\$3.6 million).
2. Highway Oversize/Overweight Credentialing System (HOOCs) (#C-13-57) (\$5 million).
3. Program and Project Management Software and Training (#C-14-53) (\$2.7 million).
4. Technical Support for Use of National Performance Management Research Data (NPMRDS) (#C-14-61) (\$1.7 million).
5. Short Count Traffic Count Program (#C-19-51) (\$30.4 million).
6. Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management) (#C-15-52) (\$3.7 million).
7. Bus Safety Inspection System (BusNET) (#C-15-54) (\$2.3 million).
8. Traffic Count Program Zone 1 (#C-16-51) (\$2.5 million).
9. Traffic Count Program Zone 2 (#C-16-52) (\$2.2 million).
10. Pavement Condition Data Collection Services (#C-17-53) (\$20.5 million).
11. Statewide Coordination of Metropolitan Planning Programs (#C-17-56) (\$100,000).
12. Statewide Analysis of All Horizontal Curves and Associated Curve Warning Signs (#C-18-51) (\$2 million).
13. Probe Data: Floating Car (GPS-based) (#C-18-53) (\$337,500).
14. Statewide Small Culvert Inventory & Inspection System Improvements (#C-18-54) (\$4 million).
15. NYS Transportation Master Plan (#C-18-55) (\$2 million).

16. BrM Implementation and Operations Support for Tunnel Inspections (#C-18-57) (\$50,000).

Other Regional Transportation Planning Studies

We 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 [Empire State Trail](#) and continued implementation of the [Mid-Hudson Regional Sustainability Plan](#). We will also review documents produced for other regional projects as needed.

10. Consultant & Inter-Departmental Support

We will use consultant and inter-departmental services to assist with a variety of tasks during the 2021-2022 program year. Consultant and inter-departmental funds will be distributed across the following tasks:

1. Data Development and Analysis
 - Annual Traffic Count Program: \$75,000 (FHWA)
 - Traffic Data Viewer, TIP Viewer, and Bicycle Parking Finder Application Maintenance: \$5,000 (FHWA)
2. Long-Range Transportation Planning (System)
 - Plan Map Viewer: \$5,000 (FHWA)
 - Plan Public Outreach Services: \$25,000-partial (FHWA)
 - TransCAD Annual Maintenance: \$1,200 (FHWA)
3. Long-Range Transportation Planning (Project)
 - Poughkeepsie 9.44.55: \$50,000-partial (FHWA)
 - Pedestrian Safety Education Campaign: \$10,000 (FHWA)

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We typically include a small contingency of ten percent in our contract budgets to account for possible cost overruns or task add-ons. For the 2021-2022 program year, this totals \$17,000 in FHWA PL funds.

11. 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 or 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.

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.

We referenced these planning factors while developing its tasks for the 2021-2022 UPWP. Figure 5 shows which 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 our process.

12. Local Planning Priorities

Our area faces a variety of challenges as we continue to contend with the fallout of COVID on our community, economy, and travel habits. This planning program addresses those challenges by focusing on our core responsibilities, such as establishing a long-range vision for our transportation future – embodied in [Moving Dutchess Forward](#). Our new plan will shape how we will tackle transportation safety and reliability across our county, and equally important, how we will address transportation barriers to good housing, jobs, services, educational opportunities, and recreation. Much of this planning program also focuses on how we can improve our existing system, given the funding challenges facing state, county, and local governments.

2021-2022 Unified Planning Work Program (UPWP)

Figure 5. 2021-2022 UPWP Tasks and FAST Act Planning Factors

DCTC 2021-2022 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 Data Analysis and Forecasting										
MP22 - Travel Data Analysis and Forecasting						X				
MP23 - Vehicle/Bicycle/Pedestrian Count Program	X	X			X	X				
MP24 - Major Projects Tracking	X									
MP25 - Geographic Information Systems (GIS)/Database Management										
MP26 - Pavement Condition Monitoring Program						X	X			
MP27 - Performance Monitoring						X				
MP28 - Countywide Vehicle Speed Analysis		X								
MP29 - Functional Classification Update							X			
MP31 - Metropolitan Transportation Plan (MTP)	X	X	X	X	X	X	X	X	X	X
MP32 - Air Quality and Energy Planning					X			X		
MP33 - Congestion Management Planning (CMP)	X					X		X		
MP34 - Emerging Transportation Technologies Planning	X	X		X	X	X	X	X	X	X
MP35 - Regional Transit Planning	X		X	X	X	X		X	X	
MP36 - Regional Freight Planning	X			X	X					
MP37 - Regional Resiliency Planning	X				X			X	X	
MP38 - 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 - Poughkeepsie 9.44.55	X	X	X	X	X	X	X		X	X
MP44 - Bicycle-Pedestrian Plan Implementation				X						
MP45 - Complete Streets Implementation		X		X	X	X				
MP46 - Transportation Safety Planning		X	X							
MP47 - Coordination of Human Service Transportation				X	X	X				
MP48 - Local Transit Planning				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 - NYSAMPO Activities										

2021-2022 Unified Planning Work Program (UPWP)

2021-2022 UPWP Tasks

Tasks in the 2021-2022 UPWP are organized under FTA Activity Line Item (ALI) headings (e.g. 44.21.00) and then listed individually using 'MP' codes. We use 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.

2021-2022 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 Data Analysis and Forecasting
- MP 22 Travel Data Analysis and Forecasting
- MP 23 Vehicle/Bicycle/Pedestrian Count Activities
- MP 24 Major Projects Tracking
- MP 25 Geographic Information Systems (GIS)/Database Management
- MP 26 Pavement Condition Monitoring
- MP 27 Performance Monitoring
- MP 28 Countywide Vehicle Speed Analysis
- MP 29 Functional Classification Update

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

- MP 31 Metropolitan Transportation Plan (MTP)
- MP 32 Air Quality and Energy Planning
- MP 33 Congestion Management Planning
- MP 34 Emerging Transportation Technologies Planning
- MP 35 Regional Transit Planning
- MP 36 Regional Freight Planning
- MP 37 Regional Resiliency Planning
- MP 38 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 Poughkeepsie 9.44.55
- MP 44 Pedestrian-Bicycle Plan Implementation
- MP 45 Complete Streets Implementation
- MP 46 Transportation Safety Planning
- MP 47 Coordination of Human Service Transportation
- MP 48 Local Transit Planning

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)

Other Activities (44.27.00)

- MP 71 New York State Association of Metropolitan Planning Organizations (NYSAMPO) Activities

2021-2022 Unified Planning Work Program (UPWP)

Program Support and Administration

The Program Support and Administration project category cover activities necessary to carry out the day-to-day work of the Council and support our local 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 our 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 us 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 voting 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 activities fall under this task.

Products:

- Council and Planning Committee meetings (April 2021-March 2022).
- Meeting agendas, summaries, and briefing packages (April 2021-March 2022).

- Resolutions (April 2021-March 2022).
- Written and verbal communications (as needed).

Responsible Agencies: DCTC and Dutchess County Planning Department.

Budget Estimate: FHWA \$93,786, FTA \$12,891, State \$17,224, Local \$5,745.



