

FFY 2020-2024

# Transportation Improvement Program (TIP)

The Five-year Program of Federally-funded  
Transportation 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) FEDERAL FISCAL YEAR (FFY) 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**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 Dutchess County Transportation Council are authorized by the Fixing America's Surface Transportation (FAST) Act (Pub. L. 112-141, December 4, 2015); and

**WHEREAS**, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (Federal Register Vol. 81, No. 103) on May 27, 2016 that implemented the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304; and

**WHEREAS**, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that a Metropolitan Planning Organization, in cooperation with the state, develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area; and

**WHEREAS**, the TIP planning process shall provide for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the FAST Act; and

**WHEREAS**, the TIP contains projects consistent with the current Metropolitan Transportation Plan (MTP), and when implemented, will make progress towards achieving the performance targets established in the MTP; and

**WHEREAS**, the TIP includes all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; and

**WHEREAS**, the TIP includes a financial plan that demonstrates fiscal constraint and shows how the TIP can be implemented with available funding; and

**WHEREAS**, the Dutchess County Transportation Council consulted with state and local entities, and public transportation operators in developing the TIP for its Metropolitan Planning Area; and

**WHEREAS**, the Dutchess County Transportation Council has provided all interested parties with a reasonable opportunity to comment on the TIP, including the extent practicable in electronically accessible formats and means such as the internet; and

**WHEREAS**, the Dutchess County Transportation Council held a 30-day public comment period for the proposed TIP starting May 24, 2019 and ending June 24, 2019, which included a public meeting held on June 5, 2019; and

**WHEREAS**, in November 2018 the United States Environmental Protection Agency (EPA) promulgated guidance to assist MPO's with implementing the February 16, 2018 decision from the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138); and

**WHEREAS**, said guidance provided the requirements to demonstrate transportation conformity for areas that were in a nonattainment or maintenance status for the 1997 ozone NAAQS, but designated attainment for the stricter 2008 ozone NAAQS, referred to as 'orphan areas;' and

**WHEREAS**, the Dutchess County Transportation Council falls into this 'orphan area' category, known locally as the 1997 Poughkeepsie Ozone Non-attainment Area, which includes Orange and Putnam counties; and

**WHEREAS**, the Dutchess County Transportation Council, Orange County Transportation Council, and New York Metropolitan Transportation Council subsequently completed a transportation conformity determination statement for their individual TIPs; now therefore be it

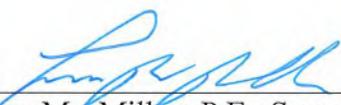
**RESOLVED**, that the Dutchess County Transportation Council adopts the attached five-year 2020-2024 TIP and authorizes the Secretary of the Dutchess County Transportation Council to transmit it to the Federal Highway Administration, Federal Transit Administration, and New York State Department of Transportation for inclusion in the four-year 2020-2023 Statewide Transportation Improvement Program (STIP); and be it further

**RESOLVED**, that projects identified as obligated in Federal Fiscal Year 2019 are automatically incorporated in the Federal Fiscal Year 2020 annual element if they are not obligated prior to September 30, 2019; and be it further

**RESOLVED**, that the Dutchess County Transportation Council self-certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable federal and state rules and regulations.

**CERTIFICATE**, the undersigned, duly qualified and Secretary of the Dutchess County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted at a meeting on June 27, 2019.

6/27/19  
Date

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

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### **1. Background**

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

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

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

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

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

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

#### DCTC Organization

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

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nominated by the Dutchess County Supervisors and Mayors Association.

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

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

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

### Mid-Hudson Valley Transportation Management Area

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

The [Orange County Transportation Council \(OCTC\)](#) and [Ulster County Transportation Council \(UCTC\)](#) manage the metropolitan transportation planning processes for their respective counties, while the [North Jersey Transportation Planning Authority \(NJTPA\)](#) is responsible for metropolitan 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 \(Buses and Bus Facilities\)](#) transit funding in the region. As part of a TMA, the MPOs must also develop a Congestion Management Process (CMP) to identify strategies to reduce traffic congestion and improve operations. Lastly, the MPOs must undergo an in-person Federal Certification Review every four years. The TMA completed its most recent [Federal Certification](#) in 2017, with the final certification report issued in 2018. The Certification

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Figure 1. Transportation Council Membership

<p><b><u>Permanent Voting Members</u></b></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><b><u>One Member from the Partially Urbanized Towns (rotating)</u></b></p> <p>Town of Pawling Supervisor Town of Pleasant Valley Supervisor Town of Union Vale Supervisor</p> <p><b><u>One Member from the Urbanized Villages (rotating)</u></b></p> <p>Village of Fishkill Mayor Village of Pawling Mayor Village of Wappingers Falls Mayor</p>	<p><b><u>Two Members from the Non-Urban Towns and Villages<sup>1</sup></u></b></p> <p>Town of Amenia Supervisor Town of Clinton Supervisor Town of Dover Supervisor Town of Milan Supervisor 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><b><u>Non-Voting Members</u></b></p> <p>Federal Highway Administration Federal Transit Administration NYSDOT Regional Director (Permanent Secretary) NYS Bridge Authority Director Dutchess County Department of Planning &amp; Development Dutchess County Department of Public Works Dutchess County Division of Public Transit</p>
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<sup>1</sup> As nominated by the Dutchess County Supervisors and Mayors Association.

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

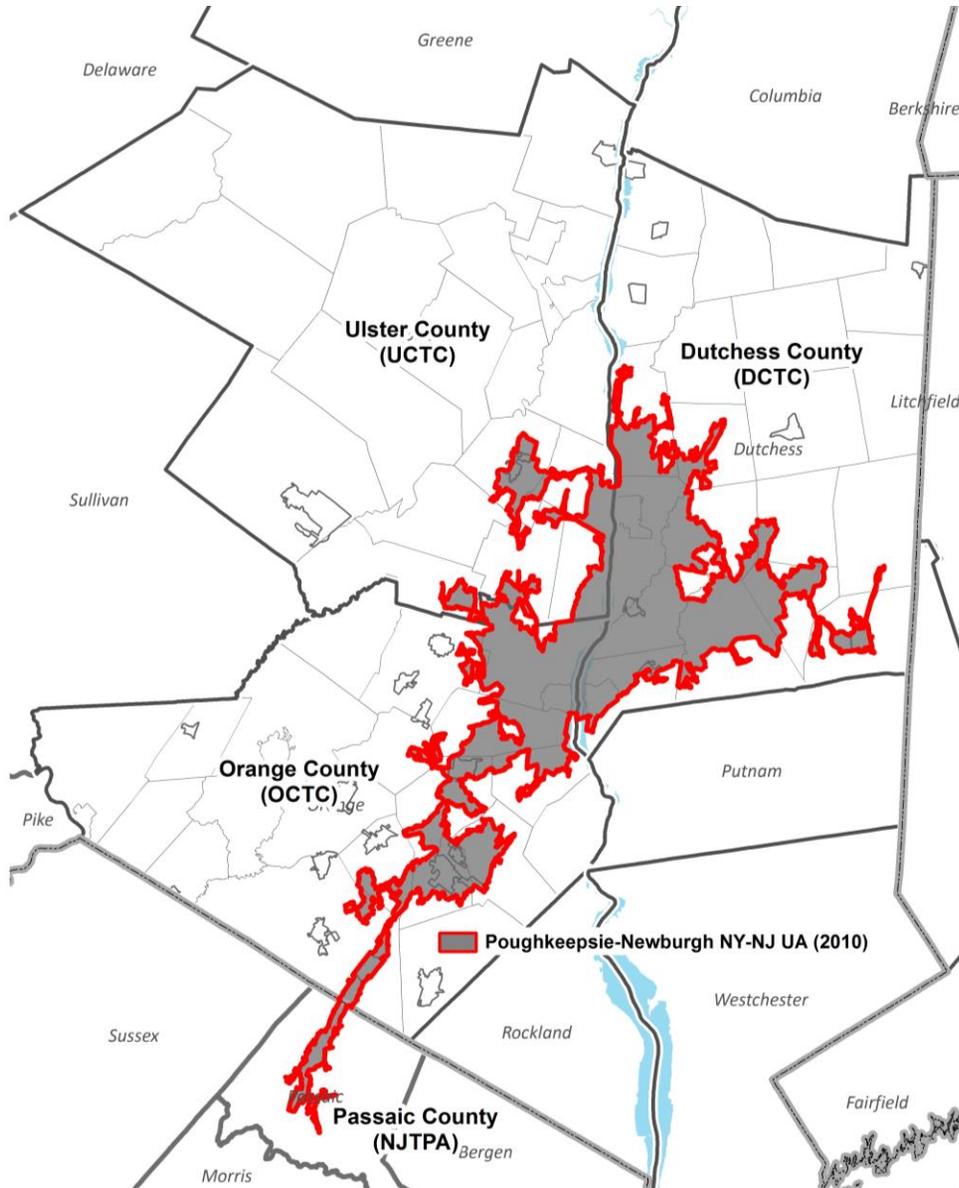
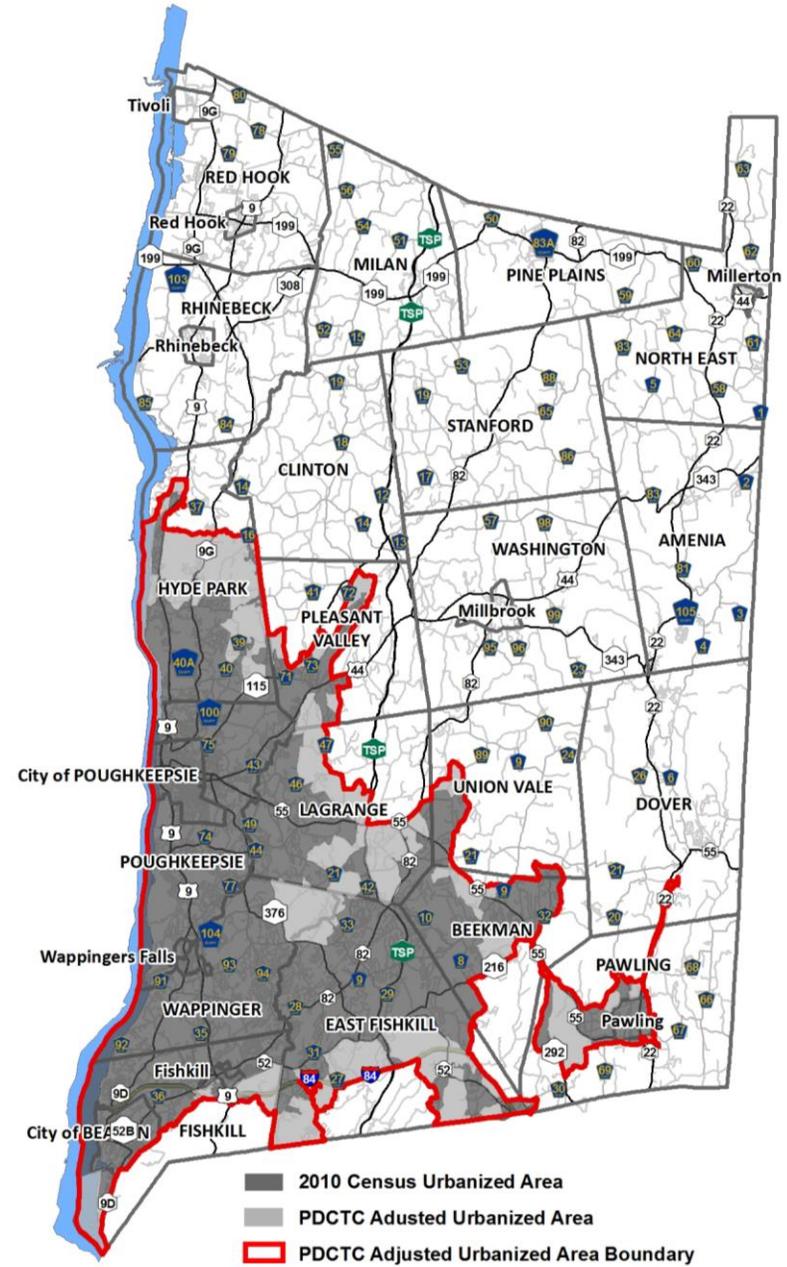


Figure 3. DCTC Adjusted Urbanized Area



identified two corrective actions that the MPOs have already addressed: reporting end-of-year expenditures for the UPWP and updating the regional CMP.

## **2. TIP Development**

### Overview

The TIP serves as the prioritized listing of federally funded transportation projects in Dutchess County and is developed and adopted by the Transportation Council as part of the metropolitan transportation planning process. The TIP identifies capital and non-capital surface transportation projects or project phases that are proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53. At a minimum, the TIP must be updated at least once every four years and approved by the MPO and Governor. In New York, the TIP update cycle coincides with the update cycle for the [Statewide Transportation Improvement Program \(STIP\)](#), which is typically done every three years.

The FAST Act requires that MPOs develop the TIP in cooperation with the state and all affected public transportation operators. The TIP must contain projects that are consistent with the current Metropolitan Transportation Plan (MTP) (e.g. [Moving Dutchess 2](#)) and reflect the investment priorities established in the MTP. The TIP must also include, to the maximum extent practicable, a description of the anticipated effect of the TIP on achieving the performance targets established in the MTP, linking investment priorities to those performance targets.

In developing the TIP, the MPO is required to provide an opportunity for participation by interested parties. For the Transportation Council, this occurs at monthly Planning Committee meetings and through formal public comment periods. An MPO must also develop estimates of funds that are reasonably expected to be available to support program implementation. The TIP must include a financial plan that demonstrates how the TIP can be implemented using estimates of public and private resources that are reasonably expected to be available to carry out the program.

For each project or project phase, the TIP must include sufficient descriptive material to identify the project (e.g. type of work, length, location, termini). The TIP shall also show the estimated total project cost and amount of federal funds proposed to be obligated during each program year for the project or phase. Listings also identify the agency responsible for carrying out the project. Though the TIP focuses on the programming of federal funds, it also includes state-funded transportation projects or phases to provide a complete picture of transportation improvements in the region.

The FFY 2020-2024 TIP covers the period from October 1, 2019 through September 30, 2024 and coincides with the Federal Fiscal Year (FFY) calendar. Upon Transportation Council approval, the 2020-2024 TIP will be incorporated into the STIP, which is then reviewed and approved by FHWA and FTA. Federal approval is required by October 1, 2019, which is the start of the 2019 FFY.

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### Relationship to the Metropolitan Transportation Plan

The TIP is an essential product of the overall transportation planning process, since it is through the TIP that the Transportation Council commits to the implementation of transportation projects. Once programmed on the TIP, a sponsor may proceed with work on a project; for a typical highway project, this would include activities such as preliminary and detailed design, right-of-way acquisition, and construction. Projects must be consistent with the ten goals identified in [Moving Dutchess 2](#):

1. Maintain highways and bridges in a state of good repair.
2. Maintain the transit system in a state of good of repair and increase ridership to reduce traffic and promote sustainable development.
3. Improve safety to reduce transportation-related fatalities, injuries, and property damage.
4. Reduce traffic congestion to improve our quality of life and promote economic development.
5. Increase bicycling and walking to reduce traffic, improve operations, and promote sustainable development.
6. Increase ridesharing opportunities to reduce traffic, improve operations, and promote sustainable development.
7. Reduce transportation-related impacts to the environment and promote sustainable development and smart growth.
8. Increase public participation in the transportation planning process.
9. Improve the delivery of federally funded transportation projects.
10. Improve transportation security.

### FAST Act Planning Factors

In addition to addressing its own strategic goals, the Transportation Council must also operate under the tenets of the FAST Act, which provides funding for transportation projects and establishes federal transportation priorities. 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

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system and reduce or mitigate storm water impacts of surface transportation.

10. Enhance travel and tourism.

### **TIP Project Selection**

Using the previous 2017-2021 TIP as its basis, the Transportation Council developed the 2020-2024 TIP with the cooperation of state and local officials, regional and local transit operators, and other affected transportation and regional planning agencies. These entities reviewed their programmed projects and re-prioritized them based on changes in funding availability and eligibility, updated project schedules and scopes, and local infrastructure goals.

The Transportation Council began work on the 2020-2024 TIP in late 2018, when federal and state funding targets were first provided by NYSDOT. The TIP development process covered four major activities:

1. Reviewing existing projects so that costs, scopes, and schedules reflected the most up-to-date information available.
2. Identifying new transit projects from local and regional transit operators. Due to a lack of available highway funding, the Transportation Council did not solicit for new highway projects.
3. Prioritizing projects based on sponsor schedules and funding capabilities.
4. Reconciling requested cost and schedule changes with available funding by fiscal year and fund source.

During the review of existing projects, project sponsors assessed their ability to progress projects in light of new project priorities, scope changes, and available funding resources. This assessment resulted in the removal of two local highway projects that were programmed on the 2017-2021 TIP, but withdrawn from the 2020-2024 TIP:

1. PIN 875909: Academy Street reconstruction from Montgomery Street to South Avenue in the City of Poughkeepsie (\$3.1 million).
2. PIN 875982: Grand Avenue reconstruction from Main Street to Hooker Avenue in the City of Poughkeepsie (\$2.4 million).

The removal of these two local highway projects, totaling \$5.5 million in federal funds, enabled the Transportation Council to meet fiscal constraint in the 2020-2024 TIP.

### **3. Transportation Funding**

The FAST Act authorizes a variety of funding programs that support highway, transit, and bicycle-pedestrian projects and requires that the TIP be financially constrained by using estimates of current and reasonably available future revenues to program projects. The 2020-2024 TIP includes only projects for which construction or operating funds are reasonably expected to be available during the five-year period. The Transportation Council estimated funds from four main sources:

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1. Federal-aid highway funding (Title 23) administered through FHWA
2. Federal transit assistance (Title 49) administered through FTA
3. State matching funds
4. Local matching funds

To reflect Year of Expenditure (YOE) dollars (the future estimated value of the dollar after accounting for inflation), NYSDOT applied a two percent annual inflation factor to the costs of projects and phases beyond FFY 2020. The inflation factors allow NYSDOT to demonstrate financial constraint in the STIP by accounting for rising labor, equipment, and material costs.

### **Highway Programs**

The FAST Act builds upon previous transportation laws and consolidates highway funding programs into a more focused set of core programs, prioritizing the maintenance and improvement of transportation facilities that serve the national or federal interest.

#### National Highway Performance Program (NHPP)

The [NHPP](#) supports maintenance and improvement activities for the [National Highway System \(NHS\)](#), which includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS is developed by the [U.S. Department of Transportation \(USDOT\)](#) in cooperation with states, local officials, and MPOs. The NHPP supports the construction of new facilities on the NHS and

other activities that help agencies attain performance targets established in a state's NHS asset management plan. The federal share for the NHPP is generally 80 percent of the total project cost.

In Dutchess County, the current NHS covers approximately 250 centerline miles of State highways, primarily I-84, Routes 9, 9D, 22, 44, and 55, and the Taconic State Parkway. NHS roads represent ten percent of total centerline mileage in Dutchess County. Figure 4 shows the NHS in Dutchess County.

NHPP projects must be on an eligible facility and support the achievement of national performance goals for improving infrastructure condition, safety, mobility, and freight movement on the NHS, and also be consistent with state and MPO plans such as [Moving Dutchess 2](#). NHPP eligible activities can include the following types of projects:

- Construction, rehabilitation, preservation, and operational improvements on NHS facilities, including bridges and tunnels.
- Bicycle transportation and pedestrian walkways associated with an NHS facility.
- Highway safety improvements on NHS facilities.
- Capital and operating costs for traffic and traveler information monitoring and management for NHS facilities.
- Reconstruction and rehabilitation of bridges on a non-NHS Federal-aid highway, as long as Interstate System and NHS bridge condition requirements are satisfied.

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Figure 4. National Highway System (NHS) in Dutchess County

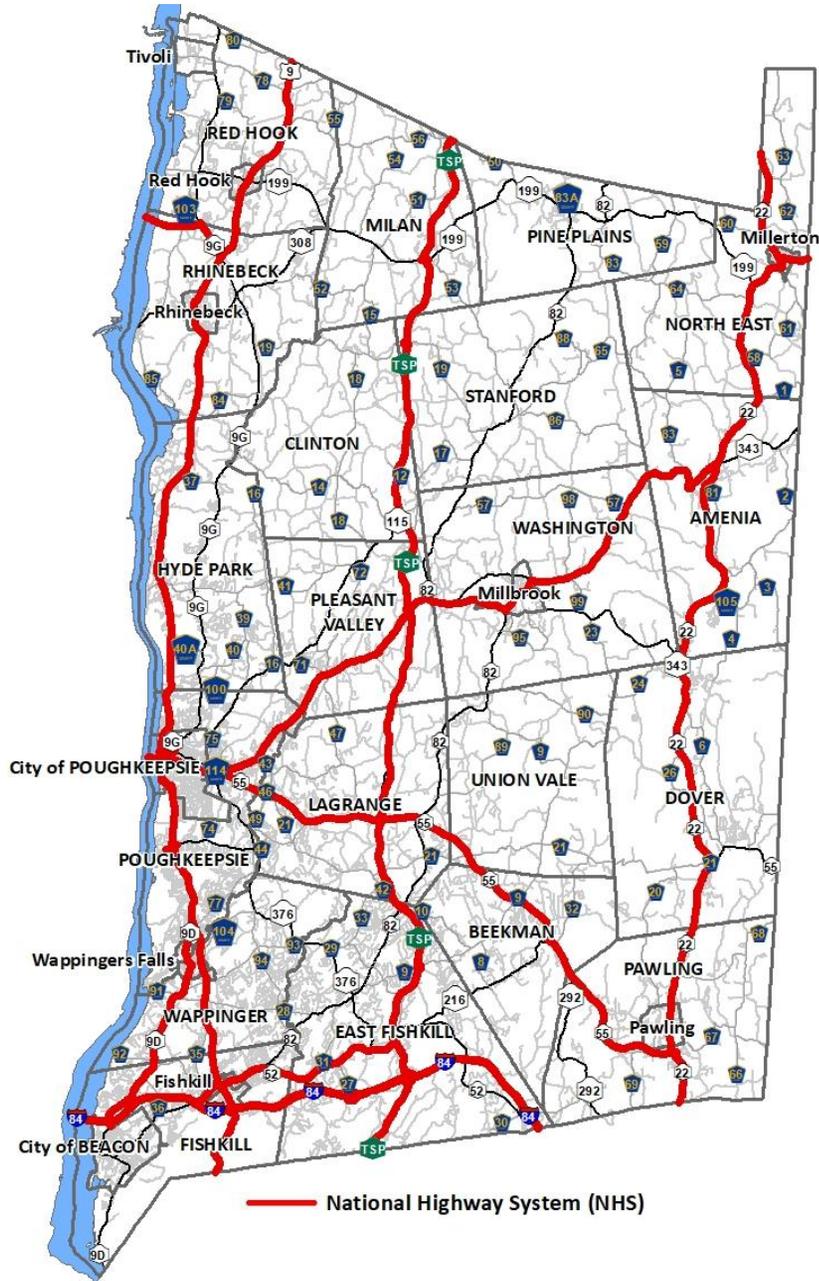
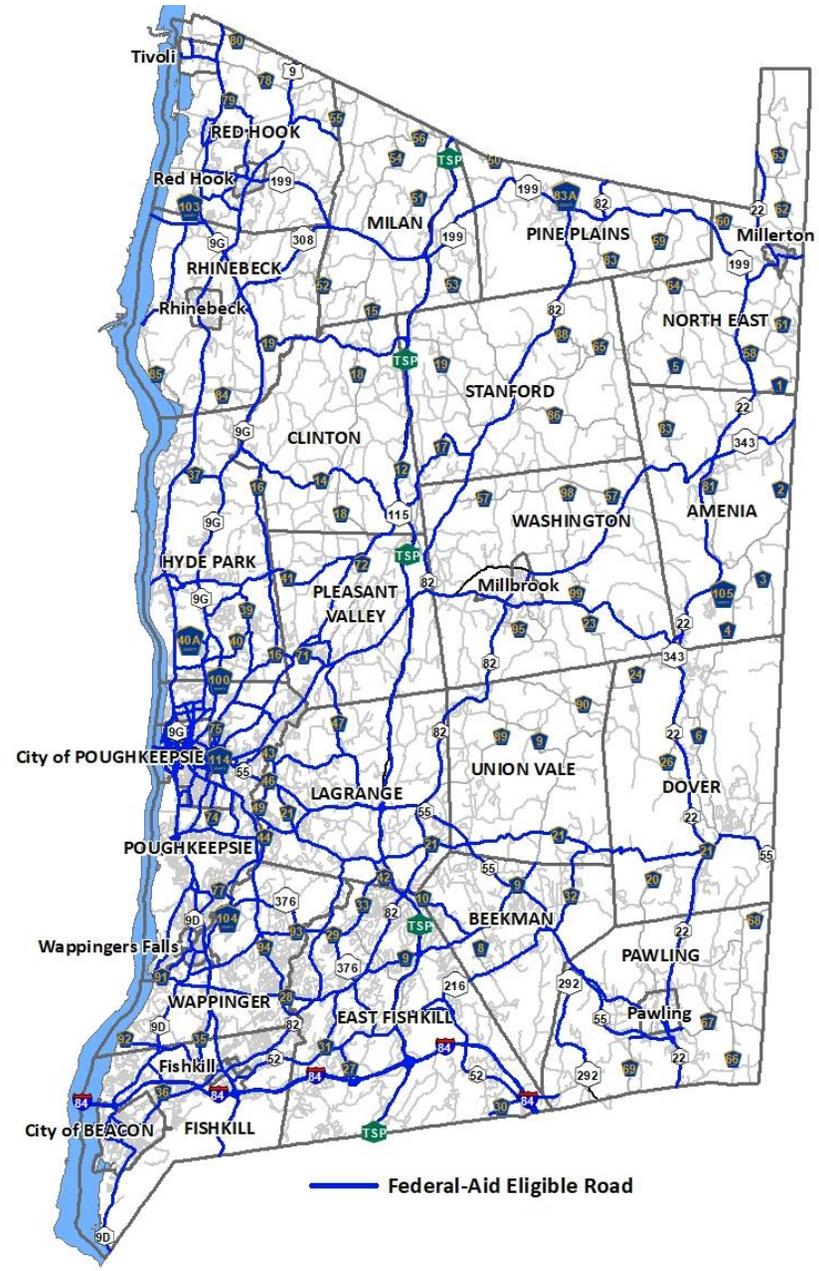


Figure 5. Federal-aid Eligible Roads in Dutchess County



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### Surface Transportation Block Grant (STBG) Program

The [STBG](#) Program provides flexible funding that may be used by states and localities for projects to preserve and improve conditions and operations on federal-aid highways, all bridges and tunnels, and pedestrian and bicycle facilities. The FAST Act directs FHWA to apportion STBG funding as a lump sum for each state and then divides that total among apportioned programs. Each state's STBG apportionment is calculated based on a percentage specified in law. STBG eligible activities can include the following:

- Construction, rehabilitation, preservation, and operational improvements for federal-aid highways.
- Construction, rehabilitation, preservation, and operational improvements for bridges and tunnels on any public road. The FAST Act requires that states obligate a portion of STBG funds for bridges not on federal-aid highways (known as off-system bridges).
- Inspection and evaluation of bridges, tunnels, and other highway assets.
- Carpool projects, corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modifications.
- Highway and transit safety infrastructure improvements and programs.
- Capital and operating costs for traffic monitoring, management and control facilities, and programs.

The federal share for most STBG activities is 80 percent of the total project cost, though this can increase to 90 percent for

projects on the Interstate System and 100 percent for certain safety improvements. In Dutchess County, federal-aid eligible roads make up 22 percent or 649 miles of its total centerline mileage. Figure 5 shows federal-aid roads in Dutchess County.

### Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The [CMAQ](#) program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the [Clean Air Act](#). Funding is available to reduce congestion and improve air quality for areas that do not meet National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (known as non-attainment areas). Eligible projects include those that improve traffic flow, such as signal improvements, intersection improvements, and travel demand activities that reduce vehicle miles travelled.

In 2018 the [Environmental Protection Agency \(EPA\)](#) identified Dutchess County as being in attainment for the 2015 ozone standard of 0.070 parts per million (ppm). However, based on State guidance, eligible projects located in Dutchess County may still access CMAQ funds through statewide project calls.

### Highway Safety Improvement Program (HSIP)

The [HSIP](#) program seeks to significantly reduce traffic fatalities and serious injuries on public roads, including non-state-owned public roads. The HSIP requires a data-driven, strategic approach to improving highway safety. HSIP projects must be consistent with the [State's Strategic Highway Safety Plan](#)

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[\(SHSP\)](#) and address a highway safety problem. The federal share for most HSIP activities is 90 percent of the total project cost. HSIP eligible activities can include the following:

- An intersection safety improvement.
- Pavement and shoulder widening to remedy an unsafe condition.
- Installation of rumble strips or other warning device.
- Installation of a skid-resistant surface at an intersection or other location with a high frequency of crashes.
- An improvement for pedestrian or bicyclist safety or safety of persons with disabilities to include traffic calming.
- Construction and improvement of a railway-highway grade crossing, including the installation of protective devices.
- Installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity.
- Installation of a traffic control or other warning device at a location with high crash potential.

### **STBG Set-Aside (former Transportation Alternatives Program)**

The FAST Act eliminated the Transportation Alternatives Program (TAP) and replaced it with a set-aside from the [STBG](#) program. These set-aside funds include all projects and activities that were previously eligible under TAP, including pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation, vegetation management, and environmental mitigation related to storm- water and habitat preservation. Eligible activities can include the following:

- Planning, design and construction of infrastructure related projects to improve non-driver safety and access to public transportation and enhanced mobility.
- Construction of turnouts, overlooks, and viewing areas.
- Safe Routes to School (enables and encourages children to walk or bike to school).
- Planning, design and construction of on-road and off-road facilities for pedestrians, bicyclists and non-motorized transportation users.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, and non-motorized transportation users.
- Planning, design and construction of boulevards and other roadways largely in the right-of-way of former divided highways.