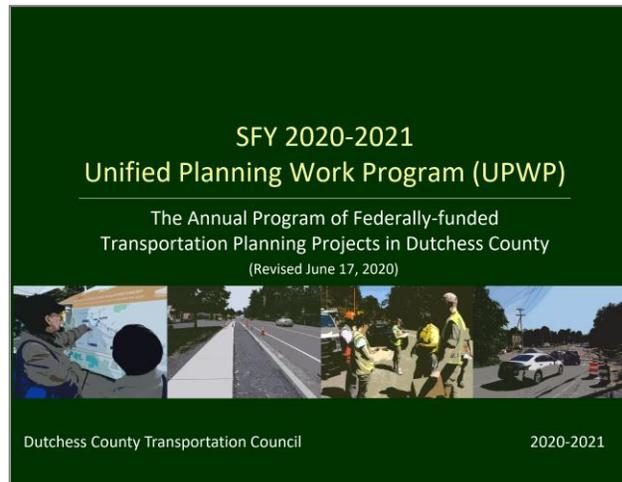
Before COVID, our voting members met periodically to approve actions necessary in carrying out a locally driven transportation planning process. We now rely on virtual methods to collaborate.

MP 12 – Unified Planning Work Program (UPWP)

Description: This task includes all work associated with the development and publication of the UPWP, our annual statement of work. During 2021-2022, we will issue a final, approved version of the SFY 2021-2022 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

2021-2022 Unified Planning Work Program (UPWP)

during the year. We will monitor the progress of approved planning tasks in this UPWP and begin development of the Draft SFY 2022-2023 UPWP. We will also issue a year-end expenditure report for the 2020-2021 UPWP upon close-out of our final reimbursement request after March 31, 2021 – the end of SFY 2020/2021.



We typically approve a new UPWP in March of each year.

Products:

- Final 2021-2022 UPWP (April 2021).
- 2020-2021 UPWP Year-end Expenditure Report (April-June 2021).
- Draft 2022-2023 UPWP (November 2021-March 2022).

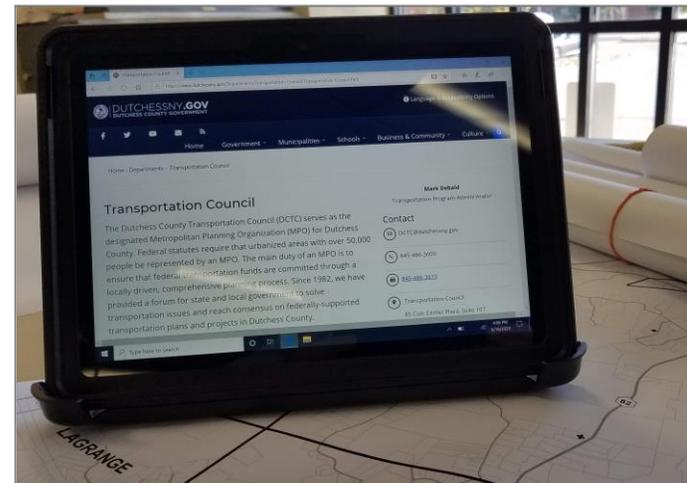
Responsible Agency: DCTC

Budget Estimate: FHWA \$22,508, FTA \$3,094, State \$4,134 Local \$1,378.

MP 13 – Public Participation Activities

Description: This task deals with any work performed by staff to implement our 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 our public contact database and website. For this year, we will investigate a new database system and structure to better manage our contacts.

Other tasks include the distribution of our reports to community organizations, individuals, and local media, and email updates on Council activities. As part of our public outreach, we will continue our efforts to use visual and virtual tools to convey program information. This includes fine-tuning our redesigned website and the continued use of [federal plain language](#) principles.



We use a variety of virtual tools to engage the public to include our website, which is hosted by Dutchess County government.

2021-2022 Unified Planning Work Program (UPWP)

Products:

- Press releases and public notices (April 2021-March 2022).
- Public meetings/events (April 2021-March 2022).
- Update the Council's public information contact database (April 2021-March 2022).
- Maintain the Council website (April 2021-March 2022).

Responsible Agency: DCTC

Budget Estimate: FHWA \$22,508, FTA \$3,094, State \$4,134
Local \$1,378.

MP 14 – Transportation Management Area (TMA)

Coordination

Description: This task covers all administrative work done by the 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, we will work closely with our 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), Regional Transit Plan, and Regional Freight Plan are listed under separate tasks (MP 33, 35, and 36 respectively).

Products:

- TMA meetings and conference calls (April 2021-March 2022).
- Feedback on TMA meeting agendas and summaries (April 2021-March 2022).
- Written and verbal TMA communications (as needed).

Responsible Agencies: DCTC, OCTC, and UCTC.

Budget Estimate: FHWA \$20,632, FTA \$2,837, State \$3,790,
Local \$1,263.

MP 15 – Federal, State, and Local Reporting

Description: This task addresses work needed to fulfill federal, state, and local reporting requirements related to Council operations and finances. This includes the preparation of quarterly NYSDOT payment requests, semi-annual [Disadvantaged Business Enterprise \(DBE\)](#) reports, semi-annual UPWP progress reports, and Dutchess County auditing reports. It also includes preparation work on our portion of the host agency's annual budget. Lastly, this task covers the completion of the 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.

Products:

- NYSDOT payment requests (April, July, and November 2021; January 2022).
- Semi-annual DBE reports (April and November 2021).

2021-2022 Unified Planning Work Program (UPWP)

- Semi-annual UPWP progress reports (April and November 2021).
- Dutchess County Single Audit (July-September 2021).
- 2021 Dutchess County Budget development (June-September 2021).
- Annual Listing of Obligated Projects for FFY 2021 (December 2021).

Responsible Agency: DCTC

Budget Estimate: FHWA \$20,632, FTA \$2,837, State \$3,790, Local \$1,263.

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 our 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. We will provide summary reports of training materials as needed.

Products:

- Training sessions and conferences (as needed).

Responsible Agency: DCTC

Budget Estimate: FHWA \$7,503, FTA \$1,031, State \$1,378, Local \$459.

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 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, 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 travel demand forecasts, 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.

MP 21 – Demographic Data Analysis and Forecasting

Description: We use demographic data to help inform our transportation planning process and assess trends in our population, economy, and travel behavior. For 2021-2022, we will spend much of our time for this task on an analysis of data from the 2020 Census; this will include reassessing previous forecasts and trends identified in our new long-range plan. The data will also allow us to conduct a more thorough Title VI analysis of protected populations. We will also analyze socio-economic data from the [American Community Survey \(ACS\)](#), [Census Transportation Planning Products \(CTPP\)](#) program, and

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other [U.S. Census Bureau](#) products. We will also look at economic and employment data from the [Bureau of Labor Statistics \(BLS\)](#) to better understand commuter flows in the region and data from the [2017 National Household Travel Survey \(NHTS\)](#) to understand travel behavior in Dutchess County.

Products:

- 2020 Census, 2015-2019 ACS, CTPP, and BLS data analysis (April 2021-March 2022).
- Analysis of data from the NYSDOT 2017 NHTS add-on for the Poughkeepsie metropolitan area (April 2021-March 2022).
- Reassess demographic forecasts and trends in the MTP (April-December 2021).

Responsible Agency: DCTC

Budget Estimate: FHWA \$37,513, FTA \$6,318, State \$7,108, Local \$2,369.

MP 22 – Travel Data Analysis and Forecasting

Description: We analyze a variety of data to understand how travel currently occurs and might occur within the region and county. Some of our understanding is 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](#). We also use the travel demand model to inform our understanding of future travel across the county's highway

network. Travel forecasts from the model support our own long-range transportation planning efforts and other state and regional planning activities. We use data from our traffic count program, NHTS survey, and Major Projects Report (task MP 24 – Major Projects Tracking) to help benchmark the travel demand model. We will begin to explore how to integrate 2020 Census data into the model. Annual maintenance support for our [TransCAD](#) travel demand model software also falls under this task.

Products:

- Countywide travel demand forecasts, as needed (April 2021-March 2022).
- Explore updates to the model based on data from the 2020 Census, changes in travel trends, and future development (April 2021-March 2022).
- TransCAD maintenance support contract (April 2021-March 2022).

Responsible Agency: DCTC

Budget Estimate: FHWA \$15,005, FTA \$1,354, State \$2,623, Local \$875.

MP 23 – Vehicle/Bicycle/Pedestrian Count Activities

Description: This task covers all 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.

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We will use a consultant contract 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, including congestion management planning, safety planning, and our annual high-end speeding analysis (see task MP 28 – Countywide Vehicle Speed Analysis). We will provide the collected data to the [Dutchess County Office of Computer Information Services \(OCIS\)](#) to support our [Traffic Data Viewer](#) (see task MP 25 – Geographic Information Systems/Database Management).

Through our contractor, we will continue to use video and tube counters to count people walking and bicycling on select trails and local streets. In addition, this task includes staff coordination of pedestrian and bicycle counts conducted by volunteers using methods from the [National Bicycle and Pedestrian Documentation Project](#) and maintaining a pedestrian/bicycle count database.

Products:

- 2021 Traffic Count Program (April-December 2021).
- Bicycle/pedestrian counts at priority locations (April-November 2021).
- Volunteer bicycle/pedestrian count program (August-September 2021).

Responsible Agencies: DCTC and NYSDOT.

Budget Estimate: FHWA \$75,027, FTA \$0, State \$11,846, Local \$3,949.



Our 2021 Traffic Count Program will collect volume, classification, and speed data on a variety of county and local roads in Dutchess County, such as Gardner Hollow Rd in Beekman shown here.

MP 24 – Major Projects Tracking

Description: This task encompasses work to maintain the Dutchess County Major Projects database and produce our annual Major Projects Report. This work supports our efforts to forecast future population, housing, and employment, and in turn, future travel demand. We define 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 ten 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 Council \(NYMTC\)](#) for their travel demand modelling work.

Products:

- 2020 Major Projects Report (April-June 2021).

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- Development inventory reporting to NYMTC (October-December 2021).

Responsible Agencies: DCTC and Dutchess County Planning Department.

Budget Estimate: FHWA \$7,503, FTA \$451, State \$1,270, Local \$423.

MP 25 – Geographic Information Systems (GIS)/Database Management

Description: This task covers work on GIS programs and associated databases to visualize demographic and transportation data for our planning products. This includes maintaining and updating our online [TIP Viewer](#) that shows project level information for the current TIP, and the [Bicycle Parking Viewer](#) that provides detailed information on the location and type of bicycle parking available throughout the county and also designated bicycle routes in the county.

A major component of this task is the continued refinement and maintenance of 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.

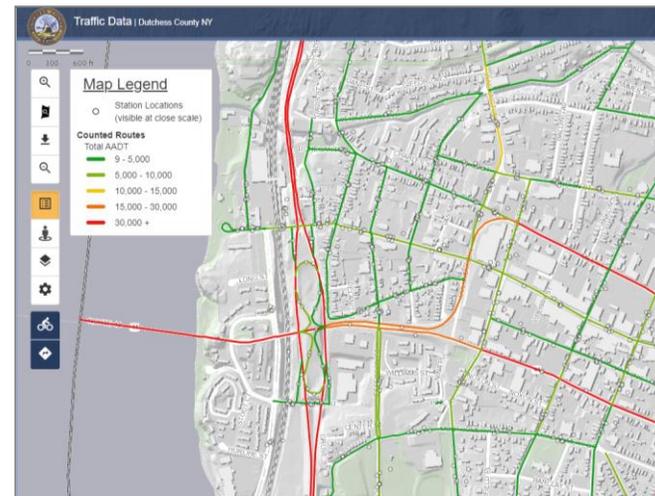
We will also partner with our host agency – [Dutchess County Planning and Development](#) – on ongoing efforts to better manage demographic and transportation data in the county’s GIS framework.

Products:

- Maintenance and updates to our online applications: [Traffic Data Viewer](#), [TIP Viewer](#), and [Bicycle Parking Viewer](#) (April 2021-March 2022).
- Demographic and transportation mapping products for various planning projects (April 2021-March 2022).
- Assist with new host agency database structure (April 2021-March 2022).

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

Budget Estimate: FHWA \$26,259, FTA \$451, State \$4,231, Local \$1,410.



Our online Traffic Data Viewer presents traffic volume, speed, and classification data through an interactive mapping portal created by the Dutchess County Office of Computer Information Services (OCIS).

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MP 26 – Pavement Condition Monitoring

Description: This task builds upon our previous work with the [Dutchess County Department of Public Works \(DCDPW\)](#) and the [Cornell Asset Management Program \(CAMP\)](#) to establish a uniform way to measure pavement conditions on non-state roads in Dutchess County. We began this process in 2016 and have completed two full assessments of the entire county. Pausing in 2020 due to COVID, we reassessed the utility of the program, and based on our findings, will investigate other monitoring systems that can better meet our goals for data quality and detail. This will include a review of other MPO best practices. We may also develop a scope of services for a new monitoring program that would begin in 2022.

Products:

- Review pavement condition monitoring best practices (July-September 2021).
- Develop parameters for a new monitoring program, and possibly a consultant scope of services for the following SFY 2022-2023 UPWP (October-December 2021).

Responsible Agencies: DCTC.

Budget Estimate: FHWA \$7,503, FTA \$0, State \$1,185, Local \$395.

MP 27 – Performance Monitoring

Description: This task addresses work on researching and

developing performance measures that support federal and state requirements for performance-based transportation planning. We will use available data to measure progress towards short- and long-range planning goals for areas such as highway and bridge conditions, transportation safety, walking and bicycling infrastructure, transit use, traffic congestion, project delivery, and natural resource protection. We will also meet FAST Act rulemakings on various performance measures related to safety, pavement/bridge conditions, 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:

- Approval of new performance targets for safety, highway/bridge conditions, traffic congestion, transit assets, and transit safety (April 2021-March 2022).
- Data gathering and analysis related to performance measure monitoring (April-December 2021).
- Performance management review of the MTP (April 2021-March 2022).

Responsible Agency: DCTC and NYSDOT.

Budget Estimate: FHWA \$3,751, FTA \$451, State \$677, Local \$225.

MP 28 – Countywide Vehicle Speed Analysis

Description: We will continue to analyze speed patterns on county and local roads using data from task MP 23 –

2021-2022 Unified Planning Work Program (UPWP)

Vehicle/Bicycle/Pedestrian Count Activities. This speeding 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, we hope 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:

- Countywide high-end speeding analysis report (January-March 2022).

Responsible Agency: DCTC

Budget Estimate: FHWA \$7,503, FTA \$0, State \$1,185, Local \$395.

MP 29 – Functional Classification Update

Description: We will review the current functional classifications of our road network and make suggestions for changes. Functional classification is a national system used to define the role that a road plays in serving traffic flow throughout the network, grouping them into classes according to their character and role. Since traffic and land use patterns have changed considerably since our previous update, we believe a thorough review is warranted.