When integrated with work in one of the projects above, funding can be used for community improvement activities (including landscaping and streetscape improvements), and environmental storm water management activities.

### **Highway Funding Targets**

The federal [Highway Trust Fund \(HTF\)](#) provides the majority of federal highway funding to states. In New York, federal highway funds are administered by NYSDOT. For the 2020-2024 TIP, NYSDOT estimated the amount of future federal highway authorizations and then established federal funding targets for each of its eleven regions.

Based on estimates provided by FHWA, NYSDOT established a statewide federal highway target of over \$8.8 billion for the

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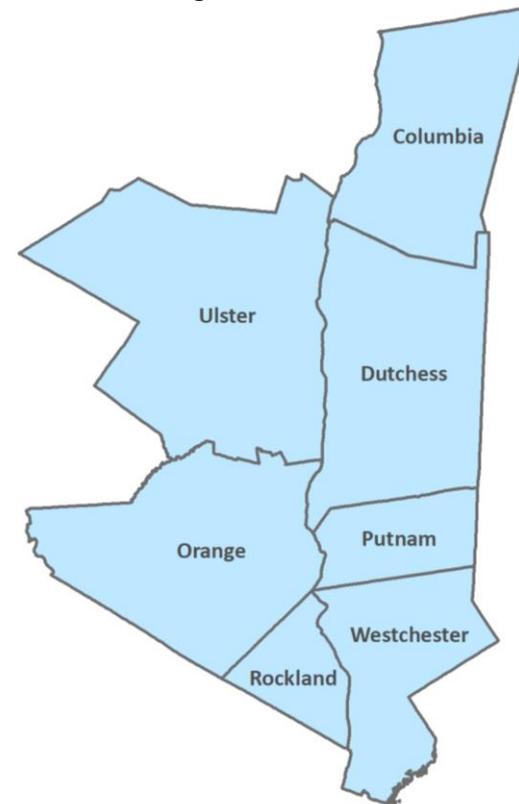
five-year TIP period. This equates to an approximate target of \$1.75 billion annually. Overall, the statewide target reflects a 16 percent increase from the previous FFY 2017-2021 TIP. The NHPP program, which applies only to NHS roads, makes up 53 percent of the statewide target, totaling almost \$4.7 billion over the five-years and representing the largest FHWA program in the state. From a regional perspective, NYSDOT-Region 11 (i.e. New York City) has the largest target of the state's total at almost 36 percent.

### **Regional Highway Funding Targets**

In December 2018, NYSDOT issued federal highway targets to its eleven administrative regions. These regional targets showed the estimated amounts of available federal funds by year and program. Each region was then tasked with establishing funding targets across their areas of responsibility, in coordination with each responsible MPOs.

NYSDOT-Region 8 used a fairness formula to establish highway targets across its seven county area (see Figure 6), which includes four MPOs: [DCTC](#), [OCTC](#), [UCTC](#), and the [New York Metropolitan Transportation Council \(NYMTC\)](#) (the latter covers Putnam, Rockland, and Westchester counties through the [Mid-Hudson South Transportation Coordinating Committee-MHSTCC](#)).<sup>1</sup> The Region 8 formula incorporates population and highway system data such as bridge conditions and lane miles to calculate program targets for each MPO or county. Using this formula, the Dutchess County share totals slightly under 15 percent for all federal and state highway funds, and under 12 percent for the STBG program (less the off-system bridge program).

*Figure 6. NYSDOT-Region 8 Counties*



The Region 8 planning targets total almost \$817 million in federal highway funding over the five-year period from FFY 2020 through 2024. This reflects a 19 percent increase from the 2017-2021 TIP. On an annual basis, Region 8's target totals over \$184 million in FFY 2020, and \$158 million in each year thereafter. The NHPP program accounts for over 56 percent of the total target, while the STBG program (Large Urban, Flex, and Off-System Bridge combined) accounts for most of the remaining portion (32 percent). Table 1 shows Region 8's

## FFY 2020-2024 Transportation Improvement Program (TIP)

Table 1. NYSDOT-Region 8 Highway Funding Targets by Federal Fiscal Year (\$-millions) <sup>1</sup>

	2020	2021	2022	2023	2024	Total
<b>Federal Funding Source</b>						
FHWA National Highway Performance Program (NHPP)	\$110.6	\$91.0	\$91.0	\$91.0	\$91.0	<b>\$474.8</b>
FHWA STBG Program-FLEX	\$19.7	\$19.8	\$19.8	\$19.8	\$19.8	<b>\$99.0</b>
FHWA STBG Program-Large Urban	\$30.0	\$23.3	\$23.3	\$23.3	\$23.3	<b>\$123.1</b>
FHWA STBG Program-Off System Bridges	\$4.1	\$4.1	\$4.1	\$4.1	\$4.1	<b>\$20.6</b>
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$15.9	\$14.1	\$14.1	\$14.1	\$14.1	<b>\$72.3</b>
FHWA Highway Safety Improvement Program (HSIP)	\$0.2	\$5.8	\$5.8	\$5.8	\$5.8	<b>\$23.4</b>
<b>Total Federal Funds</b>	<b>\$180.7</b>	<b>\$158.1</b>	<b>\$158.1</b>	<b>\$158.1</b>	<b>\$158.1</b>	<b>\$813.1</b>

<sup>1</sup> FFY 2020 includes rollover balances from the previous STIP period. Rollover can be positive or negative.

Table 2. NYSDOT-Region 8 Highway Funding Targets by MPO/County (FFY 2020-2024) (\$-millions) <sup>1</sup>

	DCTC	OCTC	UCTC	Columbia	MHSTCC <sup>2</sup>	Total
<b>Federal Funding Source</b>						
FHWA National Highway Performance Program (NHPP)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$0.0</b>
FHWA STBG Program-FLEX	\$0.0	\$0.0	\$9.5	\$5.0	\$0.0	<b>\$14.5</b>
FHWA STBG Program-Large Urban	\$15.0	\$22.7	\$0.0	\$0.0	\$85.4	<b>\$123.1</b>
FHWA STBG Program-Off System Bridges	\$3.6	\$3.9	\$5.9	\$3.5	\$3.7	<b>\$20.6</b>
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$0.0	\$15.5	\$0.0	\$0.0	\$56.7	<b>\$72.3</b>
FHWA Highway Safety Improvement Program (HSIP)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$0.0</b>
<b>Total Federal Funds</b>	<b>\$18.6</b>	<b>\$42.1</b>	<b>\$15.4</b>	<b>\$8.5</b>	<b>\$145.9</b>	<b>\$230.4</b>

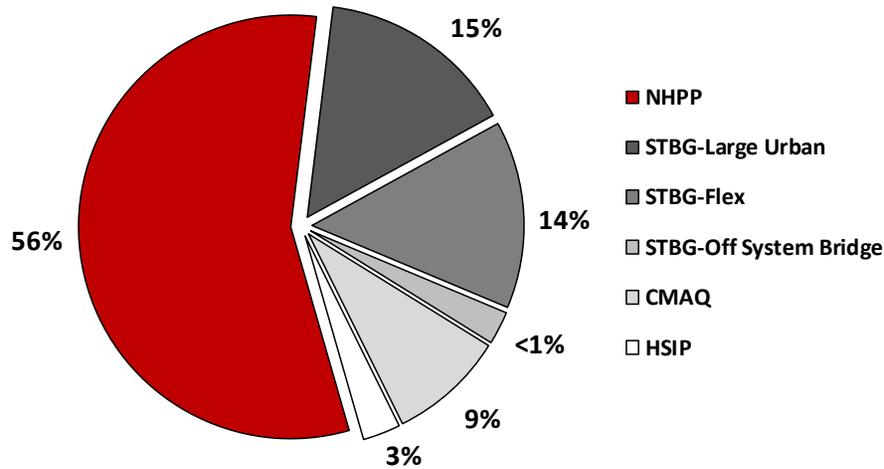
<sup>1</sup> FFY 2020 includes rollover balances from the previous STIP period. Rollover can be positive or negative.

<sup>2</sup> Mid-Hudson South Transportation Coordination Committee includes Putnam, Rockland, and Westchester counties.

**FFY 2020-2024 Transportation Improvement Program (TIP)**

highway funding targets by year and program, while Figure 7 shows the percent of funding for each FHWA program.

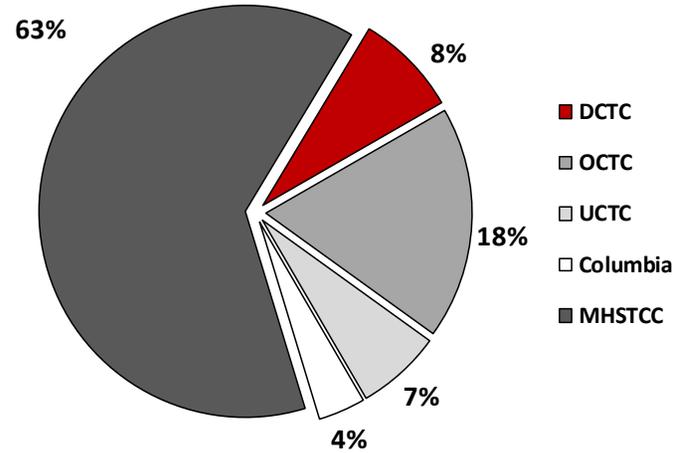
Figure 7. NYSDOT-Region 8 Federal Planning Targets by Program (FFY 2020-2024)



Local Highway Funding Targets

Region 8 calculated federal highway targets for the four MPOs and [Columbia County](#). In February 2019 the Region provided each MPO with an initial highway funding target for their area, an estimate of available funds, and an assessment of the impacts that funding constraints may have on project schedules. These targets were subsequently revised in April-May to include roll-in amounts from FFY 2019 that are available for obligation in 2020. Table 2 shows the distribution of highway funding targets for each MPO or county by specific program, while Table 3 shows the distribution by year for the DCTC. Figure 8 shows the shares of federal highway funding targets by MPO/County for non-NHPP funds.

Figure 8. Total FHWA Funding Target Shares (Non-NHPP) by MPO/County (FFY 2020-2024)



For the 2020-2024 TIP, a total of \$18.6 million in core federal highway funds have been targeted for Dutchess County. This represents two percent of Region 8’s total highway target for all federal highway programs. However, when excluding for the NHPP program, which is used by NYSDOT to improve the NHS across the region, the target for Dutchess County represents eight percent of Region 8’s core STBG programs (STBG Flex, Large Urban, and Off-System Bridge programs). The STBG-Large Urban program provides the largest share of total federal highway funding for Dutchess, representing 80 percent of the Transportation Council’s total highway target. For the five-year program, these targets establish an average annual funding target of approximately \$3.7 million, which solely supports locally sponsored highway projects in Dutchess County.

## FFY 2020-2024 Transportation Improvement Program (TIP)

Table 3. DCTC Highway Planning Targets by Federal Fiscal Year (FFY 2020-2024) (\$-millions)

	2020	2021	2022	2023	2024	Total
<b>Federal Funding Source</b>						
FHWA National Highway Performance Program (NHPP)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA STBG Program-FLEX	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA STBG Program-Large Urban	\$3.7	\$2.8	\$2.8	\$2.8	\$2.8	\$15.0
FHWA STBG Program-Off System Bridges	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$3.6
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA Highway Safety Improvement Program (HSIP)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Federal Funds</b>	<b>\$4.4</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$3.6</b>	<b>\$18.6</b>

Table 4. Poughkeepsie-Newburgh Urbanized Area Transit Funding Targets by Federal Fiscal Year (\$-millions) (FFY 2020-2024)

	2020	2021	2022	2023	2024	Total
<b>Poughkeepsie-Newburgh Urbanized Area</b>						
FTA Section 5307/5340 (Urbanized Area) Program	\$22.4	\$22.8	\$23.3	\$23.8	\$24.2	\$116.5
FTA Section 5310 (Elderly & Disabled) Program	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$1.9
FTA Section 5337 (State of Good Repair) Program	\$7.5	\$7.6	\$7.8	\$7.9	\$8.1	\$38.9
FTA Section 5339 (Bus & Bus Facilities) Program	\$2.6	\$2.6	\$2.7	\$2.7	\$2.8	\$13.3
<b>Total Estimated Allocation</b>	<b>\$32.8</b>	<b>\$33.5</b>	<b>\$34.1</b>	<b>\$34.8</b>	<b>\$35.5</b>	<b>\$170.7</b>

**Transit Programs**

The FAST Act supports a variety of funding programs that support bus and rail transit operations, improve safety, and help maintain a state of good repair. The FAST Act emphasizes the restoration of public transportation infrastructure by establishing a needs-based formula program. It also establishes performance-based planning requirements that align federal funding with key policy goals and tracks progress towards these goals. The various federal transit programs, administered by the FTA, are outlined below:

FTA Section 5307 (Urbanized Area Formula)/5340 (High Density and Growing States) Programs

The largest of FTA’s grant programs, these two programs provide grants to urbanized areas in support of public transportation capital purchases and operations. Funding is distributed by a formula based on the level of transit service, population, and other factors. [FTA Section 5307/5340](#) funds are not subject to the coordinated planning process requirement, nor do they require a competitive solicitation.

The FTA Section 5307/5340 program supports a wide variety of capital projects associated with providing public transit services in an urbanized area, whether by public bus operators, commuter rail operators, or private operators under contract with a public entity. Under the Section 5307/5340 program, eligible capital expenses include the following activities:

1. Replacement of buses and bus fleet expansions.

2. Purchase and installation of service and support equipment such as mobile radio units, bus stop signs, support vehicles, fare boxes, computers, and garage equipment.
3. Construction of maintenance facilities, intermodal terminals, bus shelters, and rail stations.
4. The introduction of new technology into public transportation, through innovative and improved products.
5. Capital support equipment, including computer hardware, software, bus diagnostic equipment, and other equipment that enhances operating efficiency.

Public transit operators may also use FTA Section 5307/5340 funding to offset costs incurred in operating their respective transit system (i.e. operating assistance). The federal share for operating assistance is 50 percent, while capital projects have an 80 percent federal share.

FTA Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program

This program provides formula funding to increase the mobility of seniors and persons with disabilities, primarily through the purchase of vehicles for use by non-profit human service agencies or through operating assistance for such services and agencies. [FTA Section 5310](#) funds are apportioned based on each state’s share of eligible populations and are apportioned to states for areas with fewer than 200,000 people and to TMAs for urbanized areas with more than 200,000 people (e.g. the Poughkeepsie-

## **FFY 2020-2024 Transportation Improvement Program (TIP)**

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Newburgh NY-NJ Urbanized Area). The federal share for this program is 80 percent.

To be selected for 5310 funding, projects must be included in a locally developed [Coordinated Public Transit-Human Services Transportation Plan](#) ('Coordinated Plan') and the agency shall have participated in the planning process.