Products:

- Proposed Functional Classification changes (July 2020-

March 2022).

Responsible Agency: DCTC, DCDPW, and NYSDOT.

Budget Estimate: FHWA \$7,503, FTA \$0, State \$1,185, Local \$395.

Long-Range Transportation Planning (System Level)

The Long-Range Transportation Planning (System Level) category focuses on planning tasks that address long-range or system-wide transportation topics. This is where we try to understand the system at a holistic level and identify the major transportation challenges that we face beyond the near-term. Much of this work focuses on improving long-term safety, reliability, and access throughout the metropolitan area.

Our Metropolitan Transportation Plan (MTP) serves as the signature product of these long-range planning efforts, providing a 25-year vision for improving transportation in Dutchess County. The current MTP, [Moving Dutchess 2](#), will be superseded by [Moving Dutchess Forward](#): our new transportation plan with a 2045 horizon year. The new plan will serve as the basis for future planning activities and inform how we program future federal transportation funding.

Besides the MTP, the system-level planning tasks in the UPWP focus on regional, mode-specific subjects such as freight and transit, or regional initiatives such as the congestion management process.

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MP 31 – Metropolitan Transportation Plan (MTP)

Description: We develop a new MTP every five years, and it represents a major undertaking that takes substantial time and effort by staff. We began work on a new MTP in 2019, first asking ourselves what we wanted to accomplish with the plan and how we wanted to go about it. We also reviewed best practices from MPOs across the nation, which helped inform the strategic direction we wanted to take with the plan. This work influenced our decision early on to make a digital plan, one that was interactive and flexible, and not a traditional printed report. We also wanted the new plan to move away from the detailed sub-area approach used in previous MTPs and instead focus on more strategic policies and recommendations. This work shaped the four goals we developed for the plan, titled [Moving Dutchess Forward](#):

1. Prepare a transportation system that can anticipate and adapt to changes in the population, economy, housing, technology, climate, and travel behavior.
2. Provide safe and convenient access for all people to housing, jobs, education, goods and services, and recreational amenities, regardless of age, ability, race, income, location, or mode of transportation.
3. Promote smart transportation and land use policies at the regional, county, and local level to support economic development and environmental preservation.
4. Make transformative investments in our regional transportation system while maintaining fiscal constraint and leveraging private investment.

In 2020 we began developing content for the plan, which was organized around these four goals. Much of this content stemmed from our research into the questions that we felt needed to be answered to achieve the goals. During the 2020-2021 program, we completed draft sections on Goal 1 – learning about future trends, and Goal 2 – assessing barriers to safety, reliability, and access. We also completed a substantial piece of Goal 3 – advocating for smart land use and transportation polices. Lastly, we launched a plan website, an online map viewer, introductory video, and online survey.



Our new plan uses a special logo and design template to improve public/brand awareness.

Planning for our transportation future.

For the 2021-2022 program, we will finish our work on the new plan, with a focus on finalizing our vision statement and completing content on Goal 4 - making transformative investments. We will also continue our consultant contract to carry out a robust public outreach strategy for the plan; this will include the use of virtual engagement tools, and if possible, in-person activities such as pop-ups and open houses. Based on what we learn from the public, coupled with new data from the 2020 Census, we may reassess our work in previous sections. As in previous plans, [Moving Dutchess Forward](#) will address elements required by the FAST Act, including a Title VI equity analysis, a system performance report, and a financial plan. As of January 1, 2021, we estimate that the plan is 60 percent complete.

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Products:

- Public outreach (April-September 2021).
- Draft Goal 3-Advocate section (April-June 2021).
- Draft Goal 4-Invest section (April -June 2021).
- Draft Title VI/equity analysis, performance analysis, and financial plan (April-June 2021).
- Draft MTP (May-June 2021).
- Final MTP (June 2021).

Responsible Agencies: DCTC and member agencies.

Budget Estimate: FHWA \$243,836, FTA \$17,020, State \$41,691, Local \$13,897.

MP 32 – Air Quality and Energy Planning

Description: We will continue to 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.

Although the EPA does not require a regional emissions analysis for orphan area conformity statements, we will participate as needed in statewide Interagency Consultation Group (ICG) conference calls and meetings to review project

proposals and assess their impacts on regional air quality. We will also develop and publish required conformity determination statements for MPO actions in the Poughkeepsie Ozone Non-attainment Area, such as the adoption of our new MTP in 2021.

Products:

- ICG conference calls/meetings (April 2021-March 2022).
- MTP/TIP conformity determination statements (April 2021-March 2022).

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

Budget Estimate: FHWA \$11,254, FTA \$1,277, State \$2,016, Local \$672.

MP 33 – Congestion Management Process (CMP)

Description: We will continue our work with [OCTC](#) and [UCTC](#) to publish follow-on technical reports in support of the Mid-Hudson Valley TMA [Congestion Management Process \(CMP\)](#). The CMP, approved by the MPOs in 2019, builds on [previous CMP work](#) by the TMA and establishes a four-step process to measure and define, locate, and manage congestion on the National Highway System

The CMP calls for a four-part analysis of congestion at the regional, then the county, level. The TMA began this process during the 2019-2020 program year by publishing a technical

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memorandum that uses a macro-level analysis to identify the most congested areas in the region. For Dutchess, we followed this with a second technical memorandum that described our micro-level investigation of the congested areas identified in the region-wide screening. For 2021-2022 we will look at an additional technical memorandum covering a county-wide macro-level screening to measure overall congestion levels in the county, and then a micro-level investigation of any congested areas identified in the county-wide screening that were not already addressed in the regional analysis. The CMP also calls for a periodic reassessment of congestion to measure the effectiveness of our management efforts; however, this may be delayed due to 2020 travel patterns impacted by the COVID pandemic.

As part of this ongoing CMP work, the TMA will work closely with the NYSAMPO Modeling Working Group and the [University at Albany's AVAIL Team](#) to improve the functionality of its portal to 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 \(NHS\)](#), and includes archived speed and travel time data matched to location data.

Finally, this task addresses staff support of state, regional, and local [Travel Demand Management \(TDM\)](#) activities, including the [511NY Rideshare](#) program, [511NY website](#), and other NYSDOT TDM strategies to reduce single occupant vehicle travel and, in turn, help reduce traffic congestion and energy consumption.

Products:

- NPMRDS data analysis (April 2021-March 2022).
- CMP technical memos (April 2021-March 2022).
- TDM support (April 2021-March 2022).

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

Budget Estimate: FHWA \$37,513, FTA \$2,128, State \$6,322, Local \$2,107.

MP 34 – Emerging Transportation Technologies Planning

Description: This task addresses staff research and planning support for the deployment and integration of emerging transportation-related technologies and innovations. Much of this work will focus on researching the policy issues and practical considerations related to Connected and Autonomous Vehicles (CAVs). Connected vehicles refer to vehicles receiving real-time information from the other cars and infrastructure around it; autonomous vehicles refer to vehicles that can operate without human assistance through radar, lidar, GPS, sensors, and cameras. These and other emerging technologies have the potential to significantly change the nature of travel, especially for the elderly, young, and disabled, as well as the potential to greatly improve traffic safety.

Besides CAVs, this task will also investigate the planning and mobility issues surrounding the use of other emerging technologies such as Electric Vehicles (EV) and technology-driven mobility services supplied by Transportation Network

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Companies (TNC's) (e.g. Uber and Lyft). Together, these emerging technologies may bring new land use, infrastructure, and equity challenges. Staff will survey how these technologies are being used and identify how we might better prepare ourselves as they are introduced into the region and county.

We will also continue our traditional support of [Intelligent Transportation Systems \(ITS\)](#) activities. Much of this ITS work will focus on any updates to the Hudson Valley's ITS architecture and ITS deployment within our region and county. This includes ITS planning support for Dutchess County Public Transit.

Products:

- Research and planning activities related to emerging transportation technologies (e.g. CAV, EV, TNC, etc.) (April 2021-March 2022).
- Assist with updating and implementing the Hudson Valley's ITS architecture plan (April 2021-March 2022).

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

Budget Estimate: FHWA \$26,259, FTA \$2,128, State \$4,545, Local \$1,515.

MP 35 – Regional Transit Planning

Description: We will work with the other MPOs and agencies in the Mid-Hudson Valley TMA to implement the new regional

transit plan, [Connect Mid-Hudson](#), which was completed in late 2020. The transit plan identifies ways to better coordinate and connect existing transit systems between Dutchess, Orange, and Ulster counties, as well as between the three counties and the New York City and Albany metropolitan areas. The plan offers ideas on how the region's transit systems can better connect major urban and job centers to one another and to major transportation facilities such as train stations and park-and-ride lots.

The new plan includes an analysis of the future transit capital needs for the region, both for equipment and facilities, and estimates of the amount of funding needed to maintain and expand the regional transit system. Work during the 2021-2022 program year will focus on implementing recommendations from the plan and determining how the TMA can address unmet transit needs identified in the plan, both operational and capital.

Products:

- Implement recommendations from the Regional Transit Plan (April 2021-March 2022).
- Regional transit operational and capital planning (April 2021-March 2022).

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

Budget Estimate: FHWA \$0, FTA \$17,020, State \$3,191, Local \$1,064.

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MP 36 – Regional Freight Planning

Description: This task covers our work on analyzing the freight industry and goods movement trends across the region and county. Part of this work will focus on assisting agencies with implementing the recently completed [Statewide Freight Plan](#). We will also work with NYSDOT, OCTC, and UCTC on drafting a possible scope of work for a regional freight plan. Such a regional freight plan would 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 may require consultant services and likely not start until SFY 2022-2023.

Products:

- Draft Mid-Hudson Valley Regional Freight Plan Scope of Work (September 2021-March 2022).

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

Budget Estimate: FHWA \$33,762, FTA \$0, State \$5,331, Local \$1,777.

MP 37 – Regional Resiliency Planning

Description: We will continue to support the implementation of the [Mid-Hudson Valley Regional Sustainability Plan](#), which establishes a sustainability baseline for the region. The plan

includes inventories of greenhouse gas emissions and energy use and includes an assessment of sustainability indicators covering 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. We will provide support to other energy planning efforts, such as implementation of the [NYS Climate Action Plan](#) and the promotion of alternative fuels. This task also covers our research on the potential impacts that climate change will have on our transportation system.

Products:

- Implementation of the [Mid-Hudson Regional Sustainability Plan](#) (April 2021-March 2022).
- Resiliency planning (April 2021-March 2022).
- Climate change research (April 2021-March 2022).

Responsible Agencies: DCTC and NYSDOT.

Budget Estimate: FHWA \$11,254, FTA \$2,176, State \$2,176, Local \$725.

MP 38 – 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

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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, and planning for high-speed rail. We will participate in these and other studies if they affect Dutchess County or member agencies or support our transportation planning program.

Products:

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

Responsible Agencies: DCTC, NYSDOT, and member agencies.

Budget Estimate: FHWA \$11,254, FTA \$851, State \$1,937, Local \$645.

Long-Range Transportation Planning (Project Level)

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

We routinely leverage our resources to meet the transportation planning needs and priorities of its member

agencies and communities. We accomplish this through the development of specific studies completed in-house with our own staff or through private consultant services. These projects typically stem from recommendations identified through the MTP process or by a formal request by a member agency or municipality, and typically require more detailed analyses than the transportation system-level tasks (MP 30's).

MP 41 – Community Transportation Planning Assistance

Description: With support from the Dutchess County Planning Department, we 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 the Centers & Greenspaces planning approach, which seek to create less auto-dependent neighborhoods by transforming strip commercial areas into mixed-use centers, improving connections between land uses, and promoting walking, bicycling, and transit. These principles aim to reduce traffic congestion in neighborhoods and promote livability.

This task also covers our work to better coordinate local land use and transportation planning decisions and promote sustainable development. For 2021-2022, we will work the Planning Department on its new 'Housing Initiative' to research, educate, and promote transportation policies to expand the mix of housing types and level of affordability across the county. We will also continue our work with the [City of Poughkeepsie](#) to transform Market Street into a two-way street.

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Products:

- Community transportation planning assistance (April 2021-March 2022).
- Transportation planning support for Dutchess County Housing Initiative (April 2021-March 2022).
- City of Poughkeepsie Market Street redesign assistance (April 2021-March 2022).

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

Budget Estimate: FHWA \$37,513, FTA \$1,277, State \$6,162, Local \$2,054.

MP 42 – Local Pedestrian Planning Initiative

Description: With support from the Dutchess County Planning Department, the Council will provide technical assistance to select municipalities to inventory and evaluate their local sidewalk systems. This task typically 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. Since 2011, we have completed pedestrian plans for the [Villages of Millerton](#) , [Pawling](#), and [Rhinebeck](#), and for town centers in [Hyde Park](#), [Pine Plains](#), and [Poughkeepsie \(Arlington\)](#). Although no pedestrian plans are scheduled for the 2021-2022 UPWP, we will solicit communities for project requests during the period, with the goal of beginning work in spring 2022.

Products:

- Local pedestrian plan ‘call for projects’ (October 2021-March 2022).

Responsible Agencies: DCTC and Dutchess County Planning Department.

Budget Estimate: FHWA \$37,513, FTA \$851, State \$6,083, Local \$2,027.

MP 43 – Poughkeepsie 9.44.55

Description: In 2019 we launched a detailed analysis of the Route 9/44/55 interchange and the Route 44/55 west/eastbound arterials in Poughkeepsie. These highway facilities, vital to the mobility needs of residents, visitors, and businesses, serve as critical components of the region’s transportation system. Titled [Poughkeepsie 9.44.55](#), the analysis will identify how these facilities might be redesigned to improve safety, simplify travel, and better integrate them within the fabric of Poughkeepsie. This planning initiative not only seeks ways to make travel more reliable and safer for drivers, especially at the interchange, but also for those who walk, bike, or ride transit on the arterials. Due to the study area’s complexity, we have employed a staggered, two-phased approach:

- Phase I: The first phase of [Poughkeepsie 9.44.55](#) produced a series of conceptual designs aimed at reducing vehicle delay, improving safety, and mitigating non-recurring incidents at the interchange.

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The interchange, composed of a system of signalized and un-signalized on-ramps, exits, and intersections, connects Route 9 to the arterials, and by extension, the [Mid-Hudson Bridge](#). However, the configuration of ramps at the interchange creates numerous vehicle conflicts and forces drivers to make unintuitive movements. The preferred concept developed in Phase I mitigates these conditions.