### **FTA Section 5337 (State of Good Repair) Program**

This program provides funding for the repair and upgrade of rail transit systems, along with high-intensity bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). [FTA Section 5337](#) funds are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must also be included in a [Transit Asset Management \(TAM\)](#) plan to receive funding. The federal share for this program is 80 percent. In Dutchess County, Metro-North Railroad operates the only services eligible for 5337 funding.

### **FTA Section 5339 (Buses & Bus Facilities) Program**

This formula grant program provides funding to replace, rehabilitate, and purchase buses and related equipment for transit operators, and also the construction of bus-related facilities (e.g. bus garage). Each urbanized area is allocated [FTA Section 5339](#) funds based on their share of the national allocation and the federal share for this program is 80 percent. Dutchess County Public Transit is currently the only eligible recipient for 5339 funding in Dutchess County.

## **Transit Funding Targets**

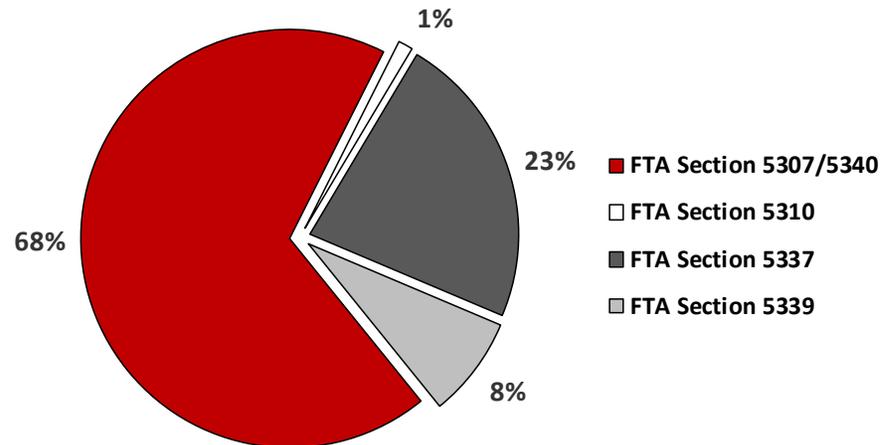
### **Regional Transit Funding Targets**

FTA funds are apportioned to the Poughkeepsie-Newburgh Urbanized Area as a whole, based on statistics reported by each designated recipient through the [National Transit Database \(NTD\)](#). The FTA apportionment does not directly allocate transit funding to designated recipients or transit operators. Instead, this responsibility rests with the four MPOs located within the Poughkeepsie-Newburgh NY-NJ Urbanized Area. For the three MPOs in the Mid-Hudson Valley TMA, the NYSDOT-Public Transportation Bureau provides assistance in determining fair share targets for the MPOs/counties and transit operators.

The NYSDOT-Public Transportation Bureau provided the Mid-Hudson Valley TMA with estimates of future transit funding targets in February 2019. The funding estimates included targets for four FTA programs: Section 5307 (Urbanized Area Formula) Program, Section 5310 (Elderly & Disabled) Program, Section 5337 (State of Good Repair) Program, and Section 5339 (Buses & Bus Facilities) Program. The combined five-year target for all four FTA programs totals almost \$171 million for the TMA, or about \$34.2 million annually. The Section 5307 program makes up much of this funding at 68 percent or over \$116.5 million. Table 4 shows the estimated transit targets by FTA program and fiscal year for the Poughkeepsie-Newburgh NY-NJ Urbanized Area. Figure 9 above shows the percent of funding for each FTA program.

## FFY 2020-2024 Transportation Improvement Program (TIP)

Figure 9. FTA Funding Target Shares by Program for the Mid-Hudson Valley TMA (FFY 2020-2024)



### Local Transit Funding Targets

Local transit funding targets were calculated by taking the regional Poughkeepsie-Newburgh Urbanized Area estimates and estimating the amounts that would be sub-allocated by the Transportation Council to its two designated recipients: [Dutchess County Public Transit](#) and the [Metropolitan Transportation Authority \(MTA\)](#).

The Transportation Council determined its local transit targets by reviewing past sub-allocations from FFY 2019 and calculating the percentage of TMA-wide funding that was allocated to its two designated recipients. This share or sub-allocation rate was then applied to the TMA funding targets for each program and each fiscal year. For example, Dutchess County Public Transit received 10.6 percent of the Section 5307 funding allocated to the TMA in 2019. This allocation

rate was then applied to the \$22.4 million in 5307 funds expected to be available to the TMA in 2020, which produced an annual target of approximately \$2.4 million for Dutchess County Public Transit. Likewise, the MTA received 13.9 percent of the TMA's 5307 funds in 2019, which produced a 2020 target of over \$3.1 million. A similar process was used to calculate the sub-allocation targets for the Section 5339 program, which produced a 2020 target of \$0.9 million for Dutchess County.

The FTA targets established for the TIP also reflect annual increases to the TMA-wide targets through FFY 2024. In addition, the TMA typically sets aside a portion (e.g. 16.7 percent in 2019) of its annual 5307 funding to support regional transit projects.

Based on these calculations, the Transportation Council estimates that a total of \$28.5 million in Section 5307 and \$4.9 million in Section 5339 funding will be available from FFY 2020-2024 in Dutchess County; approximately 57 percent of Section 5307 funds will support commuter rail service in Dutchess County, while the remaining 43 percent will support public bus operations. In addition, the MTA is estimated to receive approximately \$38.9 million in Section 5337 funding, which is dedicated to maintaining fixed-guideway facilities (i.e. rail lines). The Poughkeepsie-Newburgh Urbanized Area is also expected to receive a total of \$1.9 million in Section 5310 funds over the five-year period (see Table 4). Table 5 shows the estimated targets for FTA Section 5307 funds to Dutchess County and the MTA, while Table 6 shows the estimated targets for Section 5339 funds to Dutchess County.

## FFY 2020-2024 Transportation Improvement Program (TIP)

Table 5. FTA Section 5307/5340 Funding Targets for Local Designated Recipients (\$-millions) (FFY 2020-2024)

	2020	2021	2022	2023	2024	Total
<b>Designated Recipient Suballocation</b> <sup>1</sup>						
Dutchess County	\$2.4	\$2.4	\$2.5	\$2.5	\$2.6	<b>\$12.3</b>
Metropolitan Transportation Authority (MTA) <sup>2</sup>	\$3.1	\$3.2	\$3.2	\$3.3	\$3.4	<b>\$16.2</b>
<b>Total Estimated Allocation</b>	<b>\$5.5</b>	<b>\$5.6</b>	<b>\$5.7</b>	<b>\$5.8</b>	<b>\$5.9</b>	<b>\$28.5</b>

<sup>1</sup> Targets do not include available carryover funds from previous years.

<sup>2</sup> MTA suballocation programmed for projects in TMA.

Table 6. FTA Section 5339 Funding Targets for Dutchess County Public Transit (\$-millions) (FFY 2020-2024)

	2020	2021	2022	2023	2024	Total
<b>Designated Recipient Suballocation</b> <sup>1</sup>						
Dutchess County	\$0.9	\$1.0	\$1.0	\$1.0	\$1.0	<b>\$4.9</b>
<b>Total Estimated Allocation</b>	<b>\$0.9</b>	<b>\$1.0</b>	<b>\$1.0</b>	<b>\$1.0</b>	<b>\$1.0</b>	<b>\$4.9</b>

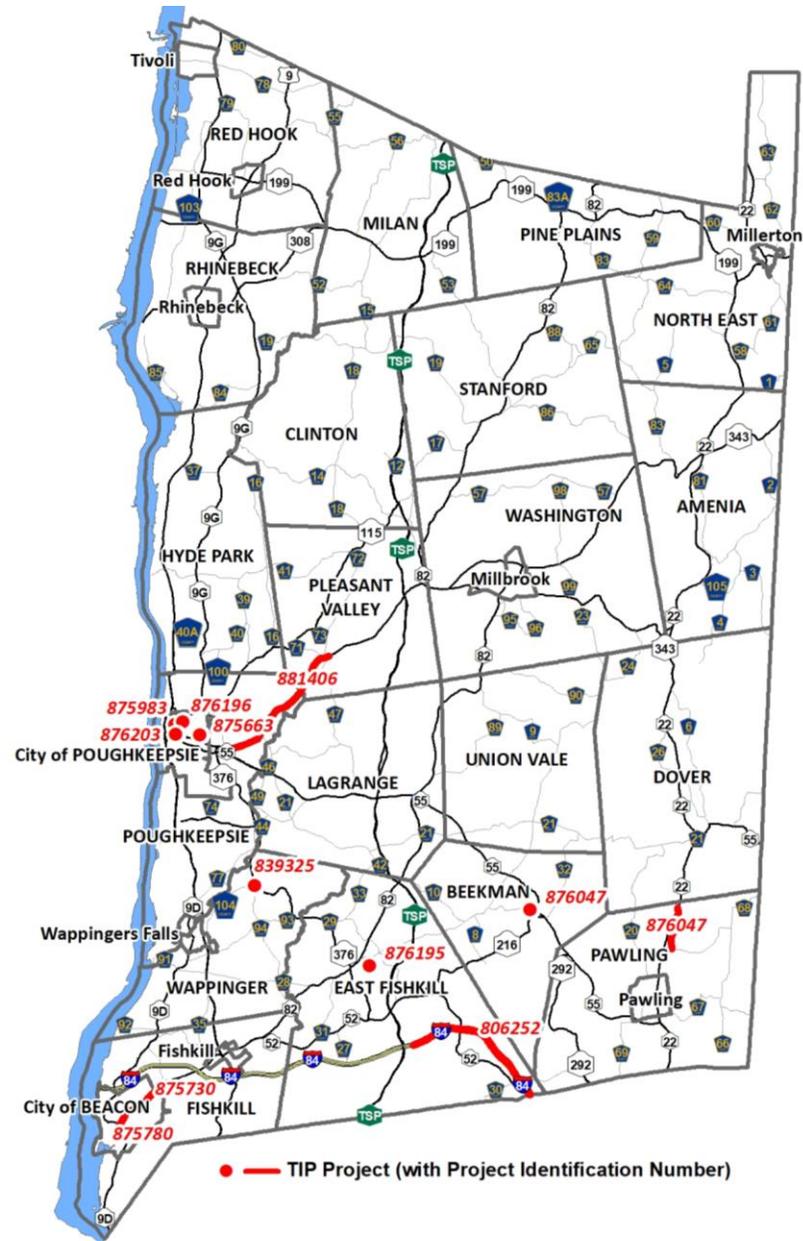
<sup>1</sup> Targets do not include available carryover funds from previous years.

**4. Programmed Funding**

The 2020-2024 TIP programs almost \$171 million in federal transportation funding in Dutchess County, with \$109.2 million for state and local highway projects and \$61.6 million for regional commuter rail and local bus transit projects. This represents an annual average federal program of approximately \$34 million per year in Dutchess County (\$21.8 million for highway projects and \$12.3 million for transit). At \$68 million for the five-year TIP period, the FHWA’s NHPP program provides the largest share of programmed transportation funding in Dutchess, accounting for almost 40 percent of all federal funding and 63 percent of all FHWA funding. The FTA’s Section 5337 program, which is limited to maintaining commuter rail infrastructure, provides the second largest share at almost \$39 million or 23 percent of all programmed funding. These funds are used exclusively by the MTA to maintain rail service in the TMA area.

Table 7 shows the distribution of programmed highway and transit funding in Dutchess County by Federal Fiscal Year and program. Table 8 shows the distribution of programmed funding by MPO/County for the five-year period. Figure 10 shows the locations of federal-aid highway projects with phases scheduled in FFY 2020-2024 (note: the map does not show transit projects since they are typically non-location based). Figure 11 shows programmed highway funding in Dutchess County as a share of each FHWA program.

Figure 10. FFY 2020-2024 TIP Federal-aid Highway Projects



## FFY 2020-2024 Transportation Improvement Program (TIP)

Table 7. Programmed Federal Transportation Funding in Dutchess County (\$-millions) (FFY 2020-2024)

<b>Federal Highway Administration (FHWA)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
FHWA National Highway Performance Program <sup>1</sup>	\$15.6	\$13.4	\$13.4	\$12.0	\$13.6	<b>\$68.1</b>
FHWA STBG Program-FLEX <sup>1</sup>	\$5.2	\$3.3	\$3.5	\$2.8	\$0.0	<b>\$14.9</b>
FHWA STBG Program-Large Urban	\$5.6	\$3.9	\$2.8	\$0.0	\$2.8	<b>\$15.1</b>
FHWA STBG Program-Off System Bridges	\$0.1	\$3.8	\$0.0	\$0.0	\$0.0	<b>\$3.9</b>
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$0.2	\$4.4	\$0.0	\$0.0	\$0.0	<b>\$4.6</b>
FHWA Highway Safety Improvement Program (HSIP) <sup>1</sup>	\$2.2	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$2.2</b>
Discretionary Federal-aid <sup>2</sup>	\$0.0	\$0.4	\$0.0	\$0.0	\$0.0	<b>\$0.4</b>
<b>Total FHWA Funding</b>	<b>\$28.9</b>	<b>\$29.2</b>	<b>\$19.8</b>	<b>\$14.8</b>	<b>\$16.4</b>	<b>\$109.2</b>
<b>Federal Transit Administration (FTA)</b>						
<b>Federal Transit Administration (FTA)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
FTA Section 5307/5340 (Urbanized Area) Program	\$3.7	\$3.8	\$3.9	\$2.6	\$2.8	<b>\$16.8</b>
FTA Section 5310 (Elderly & Disabled) Program	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	<b>\$1.9</b>
FTA Section 5337 (State of Good Repair) Program	\$7.5	\$7.6	\$7.8	\$7.9	\$8.1	<b>\$38.9</b>
FTA Section 5339 (Bus & Bus Facilities) Program	\$0.5	\$1.8	\$1.8	\$0.0	\$0.0	<b>\$4.1</b>
<b>Total FTA Funding</b>	<b>\$12.0</b>	<b>\$13.6</b>	<b>\$13.9</b>	<b>\$11.0</b>	<b>\$11.2</b>	<b>\$61.6</b>
<b>Total Federal Funding</b>	<b>\$40.9</b>	<b>\$42.8</b>	<b>\$33.7</b>	<b>\$25.8</b>	<b>\$27.6</b>	<b>\$170.8</b>

<sup>1</sup> NHPP, STBG-FLEX, and HSIP programmed funding reflects the Dutchess County share of multi-county highway maintenance projects.

<sup>2</sup> Discretionary Federal-aid includes High Priority Projects and former Transportation Alternatives Program (TAP).