- Phase II: The second phase of [Poughkeepsie 9.44.55](#) will produce conceptual designs for the west- and eastbound arterials. The designs will balance the needs of drivers, transit customers, pedestrians, and bicyclists travelling on or near the arterials, while improving overall safety, operations, and livability. Phase II, begun in late 2020, will build upon Phase I and offer solutions to improve travel on the arterials.

[Poughkeepsie 9.44.55](#) will also assess the feasibility, right-of-way needs, environmental impacts, and costs associated with the preferred design concepts. We expect this effort to result in a future funding application.

As of January 1, 2021, this consultant supported project was 60 percent complete. During 2019-2020, we completed work on gathering data and analyzing existing conditions. During 2020-2021, we developed the microsimulation model and four design concepts for the interchange. For 2021-2020, we will develop design concepts for the arterials and complete a draft report and then a final report to complete the study.

Products:

- Task 6-Phase II: arterial design concepts (April-June 2021).
- Virtual meeting for arterial concepts (April-June 2021)
- Task 7: Draft Concept Plan (July-September 2021).
- Virtual meeting for draft plan (July-August 2021)
- Task 8: Final Concept Plan (July-September 2021).

Responsible Agencies: DCTC, NYSDOT, NYSBA, and City and Town of Poughkeepsie.

Budget Estimate: FHWA \$206,324, FTA \$1,277, State \$32,816, Local \$10,939.



We will complete the [Poughkeepsie 9.44.55](#) analysis of the Route 9 interchange (above) and 44/55 arterials (right) in 2021. This planning effort will produce design concepts that improve their travel safety and operations, while addressing their integration with the community.

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MP 44 – Pedestrian-Bicycle Plan Implementation

Description: This task addresses work on implementing recommendations from [Walk Bike Dutchess](#) – our countywide Pedestrian and Bicycle Plan – and further integrating walking and bicycling into the county’s transportation system. We will continue to host and coordinate a [Bicycle-Pedestrian Advisory Committee \(BPAC\)](#) and use our 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](#).



In 2020 we helped the City of Poughkeepsie with its installation of a temporary bike lane on Market Street.

Products:

- Implementation of walking and bicycling recommendations from [Walk Bike Dutchess](#) (April 2021-March 2022).
- Quarterly BPAC meetings (April 2021-March 2022).

- Dutchess County ADA Transition Plan assistance (April 2021-March 2022).

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

Budget Estimate: FHWA \$18,757, FTA \$851, State \$3,122, Local \$1,040.

MP 45 – Complete Streets Implementation

Description: We will continue to manage an inter-departmental [Complete Streets Committee](#) to implement the County’s [Complete Streets Policy](#), with a focus on influencing the design of county highway and building projects that support the policy. We will also work with private developers to promote Complete Streets features in land use developments requiring county permits; this includes working to incorporate pedestrian, bicycle, ADA, and other improvements in proposed projects, particularly in designated centers.

We will also continue our support of the County’s traffic safety awareness campaign, [Watch Out For Me](#), to improve walking and bicycling safety in the county. These public outreach efforts include bus signs, brochures and posters, presentations, and youth education. The Committee, working with the County Department of Behavioral & Community Health (DBCH), will direct its outreach efforts to target populations including youth, older adults, and transit riders. This task also covers planning assistance to municipalities in

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the development of local Complete Streets policies and plans.

Products:

- County Complete Streets Policy implementation (April 2021-March 2022).
- *Watch Out For Me* campaign materials (April 2021-March 2022).
- Bi-monthly Inter-Departmental Complete Streets Committee meetings (April 2021-March 2022).

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 \$37,513, FTA \$2,128, State \$6,322, Local \$2,107.

MP 46 – Transportation Safety Planning

Description: We routinely conduct [Safety Assessments \(SA\)](#) at high-crash locations identified through an analysis of crash data or as suggested by member agencies. For 2021-2022, we may conduct a SA at a location identified in our long-range plan or requested by a member agency. The SA would identify low cost strategies to improve transportation safety on high-crash road segments and intersections. If done, we will follow a modified version of FHWA's [Road Safety Audit \(RSA\)](#) process and NYSAMPO's Safety Assessment guidelines to complete each SA. Working with our member agencies, we will continue

to support safety-related recommendations from [Moving Dutchess 2](#) and [NYSDOT's Strategic Highway Safety Plan](#).

We will also continue to participate on the [Dutchess County Traffic Safety Board \(DCTSB\)](#) to help identify and mitigate local safety issues. We will also support any work done by the DCTSB for its School Bus Safety Awareness Campaign, such as public service announcements and signage to educate drivers about the dangers of passing school buses while loading or unloading students. This includes assisting the county with its implementation of the State's recent [Stop-Arm Camera](#) legislation.

Products:

- Possible Safety Assessment (September-December 2021).
- DCTSB meetings (April 2021-March 2022).
- Dutchess County School Bus Safety Awareness Campaign support (April 2021-March 2022).
- Dutchess County Stop-Arm implementation support (April 2021-March 2022).

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

Budget Estimate: FHWA \$37,513, FTA \$851, State \$6,083, Local \$2,027.

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MP 47 – Coordination of Human Service Transportation

Description: In coordination with human service providers, we will promote transportation projects that improve the mobility of special needs populations such as the disabled and elderly. We will help secure funding for eligible projects through FTA programs such as [Section 5310 \(Enhanced Mobility of Seniors and Individuals with Disabilities\)](#). We will also complete our update to the [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.

Products:

- Coordination with human service agencies to help meet their clients' mobility needs (April 2021-March 2022).
- Update the Coordinated Public Transit-Human Services Transportation Plan (April-December 2021).
- Prioritize FTA Section 5310 projects in Dutchess County and the TMA (April-December 2021).

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

Budget Estimate: FHWA \$0, FTA \$6,383, State \$1,197, Local \$399.

MP 48 – Local Transit Planning

Description: We will 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. We will actively seek the participation of 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 includes work on requests from operators to satisfy FTA Triennial Review data requests or to meet other federal and state reporting requirements (e.g. TrAMS and 17-A reports).



We work closely with local transit providers such as Dutchess County Public Transit to improve the delivery of transit services throughout the county.

We will support ongoing work by Dutchess County Public Transit on its countywide transit plan and its assessment of the location and accessibility of bus stops and shelters on its bus routes. We will also provide planning support to improve

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the availability of scheduling information for the public and support marketing efforts by Dutchess County Public Transit to expand public awareness of existing services. We will also continue to participate on their Transit Advisory Committee.

Products:

- System, operational, and financial data sharing with transit providers, as per written agreement (April 2021-March 2022).
- Planning support for the county transit plan (April 2021-March 2022).
- Planning support for the bus stop and shelter study (April-September 2021).
- Transit AVL and marketing support (April 2021-March 2022).
- Transit Advisory Committee meetings (April 2021-March 2022).

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

Budget Estimate: FHWA \$0, FTA \$28,934, State \$5,425, Local \$1,808.

Short-Range Transportation Planning

The Short-Range Transportation Planning category focuses on planning projects with near-term horizons that support recommendations in previous plans and studies. In coordination with the Dutchess County Planning Department, we will review proposed land use and transportation projects

for their potential impacts on the area's transportation network and for their consistency with our strategic goals and objectives, especially as they relate to livability and sustainable development.