## FFY 2020-2024 Transportation Improvement Program (TIP)

Table 8. Programmed Federal Transportation Funding in NYSDOT-Region 8 by MPO/County (\$-millions) (FFY 2020-2024)

<b>Federal Highway Administration (FHWA)<sup>1</sup></b>	<b>DCTC</b>	<b>OCTC</b>	<b>UCTC</b>	<b>Columbia</b>	<b>MHSTCC<sup>2</sup></b>	<b>Total</b>
FHWA National Highway Performance Program	\$68.1	\$6.1	\$56.8	\$2.6	\$96.6	<b>\$230.2</b>
FHWA STBG Program-FLEX	\$14.9	\$10.8	\$12.0	\$6.9	\$10.4	<b>\$55.0</b>
FHWA STBG Program-Large Urban	\$15.1	\$26.4	\$0.1	\$0.0	\$80.5	<b>\$122.1</b>
FHWA STBG Program-Off System Bridges	\$3.9	\$3.9	\$8.7	\$5.7	\$6.4	<b>\$28.6</b>
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$4.6	\$11.7	\$0.0	\$0.0	\$85.6	<b>\$101.9</b>
FHWA Highway Safety Improvement Program (HSIP)	\$2.2	\$0.4	\$0.5	\$0.0	\$4.2	<b>\$7.2</b>
Discretionary Federal-aid <sup>3</sup>	\$0.4	\$5.0	\$9.1	\$1.9	\$11.2	<b>\$27.7</b>
<b>Total FHWA Funding</b>	<b>\$109.2</b>	<b>\$64.2</b>	<b>\$87.2</b>	<b>\$17.2</b>	<b>\$295.0</b>	<b>\$572.7</b>
<b>Federal Transit Administration (FTA)</b>						
<b>Federal Transit Administration (FTA)</b>	<b>DCTC</b>	<b>OCTC</b>	<b>UCTC</b>	<b>Columbia</b>	<b>MHSTCC<sup>2</sup></b>	<b>Total</b>
FTA Section 5307/5340 (Urbanized Area) Program	\$16.8	\$79.4	\$24.3	\$0.0	\$66.7	<b>\$187.3</b>
FTA Section 5310 (Elderly & Disabled) Program	\$1.9	\$0.0	\$0.9	\$0.0	\$1.2	<b>\$3.9</b>
FTA Section 5337 (State of Good Repair) Program	\$38.9	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$38.9</b>
FTA Section 5339 (Bus & Bus Facilities) Program	\$4.1	\$4.8	\$3.3	\$0.0	\$3.5	<b>\$15.6</b>
<b>Total FTA Funding</b>	<b>\$61.6</b>	<b>\$84.3</b>	<b>\$28.4</b>	<b>\$0.0</b>	<b>\$71.4</b>	<b>\$245.7</b>
<b>Total Federal Funding</b>	<b>\$170.8</b>	<b>\$148.4</b>	<b>\$115.6</b>	<b>\$17.2</b>	<b>\$366.4</b>	<b>\$818.4</b>

<sup>1</sup> Does not include NYSDOT multi-county or region-wide highway maintenance projects that benefit all MPO/counties.

<sup>2</sup> Mid-Hudson South Transportation Coordination Committee includes Putnam, Rockland, and Westchester counties.

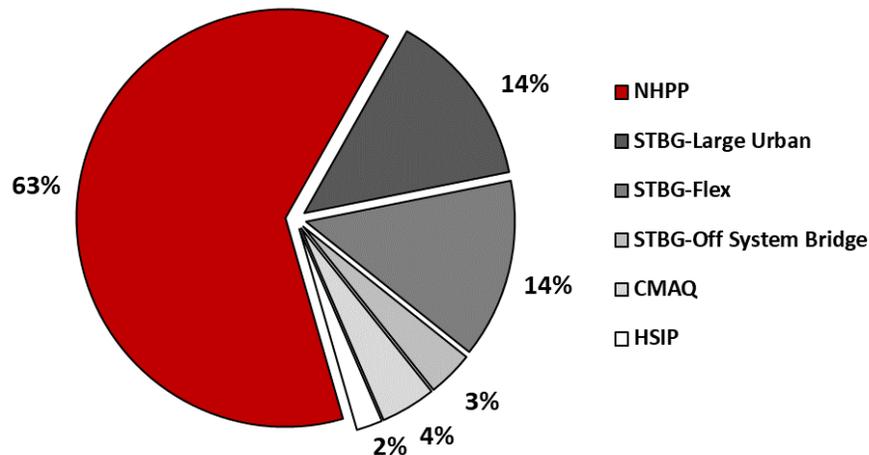
<sup>3</sup> Discretionary Federal-aid includes High Priority Projects and former Transportation Alternatives Program (TAP).

Table 9. Programmed Federal Highway Funding in NYSDOT-Region 8 for Multi-County Projects Only (\$-millions) (FFY 2020-2024)

<b>Federal Highway Administration (FHWA)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
FHWA National Highway Performance Program	\$24.4	\$85.3	\$84.1	\$73.2	\$85.7	<b>\$352.8</b>
FHWA STBG Program-FLEX	\$19.2	\$19.8	\$12.2	\$19.8	\$11.1	<b>\$82.1</b>
FHWA STBG Program-Large Urban	\$3.4	\$0.7	\$0.7	\$0.7	\$0.7	<b>\$6.4</b>
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$2.5	\$0.7	\$0.7	\$0.7	\$7.0	<b>\$11.6</b>
FHWA Highway Safety Improvement Program (HSIP)	\$4.8	\$5.8	\$5.8	\$1.7	\$4.0	<b>\$22.1</b>
<b>Total FHWA Funding</b>	<b>\$54.4</b>	<b>\$112.4</b>	<b>\$103.5</b>	<b>\$96.2</b>	<b>\$108.5</b>	<b>\$474.9</b>

## FFY 2020-2024 Transportation Improvement Program (TIP)

Figure 11. Programmed Highway Funding in Dutchess County by FHWA Program Share (FFY 2020-2024)



Beyond projects located solely in Dutchess County, the 2020-2024 TIP includes multi-county projects that support routine highway maintenance across the seven counties in Region 8. These projects, many funded through the NHPP Program, include traffic signal replacements, highway sign improvements, guiderail maintenance, culvert replacements, and pavement marking initiatives; many of these projects will partially benefit Dutchess County. These types of projects account for almost \$475 million in programmed federal highway funding in Region 8 (see also Table 9).

### Financial Constraint Background

The FAST Act requires that the TIP be financially constrained by using estimates of current and future revenues that are expected to be available during the TIP period. Financial constraint applies to each fiscal year and federal program,

though exceptions are allowed if other federal funds are available to compensate for shortages in a program. Financial constraint not only applies to the Transportation Council's program, but also for Region 8, where both must show that funding programs are fiscally constrained (i.e. balanced) by year and fund type for the four-year STIP period. FHWA, FTA, and NYSDOT consider years beyond the STIP, such as FFY 2024, as informational only.

Fiscal constraint requirements vary slightly between FHWA and FTA fund sources. The FHWA defines fiscal constraint as establishing a STIP where the amount of FHWA fiscally constrained funding that is programmed in each year does not exceed that program's planning target. A fiscally constrained FHWA fund source can be over-programmed in a single year provided the following:

1. The total of all fiscally constrained funding programmed in that year does not exceed the planning targets, which requires one or more other fund sources to be under-programmed to compensate for the shortfall; and
2. The total amount of the fiscally constrained fund type that is programmed in the four-year STIP period does not exceed the amount of that fund's planning target during the whole four-year STIP period.

Fiscal constraint for FTA programs relies on the transit planning target estimates that project apportionments through FFY 2024. Congress enacts annual appropriations bills, and the FTA publishes actual apportionments in the Federal Register. In order to maintain and document fiscal constraint, FTA funds programmed on the TIP and STIP need to be

## ***FFY 2020-2024 Transportation Improvement Program (TIP)***

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consistent with the amounts shown in the Federal Register for each year. Carryover balances of unobligated FTA transit funds are permitted to be used to help demonstrate fiscal constraint.

### Financial Constraint Analysis

Due to the complexity of our planning area and specific eligibility requirements for various funding programs, the Transportation Council demonstrated financial constraint for the TIP at the regional and MPO level. Many of the funding programs used in the TIP, notably FHWA programs such as HSIP, NHPP, and STBG-FLEX, support multi-county, system-wide highway projects that occur across Region 8's seven-county area. This makes it difficult to establish MPO-level targets for these programs and to determine the actual amounts programmed in a specific MPO or county. However, for those programs with MPO-level targets and discrete projects, the Transportation Council did determine financial constraint at the MPO level. Table 10 shows the FHWA and FTA funding targets for the five-year TIP period compared with the amounts programmed by the Transportation Council and Region 8 at the statewide, regional, and MPO level, conditioned by fund source and project mix.

Based on our financial constraint analysis, the Transportation Council estimates that adequate federal funds will be available across the state, region, and MPO to carry out the FFY 2020-2024 TIP and four-year STIP as programmed. The FHWA and FTA programs show positive balances between the targeted amounts and the amounts programmed on the TIP. Though shortfalls exist in certain years for some individual programs,

they are balanced by available funds in other programs at the state, regional, and MPO level.

## **5. Environmental Mitigation**

Project sponsors address environmental impacts at the planning- and project-level through the implementation of [NEPA](#) and [SEQRA](#) regulations and the development of Context Sensitive Solutions, which ensure that projects are consistent with community objectives and preserve environmental, scenic, aesthetic, historic, and natural resource values of the area in which they are located. Though environmental mitigation is normally incorporated into the design of a project or the selection of design alternatives, it can also take the form of a stand-alone project that is intended to offset or replace a certain environmental function(s) that was lost when a transportation project is constructed.

Examples of mitigation activities or project elements can include storm water management facilities, wetland replacement, stream restoration projects, reforestation projects, construction of sound walls, replacement of parklands, and wildlife crossing structures. Environmental mitigation measures can be funded with federal, state, and local monies. From the federal standpoint, such activities can be part of a project's construction cost (e.g. normal federal-aid monies) or can be supported with FHWA funding for stand-alone projects.

## FFY 2020-2024 Transportation Improvement Program (TIP)

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

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

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

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

<sup>2</sup> Anticipated funds represent NYSOT-Region 8 targets, while programmed funds represent the share for projects located in the DCTC planning area.

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

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

## **6. Transportation Conformity & Energy Analysis**

Though the TIP is primarily a capital program of federally-funded transportation projects, it must address the impacts that the programmed projects will have on regional air quality and the local environment.

### Transportation Conformity

As part of its TIP development process, the Transportation Council completed a modified air quality conformity process for the FFY 2020-2024 TIP. This was done to meet federal transportation conformity requirements stemming from the February 16, 2018 decision made by the [United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Management District v. EPA](#) (“South Coast II,” 882 F.3d 1138). This decision reintroduced certain transportation conformity requirements for regions such as ours (also known as ‘orphan areas’).

On November 29, 2018, the EPA issued its [Transportation Conformity Guidance](#) for the South Coast II Court Decision (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations will be made in orphan areas – areas that were nonattainment for the 1997 ozone NAAQS when it was revoked, but were designated attainment for the 2008 ozone NAAQS.

The EPA’s guidance on transportation conformity sets forth the criteria and procedures for determining conformity for Metropolitan Transportation Plans (MTPs) and TIPs in orphan areas. These criteria, also detailed in 40 CFR 109, stipulate that

conformity determinations for these areas must address four items: 1) Latest planning assumptions (93.110), 2) Consultation (93.112), 3) Transportation Control Measures (93.113), and 4) Fiscal constraint (93.108).

The Transportation Council therefore completed a draft determination statement for the TIP, which was released in conjunction with the Draft FFY 2020-2024 TIP. The conformity statement demonstrates that the Draft TIP meets Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS. The complete Conformity Statement is available on the Transportation Council’s website.

### Energy Analysis

Energy use in transportation is a combination of distance traveled (e.g. vehicle miles traveled) and fuel efficiency (e.g. miles per gallon). Reducing the amount of energy used for transportation can be accomplished by reducing miles traveled, increasing the number of people in a vehicle, increasing the fuel efficiency of vehicles, and reducing delay created by congestion.

The [NYS Energy Plan](#) examines a number of different actions that could reduce total fuel consumption or increase use of renewable or alternative energy sources. Actions that hold some promise for Dutchess County include:

1. Infrastructure maintenance.
2. Maintenance of local transit services.
3. New bicycling and walking facilities.
4. Alternative fuels for local transit vehicles.

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5. Intelligent Transportation Systems (ITS) projects – signal improvements, travel information services, or facilities.
6. Transportation Demand Management (TDM) activities – carpool programs, park-and-ride facilities, and inter-county bus and ferry services.

These activities are included among the goals and recommended projects in *Moving Dutchess 2* and the 2020-2024 TIP, and will assist Dutchess County and the state in achieving the goals of the NYS Energy Plan.

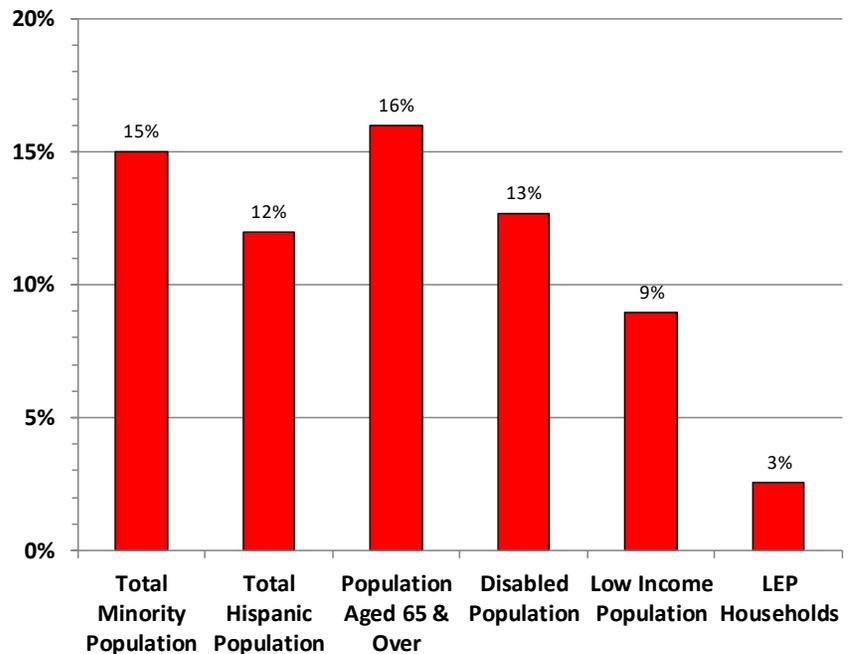
### **7. Title VI & Environmental Justice**

As a recipient of federal funding, the Transportation Council must demonstrate its compliance with [Title VI of the Civil Rights Act of 1964](#) and the Environmental Justice provisions set forth in [Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations](#), signed in 1994. Title VI prohibits discrimination by recipients of federal financial assistance, including federal transportation funds, on the basis of race, color, and national origin, or matters related to language access for Limited English Proficient (LEP) persons.<sup>2</sup> Environmental Justice builds upon this by adding low income populations to the groups that should be protected from the adverse impacts of federally funded actions.<sup>3</sup>

The Transportation Council assures that no person conducting business with it will be excluded from participating in, be denied the benefits of, or otherwise be subjected to discrimination on the grounds of race, color, national origin,

sex, disability, age, language, or income. Identifying the locations of minority, low-income, and LEP populations is an important step in complying with Title VI and Environmental Justice requirements. The Transportation Council relied on guidance from the FTA to identify these populations.<sup>4</sup> For the Title VI and Environmental Justice analysis, the Transportation Council used data from the [Census Bureau's 2013-2017 American Community Survey \(ACS\) 5-year Estimates](#) to identify [Census Tracts](#) that were above-average for minority and Hispanic populations, and to identify municipalities with above average low-income and LEP populations. Figure 12 shows Title VI and Environmental Justice populations as a percent of total county population.