MP 51 – Transportation Impact Reviews/Sustainable Development Practices

Description: Through the [Dutchess County Department of Planning and Development](#), we will 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. These activities seek to improve transportation safety and access while balancing the need for economic development and environmental preservation. Council and Dutchess County Planning staff will do 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, we will recommend ways to mitigate impacts to the transportation system, especially on state and county highways.

Products: Site plan and zoning referral memorandums (April 2021-March 2022).

Responsible Agencies: DCTC and Dutchess County Planning Department.

Budget Estimate: FHWA \$46,892, FTA \$3,675, State \$8,093, Local \$2,698.

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MP 52 – Inter-Departmental Project Coordination

Description: This task covers work to improve the coordination between the Council, [Dutchess County Planning Department, DCDPW](#), and [DBCH](#) with regard to processing permit applications and using consistent messaging on project reviews. 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. Much of the work on this task will focus on progressing pedestrian projects selected through the county’s locally funded Universal Accessibility Program and completion of the Poughkeepsie Urban Trail.

Products:

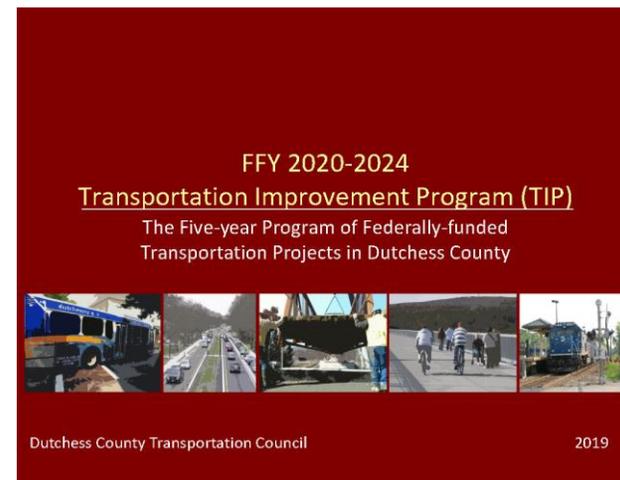
- Planning support for projects funded through the County’s Universal Accessibility Program (April 2021-March 2022).
- Planning support for the Poughkeepsie Urban Trail to include participation on the project advisory committee (April 2021-March 2022).
- Recommendations on CDBG project submissions (October-December 2021).

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

Budget Estimate: FHWA \$15,631, FTA \$193, State \$2,504, Local \$835.

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 Council as part of the metropolitan transportation planning process. Using the Federal Fiscal Year (FFY) calendar, the TIP covers a five-year period and is updated in conjunction with the [Statewide Transportation Improvement Program \(STIP\)](#). The current [FFY 2020-2024 TIP](#) addresses federal funding for October 1, 2019 through September 30, 2024. We periodically amend the TIP to account for funding, scope, and schedule changes.



We approved the FFY 2020-2024 TIP in 2019, programming almost \$110 million in federal funds for state, regional, and local highway and transit projects in Dutchess County.

MP 61 – Transportation Improvement Program (TIP)

Description: This task includes all activities necessary to maintain the [FFY 2020-2024 TIP](#), primarily through

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Amendments and Administrative Modifications that meet FAST Act requirements, maintain fiscal constraint, and support changing sponsor priorities and project scopes. In order to improve STIP performance, we will actively engage project sponsors to progress local federal-aid projects and ensure that the TIP accurately reflects ongoing project realities.

We will also review project applications submitted in response to possible statewide project solicitations for the [Highway Safety Improvement Program \(HSIP\)](#), NYSDOT's [Pedestrian Safety Action Plan \(PSAP\)](#), and [Surface Transportation Block Grant program \(STBG\)](#) set-asides for pedestrian-bicycle projects, congestion mitigation/air quality improvements, and off-system bridges.



We use the TIP to program federal funds for local transportation projects such as the reconstruction of CR 93 (Myers Corners Rd) in the Town of Wappinger shown here.

Products:

- TIP Amendments and Administrative Modifications (April 2021-March 2022).
- Federal-aid project coordination meetings with NYSDOT-Region 8 Local Projects Unit (April 2021-March 2022).
- Review project applications (as needed).

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

Budget Estimate: FHWA \$50,018, FTA \$3,868, State \$8,623, Local \$2,875.

Other Activities

MP 71 – New York State Association of Metropolitan Planning Organizations (NYSAMPO) Activities

Description: We actively 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. These activities are supported by FHWA and FTA planning funds, which are matched by NYSDOT. In addition to regular staff director meetings, NYSAMPO employs several working groups to promote information sharing and best practices among staff, covering such topics as safety, bicycle and pedestrian planning, traffic management and operations, climate change, transit planning, travel demand modeling, and GIS mapping. We will continue to chair the bicycle-pedestrian working group for SFY 2021-2022.

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Products:

- NYSAMPO Director meetings/calls (April 2021-March 2022).
- NYSAMPO working group meetings/calls (April 2021-March 2022).
- NYSAMPO Bicycle-Pedestrian Working Group Chair activities (April 2021-March 2022).

Responsible Agencies: DCTC, NYSDOT, and NYSAMPO.

Budget Estimate: FHWA \$12,504, FTA \$1,290, State \$2,216, Local \$739.

Object Budgets; Table 6 summarizes the FTA Detailed Budget; and Table 7 shows the federal, state, and county cost estimates for each individual task.

14. Public Participation Process

Our Planning Committee discussed the Draft 2021-2022 UPWP at its meetings on December 22, 2020, and January 27, 2021. On January 19, 2021, we issued a public notice to our 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 for 30-days. The final draft UPWP was also posted on our [website](#). No public comments were received, and the Council adopted the UPWP by ballot on February 26, 2021.

15. SFY 2021-2022 Program Budgets

The following tables provide information on the use of federal, state, and county funds in support of our work activities for SFY 2021-2022. Tables 2 and 3 summarize the FHWA and FTA Task Budgets; Tables 4 and 5 summarize the FHWA and FTA

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Table 2. DCTC 2021-2022 UPWP FHWA (PL) Task Budget

UPWP Task	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$187,568	\$9,870	n/a	\$197,438
Data Development and Analysis	\$187,567	\$9,872	n/a	\$197,439
Long-Range Transportation Planning (System Level)	\$375,133	\$19,744	n/a	\$394,877
Long-Range Transportation Planning (Project Level)	\$375,134	\$19,745	n/a	\$394,879
Short-Range Transportation Planning	\$62,522	\$3,291	n/a	\$65,813
Transportation Improvement Program (TIP)	\$50,018	\$2,633	n/a	\$52,651
Other Activities	\$12,504	\$658	n/a	\$13,162
Toll Credits	n/a	n/a	\$197,439	\$197,439
Total	\$1,250,446	\$65,813	\$197,439	\$1,513,698

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

Table 3. DCTC 2021-2022 UPWP FTA (MPP) Task Budget

UPWP Task	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$25,787	\$1,612	\$4,836	\$32,235
Data Development and Analysis	\$9,026	\$564	\$1,692	\$11,282
Long-Range Transportation Planning (System Level)	\$42,550	\$2,659	\$7,978	\$53,187
Long-Range Transportation Planning (Project Level)	\$42,550	\$2,659	\$7,978	\$53,187
Short-Range Transportation Planning	\$3,868	\$242	\$725	\$4,835
Transportation Improvement Program (TIP)	\$3,868	\$242	\$725	\$4,835
Other Activities	\$1,290	\$81	\$242	\$1,613
Total	\$128,939	\$8,059	\$24,176	\$161,174