*Figure 12. Title VI & Environmental Justice Groups as a Percentage of Total County Population (2013-2017 ACS)*



### **Minority Populations**

For its analysis of minority populations, the Transportation Council focused on identifying concentrations of Black/African-American, Asian, American Indian/Alaskan Native, and Native Hawaiian/Pacific Islander population groups in Dutchess County. In 2010 these groups combined (i.e. total minority population) totaled 40,956 people, or 14 percent of the county's total population. More recent data from the Census Bureau's 2013-2017 ACS 5-year Estimates indicated that the total minority population represented approximately 14.1-15.2 percent of the county's population.

In order to locate concentrations of minority populations in the county, the Council used Census Tract data from the 2013-2017 ACS 5-year Estimates. Specifically, the Council identified Census Tracts that had above average percentages of minority populations as compared to the county average. This was only done for the Black/African-American and Asian populations, as the margins of error for the American Indian/Alaskan Native and Native Hawaiian/Pacific Islander populations were too high at the Tract level – though an analysis was done for the latter two groups at the county subdivision (i.e. municipal) level and none were found to be above average.

Based on the 2013-2017 ACS 5-year Estimates, the Black/African-American population represented 10.2-10.8 percent of the county's total population. Using this range, the analysis identified 11 of 79 Census Tracts that were above-average for Black/African-American population. These Tracts were located in three municipalities: the City and Town of Poughkeepsie, and the City of Beacon, with the City of

Poughkeepsie supporting the highest concentrations in the county. Figure 13 shows Census Tracts above-average for Black/African-American population.

The 2013-2017 ACS 5-year Estimates also indicated that the Asian population represented 3.6-3.8 percent of the county's total population. Using this range, the analysis identified 13 of 79 Census Tracts that were above-average for Asian population. These Tracts were located across the county in eight municipalities: the towns of East Fishkill, Fishkill, Hyde Park, LaGrange, Poughkeepsie, Red Hook, and Wappinger, and the Village of Tivoli. Figure 14 shows Census Tracts above-average for Asian population.

### **Hispanic Population**

As with minority population, the Transportation Council identified concentrations of Hispanic non-white populations in Dutchess County. In 2010 the county had a total Hispanic population of 31,267 people, which was 10.5 percent of the county's total population. Recent data from the 2013-2017 ACS indicated an average Hispanic population of 11.7 percent. Using this average, the analysis identified 12 of 79 Census Tracts that were above-average for Hispanic population. These Tracts were located in seven municipalities: the cities of Beacon and Poughkeepsie, towns of Dover, Fishkill, Pawling, and Wappinger, and the Village of Wappingers Falls. Figure 15 shows Census Tracts above-average for Hispanic population.

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Figure 13. Census Tracts Above-Average for Black/African-American Population (Census 2013-2017 ACS 5-year Estimates)

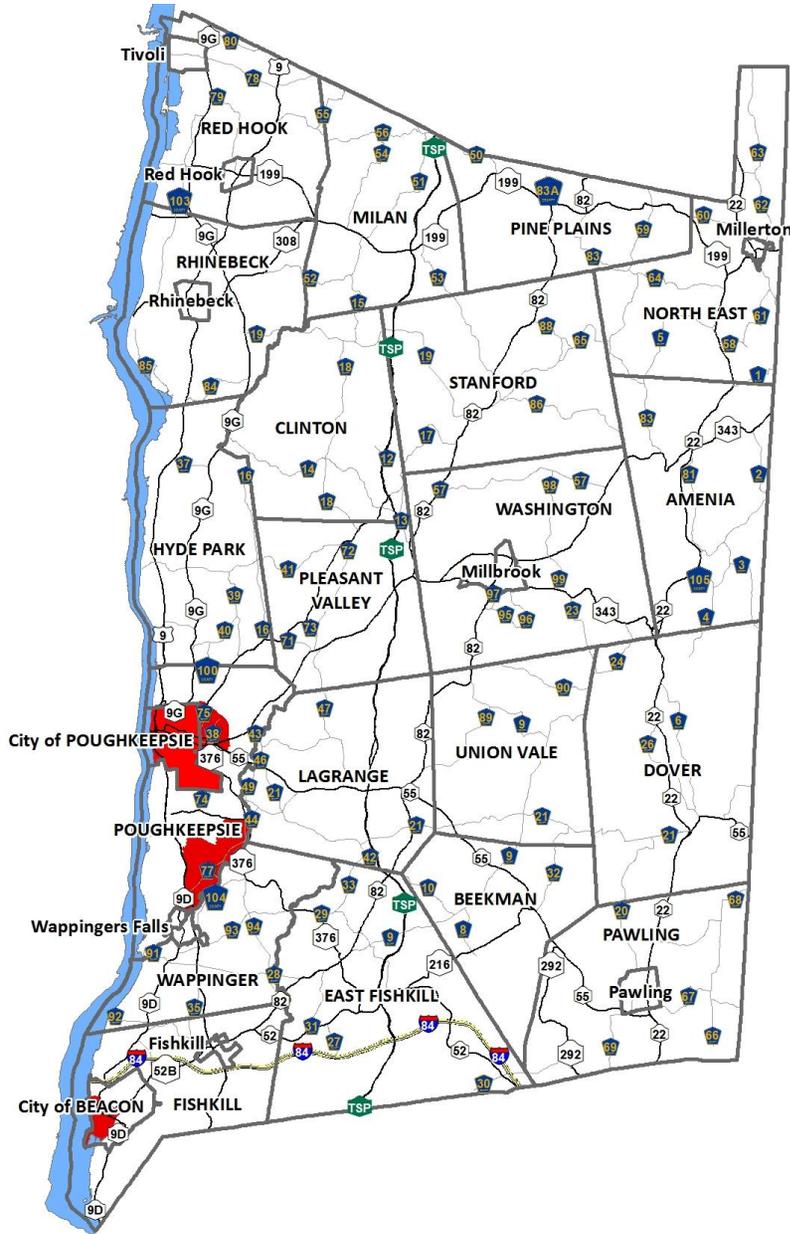
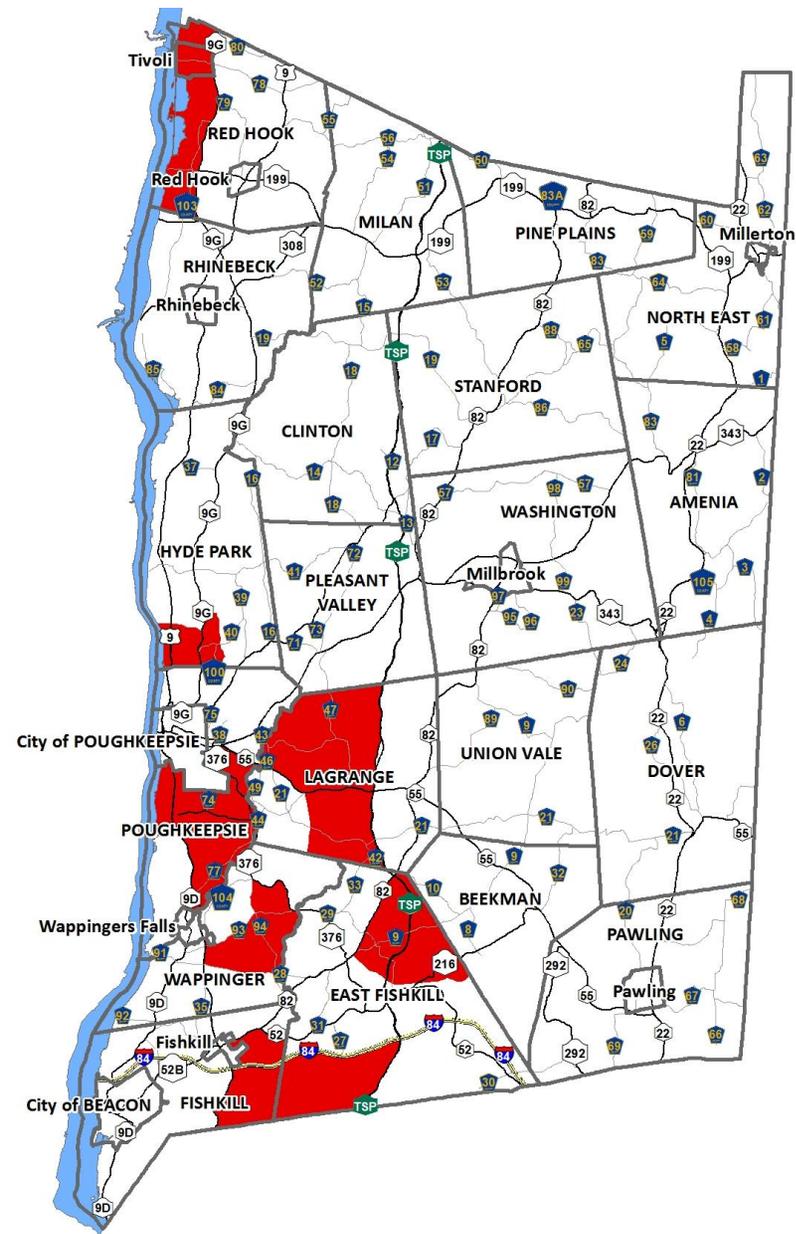


Figure 14. Census Tracts Above-Average for Asian Population (Census 2013-2017 ACS 5-year Estimates)



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Figure 15. Census Tracts Above-Average for Hispanic Population (Census 2013-2017 ACS 5-year Estimates)

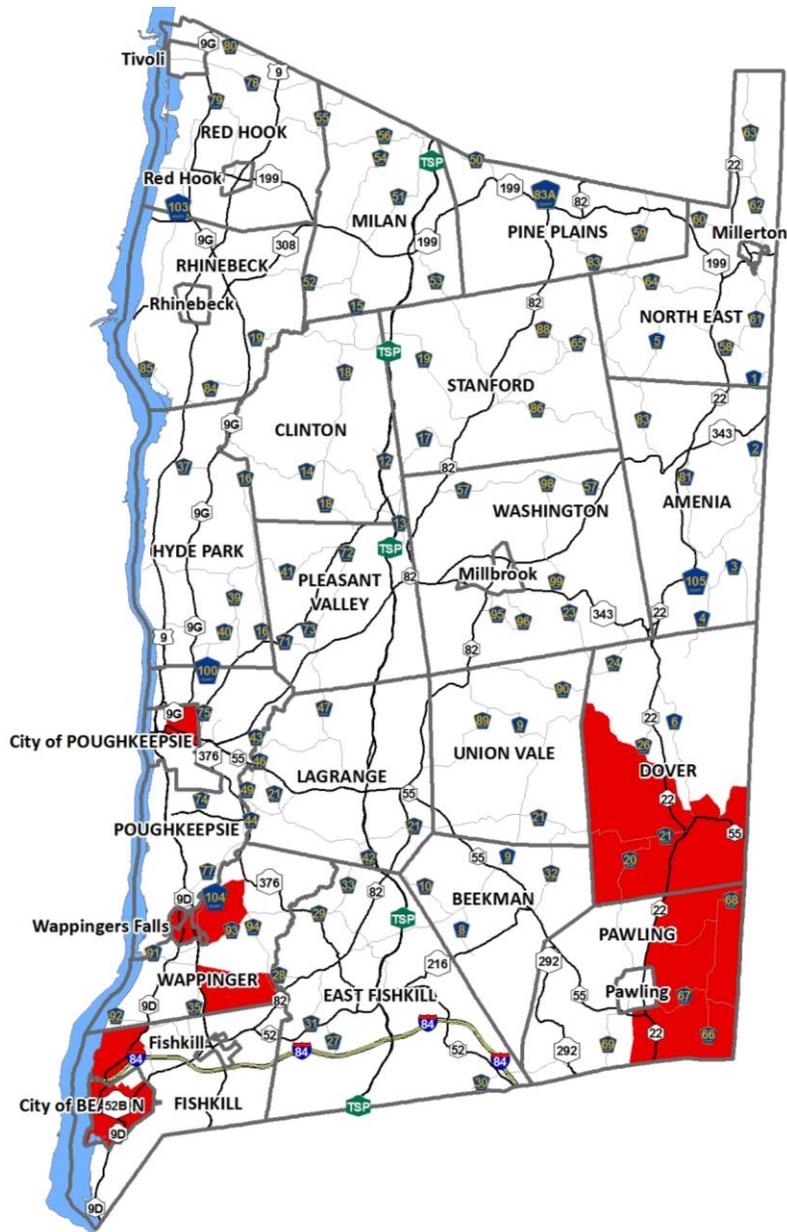
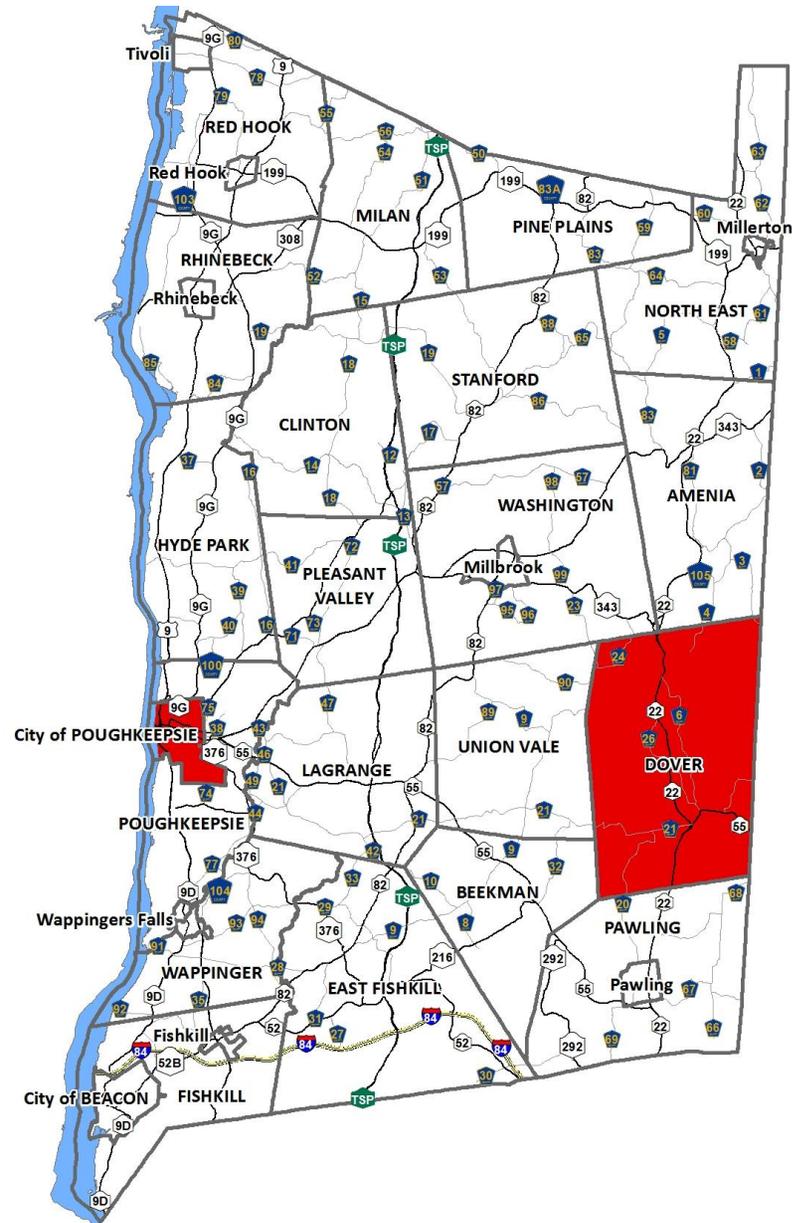


Figure 16. Municipalities Above-Average for Low Income Population (Census 2013-2017 ACS 5-year Estimates)



**Low-Income Population**

The Transportation Council identified low-income population areas using the estimated percent of the population living below poverty at the municipal level. Based on the Census Bureau’s 2013-2017 ACS 5-year Estimates, 23,700 to 27,000 individuals in Dutchess County were living below the poverty level (approximately 8.5-9.7 percent of total population). These ranges represent the lower and upper bounds based on the reported margins of error for the ACS Estimates. These poverty rates were the same as those reported in the 2008-2012 ACS 5-year Estimates for Dutchess County.

For this analysis, the Transportation Council identified municipalities that had above average percentages of low-income populations, defined as the percent of individuals living below the poverty level, compared to the county average. The percentages were calculated as ranges (lower and upper bounds) that incorporated the reported margins of error for each municipality. Municipalities that had a lower bound above 9.7 percent were classified as being above-average for low-income population. Due to significant margins of error with the survey data, it was not possible to identify above average low-income populations at the Census Tract level.

The Council identified the City of Poughkeepsie (at 20-25 percent) and Town of Dover (at 10-19 percent) as the two municipalities in Dutchess County that were above average for low income population. The City of Poughkeepsie stood out as being well above the County average. However, the appearance of the Town of Dover as above average for low

income population was a new discovery for this analysis. Figure 16 shows municipalities that are above average for low income population.

**Limited English Proficiency (LEP) Population**

The Transportation Council identified Limited English Proficiency (LEP) populations by analyzing the estimated number of LEP households in each municipality. Based on the Census Bureau’s 2013-2017 ACS 5-year Estimates, 2.5 to 3.1 percent of the county’s estimated households were categorized as Limited English-speaking Households; this range represents the lower and upper bounds based on the reported margin of error (+/-0.3 percent). Similar ranges were calculated at the municipal level based on the margins of error for each municipality. Those municipalities with a lower-bound above 3.1 percent were classified as being above-average for LEP households. The analysis indicated that the City of Poughkeepsie was the only municipality above-average for LEP households. Due to significant margins of error with the survey data, it was not possible to identify above average LEP households at the Census Tract level.

**Title VI & Environmental Justice Analysis**

In order to assess the distribution of transportation investments across Dutchess County, projects programmed in the 2020-2024 TIP were overlaid on maps of minority and low-income populations. Only those projects with a specific geographic location were mapped, all being state or local highway projects. No transit projects were mapped, since many of these involve vehicle purchases or preventive

maintenance activities. System-wide highway maintenance projects such as lane striping and repaving were not included also, because they do not have a specific location. Although not comprehensive, the analysis does show the relation of those highway projects with a known location to areas with above-average minority, Hispanic, low income, and LEP populations.

The analysis showed that almost all (i.e. 99 percent) of total funding for mapped TIP projects was located within the Adjusted Urbanized Area Boundary. The analysis further indicated that over 36 percent of mapped investment was located within Census Tracts above average for total Black/African-American population, while almost 48 percent of investment was located in Tracts above average for total Hispanic population. These shares are higher than each population's share of the county's total population. Similarly, 32 percent of mapped investment was in areas above average for low-income populations and also LEP populations.

The Transportation Council acknowledges that not all projects may benefit local populations and may even worsen an area's quality of life. For example, a reconstructed intersection may reduce vehicle congestion and increase traffic speeds, but it might also impede walking and bicycling if certain design features (e.g. crosswalks, pedestrian countdown timers, adequate shoulders, etc.) are not built into the project. However, quantifying such effects is difficult, since many of the programmed projects have not been designed yet.

The Transportation Council therefore works with project sponsors to evaluate quality of life impacts on a project-by-

project basis, mindful of how a project will impact sensitive populations identified through this and future analyses. One example of this is the use of the [Complete Streets Checklist](#) that was developed by the Transportation Council in conjunction with the county's [Complete Streets Committee](#). This checklist is intended to assist county agencies in assessing the applicability of Complete Streets elements when designing new projects or reviewing projects from outside agencies or applicants.

### **8. Congestion Management Process (CMP)**

On February 26, 2019, the DCTC adopted a [new CMP](#) for the Mid-Hudson Valley TMA. First developed by the TMA in [2005](#), and expanded upon in [2006](#) and [2011](#), the CMP establishes a four-step process to define, measure, and manage congestion. The new CMP updates the original 2005 report based on improvements in traffic data, tools, and best practices, particularly those related to the [National Performance Management Research Data Set \(NPMRDS\)](#). The NPMRDS, created from wireless vehicle probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the [National Highway System \(NHS\)](#). It includes archived speed and travel time data, matched to associated location referencing data.

The updated CMP includes a new mission statement and objectives, a summary of available data and tools, and corresponding performance measures. The CMP serves as a joint product of the TMA's three local MPOs: [DCTC](#), [OCTC](#), and [UCTC](#). The three MPOs will complete follow-up technical reports detailing various CMP-related analyses – this will

include a four-part analysis, starting with macro- and microlevel screening of the TMA as a whole, and then the same for individual counties. Due to limitations of available data, the TMA's initial analysis will focus on the National Highway System (NHS), which includes the Interstate System.

## **9. Performance Planning and Targets**

Pursuant to the FAST Act, MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. 23 USC 150(b) includes seven [national performance goals](#) for the federal-aid highway program:

1. Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition – To maintain the highway system in a state of good repair.
3. Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
4. System Reliability – To improve the efficiency of the surface transportation system.
5. Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project

completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agency work practices.

For public transportation services, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49 USC 5301(a) and (b).

### **Performance Planning & TIP Development**

The Transportation Council developed the TIP in cooperation with its member agencies (such as Dutchess County, the MTA, and NYSDOT). It reflects the investment priorities established by the DCTC in its long-range Transportation Plan, which incorporated comments and input from affected agencies/organizations and the public. As per federal guidance in 23 USC 134(j)(2)(D), TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets.”

Transportation Plans (i.e. MTPs) adopted or amended after the following dates must include performance targets for these associated measures:

1. May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
2. October 1, 2018 – Transit Asset Management
3. October 1, 2018 – Public Transportation Safety Program

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4. May 20, 2019 – Pavement and Bridge Condition
5. May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program

MPOs that do not adopt or amend their MTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above, and include “a description of the anticipated effects of the transportation improvement program toward achieving” said targets. Appendix B provides further detail on each of the specific performance measures, in accordance with the requirements of 23 USC 134(j)(2)(D).

### **10. Public Involvement**

The Transportation Council provides citizens, private organizations, and public agencies with the opportunity to participate and comment on its products, including the 2020-2024 TIP. These opportunities range from participating at Council and Planning Committee meetings, submitting written comments, or communicating directly with Transportation Council staff. All Council meetings are open to the public and have time reserved for public participation.

As required by its [Public Participation Plan](#), the Transportation Council held a 30-day public comment period for the Draft 2020-2024 TIP. The formal public comment period began on May 24, 2019 and ended on June 24, 2019. A public meeting was held on June 5, 2019 at the Adriance Memorial Library in Poughkeepsie, with a public announcement distributed to the Transportation Council’s public information list. The Draft

2020-2024 TIP was posted on the Transportation Council’s website at: [www.dutchessny.gov/dctc](http://www.dutchessny.gov/dctc). The Council also used its online [TIP Viewer application](#) to provide information on the locations of projects proposed in the Draft TIP. No comments were received during the public comment period.

### **11. Transportation Council Adoption**

The Transportation Council approved the 2020-2024 TIP on June 27, 2019. It was then transmitted to NYSDOT for inclusion in the Draft STIP, which will include the TIPs from the 13 other New York State MPOs and the capital programs for the state’s rural counties. NYSDOT will then submit the STIP to FHWA and FTA for their review. The TIP update will be complete upon FHWA and FTA approval.

### **12. Future Revisions**

The 2020-2024 TIP will need to be revised based on changing priorities, project schedules, and costs. Revisions to the TIP are classified as either Amendments or Administrative Modifications. Each has a different approval process based on criteria adopted by the Transportation Council and established in its [bylaws](#).

#### Amendment

An Amendment is a revision that involves a major change to a project, including the addition or deletion of a project or a major change in design concept or scope, cost, or the project/project phase initiation date. Examples of an

amendment action include:

- Addition or removal of a transportation project funded by the FHWA or FTA.
- Addition of a Construction or Construction Inspection phase to an existing FHWA project.
- Funding increase or decrease of more than 25 percent of the total federal share for a FHWA or FTA funded project.
- Change from non-federal to FHWA or FTA fund source, regardless of amount.
- Deferring an existing FHWA or FTA funded project or project phase beyond the four-year STIP period.
- Promoting a FHWA or FTA funded project or project phase from the post-STIP period into the four-year STIP.

Amendments require public review and a 15-day public comment period prior to Transportation Council approval.

#### Administrative Modification

An Administrative Modification is a revision that includes minor changes to project or project phase costs, funding sources for previously-approved projects, or phase initiation dates. An administrative modification does not require public review or Transportation Council approval. Administrative Modifications are usually requested by the project sponsor to the Local Projects Unit of NYSDOT-Region 8, which then notifies the Transportation Council of the action. NYSDOT or another transportation agency may also inform the Council of changes in the scope, cost, or schedule of non-federally funded projects, which are listed on the TIP for information

purposes only.

To keep the TIP financially constrained as an Amendment or Administrative Modification is processed, a project sponsor must identify an offset from another project to make up for the requested cost increase or schedule change. The search for an offset begins with the sponsoring agency; if no offset is available from the sponsor's projects, offsets are explored from other sponsors, and if necessary, from the Region or State.

### **13. Annual Listing of Obligated Projects**

To track the progress of projects, the Council publishes an [Annual Listing of Obligated Projects](#) ("Obligation Report") that lists TIP projects for which federal funds were obligated in the preceding year. Obligation refers to the process whereby federal funds are authorized and committed by New York State or a designated recipient and authorized by the FHWA or awarded as a grant by the FTA. The Obligation Report includes the following information for each project or project phase:

- Project description (i.e. type of work, length, location, etc.)
- Estimated total project cost.
- Project sponsor.
- Amount of federal funds requested in the TIP.
- Amount of federal funding that was obligated during the preceding year.
- Amount of federal funding remaining and available for subsequent years.

The Transportation Council will complete an Obligation Report no later than 90-days following the end of each Federal Fiscal Year (September 30<sup>th</sup>) and make it available on our website.

## **14. Final Thoughts**

States and local governments across the nation face the challenge of balancing the necessity to repair our aging infrastructure with a desire to adapt and grow our transportation system to meet future needs. Both aims will take time and additional funding, which are in seemingly short supply. And sometimes, these aims lie outside the purview or means of MPO's such as ours. Therefore, meeting our future mobility needs will require support from all levels of government (whether at the federal, state, and local level), a range of public agencies, and the private sector.

The FFY 2020-2024 TIP serves as one piece of a broader strategy to address the region's and county's transportation needs. It provides a project-specific approach to help meet some of our maintenance and improvement goals, balancing state, county, and local priorities with estimates of available federal funding for the next five years. As a working document, the TIP will undergo minor changes before its next comprehensive update in two-three years. Until then, the Transportation Council hopes to have additional opportunities to increase its federal investment in our roads and bridges, buses and trains, sidewalks and trails, and all the other elements that make for a safe and robust transportation system.

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<sup>1</sup> NYSDOT-Region 8 includes Columbia, Dutchess, Orange, Putnam, Rockland, Ulster, and Westchester counties.

<sup>2</sup> As per FTA C 4702.1B, Limited English Proficient (LEP) persons refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

<sup>3</sup>As per FTA C 4702.1B, low-income person means a person whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

<sup>4</sup> FTA C 4702.1B dated October 1, 2012 and FTA C 4703.1 dated August 15, 2012.

APPENDIX A  
(Definitions)

## **Definitions**

*AADT (Annual Average Daily Traffic):* The average traffic volume on a given facility over a 24-hour period, adjusted for seasonal variation.

*Access Management:* Road design concepts that organize access to properties, while simultaneously preserving the flow of traffic on the surrounding road system and improving safety. Examples include shared driveways, shared parking, connections between properties, and center medians with left turn pockets.

*Accessibility:* A measure of the ability or ease of all people to travel between various origins and destinations.

*ADA (Americans with Disabilities Act):* 1990 federal law that governs the provision of services and facilities necessary to accommodate people with disabilities. The law includes specific requirements regarding access to transportation services and facilities.

*Administrative Modification:* A minor revision to a Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, funding sources for previously-approved projects, and phase initiation dates. An administrative modification does not require public review and comment or re-demonstration of fiscal constraint.

*ACS (American Community Survey):* An annual survey of a subset of the population by the U.S. Census Bureau. Population, social, housing and economic data is collected. One-, three- and five-year estimates are generated from the data.

*ALIS (Accident Location Information System):* An electronic database of vehicle crashes created by NYSDOT and the State's Office of Cyber Security & Critical Infrastructure Coordination (CSCIC). The data in ALIS comes from crash reports from police agencies and the State's Department of Motor Vehicles (DMV).

*Amendment:* A revision to a MTP, TIP, or STIP that involves a major change to a project including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, design concept, or scope. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, and a 15-day public comment period.

*Available Funds:* Funds derived from an existing source dedicated to or historically used for transportation purposes. Authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered available.

*Bicycle Boulevard:* A bicycle-priority street, shared with low speed, local traffic. Identified by signs and pavement markings, and often includes traffic calming treatments. Typically, part of a network of bicycle boulevards designed to connect people to destinations while avoiding traffic on major streets.

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*Bicycle Lane (Bike Lane):* A portion of roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists (New York State Vehicle and Traffic Law).

*Bicycle Route (Bike Route):* A system of bikeways designated with directional and informational signs, with or without a specific bicycle route number. This includes both facilities for the exclusive use of bicycles and shared use with motor vehicles.

*Bicycle-Sensitive Traffic Signals:* Traffic detector loops that are designed to detect a bicycle and trigger a change in the signal.

*Bikeway:* Any road, path, or signed route that is designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

*BRT (Bus Rapid Transit):* A form of bus transit that typically includes a separated bus lane, fewer stops, signal priority, and off-board payment, resulting in faster travel speeds.