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

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Table 4. DCTC 2021-2022 UPWP FHWA (PL) Object Budget

Item	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$565,914	\$29,785	n/a	\$595,699
Fringe Benefits	\$346,851	\$18,255	n/a	\$365,106
Travel	\$1,029	\$54	n/a	\$1,083
Equipment	\$248	\$13	n/a	\$261
Supplies/Reproduction	\$1,702	\$90	n/a	\$1,792
Contractual	\$187,935	\$9,891	n/a	\$197,826
Indirect Charges	\$146,767	\$7,725	n/a	\$154,492
Toll Credits	n/a	n/a	\$197,439	\$197,439
Total	\$1,250,446	\$65,813	\$197,439	\$1,513,698

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

Table 5. DCTC 2021-2022 UPWP FTA (MPP) Object Budget

Item	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$65,757	\$4,109	\$12,329	\$82,195
Fringe Benefits	\$39,971	\$2,498	\$7,495	\$49,964
Travel	\$1,290	\$81	\$242	\$1,613
Equipment	\$1,290	\$81	\$242	\$1,613
Supplies/Reproduction	\$1,290	\$81	\$242	\$1,613
Contractual	\$0	\$0	\$0	\$0
Indirect Charges	\$19,341	\$1,209	\$3,626	\$24,176
Total	\$128,939	\$8,059	\$24,176	\$161,174

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

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Table 6. DCTC 2021-2022 UPWP FTA (MPP) Detailed Budget

	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYS DOT	
Item				
Staff Salaries	\$65,757	\$4,109	\$12,329	\$82,195
Fringe Benefits	\$39,971	\$2,498	\$7,495	\$49,964
Travel	\$1,290	\$81	\$242	\$1,613
Equipment	\$1,290	\$81	\$242	\$1,613
Supplies/Reproduction	\$1,290	\$81	\$242	\$1,613
Contractual	\$0	\$0	\$0	\$0
Indirect Charges	\$19,341	\$1,209	\$3,626	\$24,176
Total	\$128,939	\$8,059	\$24,176	\$161,174
Task				
44.21.00 - Program Support, Administration & Liaison	\$25,787	\$1,612	\$4,836	\$32,235
44.22.00 - Data Development & Analysis	\$9,026	\$564	\$1,692	\$11,282
44.23.01 - Long Range Transportation Planning-System Level	\$42,550	\$2,659	\$7,978	\$53,187
44.23.02 - Long Range Transportation Planning-Project Level	\$42,550	\$2,659	\$7,978	\$53,187
44.24.00 - Short Range Transportation Planning	\$3,868	\$242	\$725	\$4,835
44.25.00 - Transportation Improvement Program	\$3,868	\$242	\$725	\$4,835
44.27.00 - Other Activities	\$1,290	\$81	\$242	\$1,613
Total	\$128,939	\$8,059	\$24,176	\$161,174

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

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Table 7. DCTC 2021-2022 UPWP Task Cost Estimates

Task	FHWA (PL)	FTA (MPP)	NYS DOT	Dutchess County	Total
MP11 - Council Support	\$93,786	\$12,891	\$17,224	\$5,745	\$129,646
MP12 - Uinified Planning Work Program (UPWP)	\$22,508	\$3,094	\$4,134	\$1,378	\$31,114
MP13 - Public Participation Activities	\$22,508	\$3,094	\$4,134	\$1,378	\$31,114
MP14 - Transportation Management Area (TMA) Coordination	\$20,632	\$2,837	\$3,790	\$1,263	\$28,522
MP15 - Federal, State, and Local Reporting	\$20,632	\$2,837	\$3,790	\$1,263	\$28,522
MP16 - Professional Development	\$7,503	\$1,031	\$1,378	\$459	\$10,371
MP21 - Demographic Data Analysis and Forecasting	\$37,513	\$6,318	\$7,108	\$2,369	\$53,308
MP22 - Travel Data Analysis and Forecasting	\$15,005	\$1,354	\$2,623	\$875	\$19,857
MP23 - Vehicle/Bicycle/Pedestrian Count Program	\$75,027	\$0	\$11,846	\$3,949	\$90,822
MP24 - Major Projects Tracking	\$7,503	\$451	\$1,270	\$423	\$9,647
MP25 - Geographic Information Systems (GIS)/Database Management	\$26,259	\$451	\$4,231	\$1,410	\$32,351
MP26 - Pavement Condition Monitoring	\$7,503	\$0	\$1,185	\$395	\$9,083
MP27 - Performance Monitoring	\$3,751	\$451	\$677	\$225	\$5,104
MP28 - Countywide Vehicle Speed Analysis	\$7,503	\$0	\$1,185	\$395	\$9,083
MP29 - Functional Classification Update	\$7,503	\$0	\$1,185	\$395	\$9,083
MP31 - Metropolitian Transportation Plan (MTP)	\$243,836	\$17,020	\$41,691	\$13,897	\$316,444
MP32 - Air Quality and Energy Planning	\$11,254	\$1,277	\$2,016	\$672	\$15,219
MP33 - Congestion Management Planning (CMP)	\$37,513	\$2,128	\$6,322	\$2,107	\$48,070
MP34 - Emerging Transportation Technologies Planning	\$26,259	\$2,128	\$4,545	\$1,515	\$34,447
MP35 - Regional Transit Planning	\$0	\$17,020	\$3,191	\$1,064	\$21,275
MP36 - Regional Freight Planning	\$33,762	\$0	\$5,331	\$1,777	\$40,870
MP37 - Regional Resiliency Planning	\$11,254	\$2,128	\$2,176	\$725	\$16,283
MP38 - State and Regional Transportation Study Liaison	\$11,254	\$851	\$1,937	\$645	\$14,687
MP41 - Community Transportation Planning Assistance	\$37,513	\$1,277	\$6,162	\$2,054	\$47,006
MP42 - Local Pedestrian Planning Initiative	\$37,513	\$851	\$6,083	\$2,027	\$46,474
MP43 - Poughkeepsie 9.44.55	\$206,324	\$1,277	\$32,816	\$10,939	\$251,356
MP44 - Bicycle-Pedestrian Plan Implementation	\$18,757	\$851	\$3,122	\$1,040	\$23,770
MP45 - Complete Streets Implementation	\$37,513	\$2,128	\$6,322	\$2,107	\$48,070

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Table 7. DCTC 2021-2022 UPWP Task Cost Estimates (Cont'd.)

Task	FHWA (PL)	FTA (MPP)	NYS DOT	Dutchess County	Total
MP46 - Transportation Safety Planning	\$37,513	\$851	\$6,083	\$2,027	\$46,474
MP47 - Coordination of Human Service Transportation	\$0	\$6,383	\$1,197	\$399	\$7,979
MP48 - Local Transit Planning	\$0	\$28,934	\$5,425	\$1,808	\$36,167
MP51 - Transportation Impact Reviews/Sustainable Development Practices	\$46,892	\$3,675	\$8,093	\$2,698	\$61,358
MP52 - Inter-Departmental Project Coordination	\$15,631	\$193	\$2,504	\$835	\$19,163
MP61 - Transportation Improvement Program (TIP)	\$50,018	\$3,868	\$8,623	\$2,875	\$65,384
MP71 - NYSAMPO Activities	\$12,504	\$1,290	\$2,216	\$739	\$16,749
Total	\$1,250,446	\$128,939	\$221,615	\$73,872	\$1,674,872