*CAAA (Clean Air Act Amendments of 1990):* Federal law that stresses the relationship between transportation and air quality and the attainment of National Ambient Air Quality Standards.

*Capacity:* The maximum volume of traffic that a particular segment of roadway or intersection is able to accommodate in a given time period.

*Capital Costs:* Non-recurring or infrequently recurring costs of long-term assets, such as land, bus/train stations, buildings, and vehicles.

*Carpool/Rideshare:* An arrangement in which two or more people share the driving, use and/or cost of traveling in privately owned automobiles between fixed points, often on a regular basis.

*Committed Funds:* Funds dedicated or obligated for transportation purposes.

*Conformity (Transportation Conformity):* A method to ensure that federal funding is applied to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans (such as the DCTC's Metropolitan Transportation Plan), TIPs, and projects funded or approved by the Federal Highway Administration or the Federal Transit Administration in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "non-attainment areas" or "maintenance areas," respectively. Transportation projects must demonstrate conformity in order to be funded.

*CMP (Congestion Management Process):* A required planning process for a TMA to measure and manage the performance of a transportation system. The process must describe methods to collect and analyze transportation network data, with the intent of developing effective strategies to mitigate identified congestion.

## ***FFY 2020-2024 Transportation Improvement Program (TIP)***

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*Congestion*: The state of a roadway that occurs as use approaches or exceeds the capacity of the road. Characterized by slower speeds, longer trip times, and increased queuing.

*Crosswalk (marked)*: Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface (New York State Vehicle and Traffic Law).

*Crosswalk (unmarked)*: That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway between the curbs or, in the absence of curbs, between the edges of the traversable roadway (New York State Vehicle and Traffic Law).

*Curb Extension*: An extension of a curb intended to narrow the travel lane and thereby reduce the speed of vehicles. Used at intersections to increase the visibility of pedestrians and shorten crossing distance.

*Curb Ramp*: Area at which a street curb has been cut and sloped so the sidewalk leads smoothly to the street. Curb ramps are required at crosswalks by ADA.

*CHIPS (Consolidated Local Street and Highway Improvement Program)*: State funding program that provides counties and municipalities with funds for operating, maintaining, and rehabilitating local highways and bridges. Typically used for projects on non Federal-Aid eligible roadways.

*DCDPW (Dutchess County Department of Public Works)*: Dutchess County department charged with responsibility for County highway, bridge, and building facilities and the Dutchess County Public Transit bus system.

*DCTC/Transportation Council (Dutchess County Transportation Council)*: MPO for the Dutchess County portion of the Poughkeepsie-Newburgh Urbanized Area. Established in 1982, the DCTC is responsible for adopting a Metropolitan Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program.

*Demand-Responsive Transit*: Transit service in which passengers request door-to-door or point-to-point service at a specific time; a common example is Dial-A-Ride.

*EPA (Environmental Protection Agency)*: Federal agency responsible for implementing the Clean Air Act, as well as other environmental laws that protect natural resources.

*Farebox*: Machine that accepts tokens, bills, coins or tickets from passengers for rides on transit vehicles.

*Federal-Aid System*: The system of roads eligible for federal highway funding. Includes all roads not functionally classified as Local or Rural Minor Collector.

*FFY*: Federal Fiscal Year (Starts October 1; ends September 30).

## ***FFY 2020-2024 Transportation Improvement Program (TIP)***

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*FHWA (Federal Highway Administration):* USDOT agency responsible for approval of transportation projects that affect the federal-aid highway system. FHWA is a non-voting member of the DCTC.

*FRA (Federal Railroad Administration):* USDOT agency responsible for the administering of federal programs concerning rail transportation.

*FTA (Federal Transit Administration):* USDOT agency responsible for approval of mass transit projects that receive federal funding. FTA is a non-voting member of the DCTC.

*Financial Plan:* Documentation required in a MTP and TIP to demonstrate the consistency between reasonably available and projected federal, state, local, and private funding and the cost of proposed transportation improvements.

*Financial/Fiscal Constraint:* The requirement that the MTP, TIP, and STIP include sufficient financial information to demonstrate that projects can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint applies to each program year.

*Fixed Route Service:* Transit service that runs on regular, scheduled routes, usually with printed/posted bus schedules and designated stops.

*Fixing America's Surface Transportation (FAST) Act:* Federal multi-modal transportation law, enacted in 2015, which

provides funding for highways, highway safety, and public transportation totaling \$305 billion from FFY 2016 to FFY 2020.

*Functional Classification:* The process by which highways are grouped into classes according to the character of service they are intended to provide. Classes include Interstate, Principal and Minor Arterial, Major and Minor Collector, and Local. Urban and rural highways are classified separately.

*Highway:* A general term denoting a public roadway that includes the entire area within the right-of-way.

*Highway Safety Improvement Program (HSIP):* MAP-21 program focused on achieving a significant reduction in traffic fatalities and serious injuries on public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

*Highway Trust Fund:* Transportation fund administered by FHWA. Most funds for highway improvement are apportioned to states using a formula based on population, area and mileage.

*HOV (High Occupancy Vehicle):* A vehicle carrying two or more passengers, including carpools, vanpools, and buses.

*HOV Lane:* Vehicle travel lane designated for use by HOVs.

## ***FFY 2020-2024 Transportation Improvement Program (TIP)***

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*ITS (Intelligent Transportation Systems):* Projects and programs that use communications technology to provide information to travelers about road and transit conditions and help monitor, guide, and control the operation of vehicles. The application of ITS technologies offers improved safety, more efficient use of infrastructure, and enhanced user choices.

*Intermodal/Multimodal:* A transportation system connecting or including different types of transportation (e.g. bus service connecting to a train station).

*Local Authorities:* Any county, municipal or other local board, body or officer, county park commissioner, parkway authority, bridge authority, bridge and tunnel authority, the office of parks and recreation, the New York State Thruway authority or similar body or person having authority to enact laws or regulations relating to traffic under the constitution and laws of this state (New York State Vehicle and Traffic Law).

*LOS (Level of Service):* A measure of congestion relating actual or forecasted traffic volume to the capacity of a roadway. LOS 'A' indicates free flow traffic; LOS 'F' denotes a very congested roadway in which traffic flow exceeds the capacity of the roadway.

*Match:* State or local funds required by federal funding programs to complement federal money for a project.

*Median:* The portion of a divided highway separating one direction of traffic from traffic traveling in the opposite direction.

*Metropolitan Planning Area:* The region in which an MPO

carries out its transportation planning responsibilities. The area is designated by the MPO and the Governor in accordance with federal regulations. The DCTC's metropolitan planning area includes the entirety of Dutchess County.

*MNR (Metro-North Railroad):* An operating affiliate of the Metropolitan Transportation Authority (MTA) that provides rail service to Dutchess County and other areas in the New York metropolitan area. MTA is a voting member of the DCTC.

*MTP (Metropolitan Transportation Plan):* An official multimodal transportation plan addressing no less than a 20-year planning horizon. The MTP is developed, adopted, and updated by an MPO through the metropolitan transportation planning process.

*Mode:* A specific form of travel, for example, walking, or traveling by automobile, bus, bicycle, or train.

*MPO (Metropolitan Planning Organization):* Federally mandated organization for coordinating transportation planning in a Census-designated metropolitan area. All urbanized areas over 50,000 in population are required to have an MPO. The MPO is responsible for developing the Metropolitan Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program.

*NAAQS (National Ambient Air Quality Standards):* Federal standards that set allowable concentrations and exposure limits for various air pollutants.

## ***FFY 2020-2024 Transportation Improvement Program (TIP)***

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*NEPA (National Environmental Policy Act of 1969)*: Federal law that establishes a national policy for the environment, requiring that federal agencies integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

*NHS (National Highway System)*: A nation-wide system of highways and roads designated by the US Congress to link the states, major urban areas, and other important destinations.

*National Highway Performance Program (NHPP)*: Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements and plans, such as *Moving Dutchess 2*. Major eligible activities include the reconstruction and rehabilitation of NHS road segments and NHS bridges and tunnels, and highway safety improvements on the NHS. Bridge resurfacing, preservation, and reconstruction on non-NHS Federal-aid highways are eligible for NHPP funding under the FAST Act.

*NYSBA (New York State Bridge Authority)*: An authority created by New York State to maintain and operate bridges across the Hudson River. The NYSBA is a non-voting member of the DCTC.

*OCTC (Orange County Transportation Council)*: The MPO for the Newburgh and Middletown metropolitan areas, which covers Orange County.

*Nonattainment Area*: Geographic area designated by the EPA where NAAQS have been exceeded. Prior to 2012, Dutchess County was part of the Poughkeepsie Ozone Nonattainment Area with Putnam and Orange counties.

*Non-Exempt*: For air quality analysis, a highway or road project that changes capacity by at least one travel lane or a transit project that changes capacity on a fixed route system. A non-exempt determination is made if the project type is not found on the list of exempt projects in Table 2 (Exempt Projects) in 40 CFR Parts 93.126 and 127 and NYCRR Part 240.27.

*NOx (Nitrogen Oxide)*: A chief component of air pollution, caused by the burning of fossil fuel.

*NHTS (National Household Travel Survey)*: Periodic survey of travel behavior of a sample of people in the United States.

*NYMTC (New York Metropolitan Transportation Council)*: MPO for the New York metropolitan area that includes New York City, Long Island, and the Hudson Valley counties of Putnam, Rockland, and Westchester.

## ***FFY 2020-2024 Transportation Improvement Program (TIP)***

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*NYSDEC (New York State Department of Environmental Conservation):* The State agency with primary responsibility for developing and amending the New York State Implementation Plan (SIP) for Air Quality.

*NYS DOT (New York State Department of Transportation):* The State agency with primary responsibility for State transportation facilities and programs. NYS DOT is a voting member and Secretary of the DCTC.

*Park-and-Ride Lot:* Parking area where passengers leave their vehicles for the day and take public transit or carpools/vanpools to their destination (typically related to journey-to-work trips).

*Planning Committee:* The non-voting body of the Transportation Council responsible for identifying specific transportation planning issues for inclusion in the MTP, TIP, and UPWP, and identifying and undertaking special studies as requested by DCTC members.

*Regionally Significant Project:* A transportation project that is on a facility that serves regional transportation needs, such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals, and would normally be modeled in the metropolitan area's transportation network. This includes all projects on principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to

regional highway travel. Typically used for air quality conformity.

*Right-of-Way (ROW):* Land, property or interest therein, acquired for or devoted to a highway, transit, railroad, or other transportation project.

*Roadway:* The portion of the highway, including shoulders, for vehicular use.

*SAFETEA-LU (Safe Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users):* Federal multi-modal transportation law, enacted in 2005, that guaranteed funding for highways, highway safety, and public transportation totaling \$244 billion (FFY 2005-2009).

*SDF (State Dedicated Fund):* Funds collected and allocated by New York State to fund highway and transit improvements.

*Section 5303 (Metropolitan & Statewide Planning):* FTA program that funds transit planning and research.

*Section 5307 (Urbanized Area Formula Funding program):* FTA program that authorizes grants to urban areas under a legislated formula. The program provides funding to urbanized areas for transit capital and operating assistance, preventive maintenance, and Americans with Disabilities Act (ADA) complementary paratransit services. Funds can also support pedestrian and bicycle access to transit.

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*Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities program):* FTA program that authorizes transportation capital and operating grants for transit service for the elderly and handicapped. The program provides formula funding to states to assist private nonprofit groups with meeting the transportation needs of the elderly and persons with disabilities. Funds are apportioned based on each state's share of population for these population groups. Per MAP-21, funding can only be awarded if the project stems from a locally developed Coordinated Public Transportation–Human Service Transportation Plan.

*Section 5337 (State of Good Repair Grants):* FTA program that provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway (e.g. commuter rail).

*Section 5339 (Buses and Bus Facilities program):* FTA program that supports the replacement, rehabilitation, and purchase of buses and related equipment, and construction of bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

*SEQRA (State Environmental Quality Review Act):* A New York State law that introduces a process to incorporate the consideration of environmental factors into the early planning stages of actions to avoid adverse impacts on the environment.

*Shared Lanes:* Shared motor vehicle/bicycle use of a travel lane. Narrow shared lanes may be supplemented with shared lane use markings (sharrows).

*Shared-Use Path:* A path completely separated from vehicular traffic and within an independent right of way or the right of way of another facility, which is shared by bicycles, pedestrians, and other non-motorized users.

*SFY:* State Fiscal Year (Starts April 1 and ends March 31).

*SIP (State Implementation Plan):* A plan mandated by the Clean Air Act that contains procedures to monitor, control, maintain, and enforce compliance with the NAAQS.

*STIP (State Transportation Improvement Program):* A statewide compilation of MPO and rural area TIPs that is submitted by NYSDOT to FHWA and FTA for approval. The STIP serves as the basis for the obligation of federal transportation funds to the State.

*STBG (Surface Transportation Block Grant) Program:* Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Fifty percent of a State's STP apportionment is to be obligated to areas in proportion to their relative share of the State's population. Major eligible activities include the construction and rehabilitation of federal-aid eligible highways and bridges on any public road.

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*Transportation Alternatives Program (TAP)*: Originally a MAP-21 program that provided for a variety of alternative transportation projects that were previously eligible under separately funded programs, such as the Transportation Enhancement Program, Recreational Trails Program, and the Safe Route to Schools Program. Under the FAST Act, the TAP program was eliminated as a standalone program and made a set-aside under the STBG Program.

*TDM (Transportation Demand Management)*: Activities and programs designed to reduce congestion by reducing the number of single occupant vehicles. Examples include programs to promote ridesharing, transit use, bicycling, and telecommuting.

*TIP (Transportation Improvement Program)*: A five-year program of highway, transit, and other transportation capital projects developed by an MPO. All federally funded projects must appear on an approved TIP to be implemented.

*TMA (Transportation Management Area)*: A USDOT designation for Urbanized Areas with populations of 200,000 or more. The TMA designation carries additional responsibilities for an MPO. These include a system to disburse Section 5307 funds and a formal federal certification review every four years. The DCTC is part of the Mid-Hudson Valley TMA.

*Transportation Performance Management*: a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

*UCTC (Ulster County Transportation Council)*: The MPO for the Kingston metropolitan area, which covers Ulster County.

*UPWP (Unified Planning Work Program)*: The statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area over a period of no more than two years. The UPWP includes a description of the planning work and resulting products and identifies which organization will perform the work, the time-periods for completing the work, the cost of the work, and the sources of funds.

*USDOT (United States Department of Transportation)*: The federal cabinet department that includes the Federal Highway Administration and the Federal Transit Administration.

*Urbanized Area*: An incorporated place and adjacent densely populated area with a combined minimum population of 50,000, as defined by the U.S. Census Bureau.

*VMT (Vehicle Miles Traveled)*: Measure of vehicle travel. The sum of miles driven by all vehicles in a given area, over a specific time-period.

*YOE (Year of Expenditure)*: Dollars that are adjusted for inflation, based on the year they will be used.

APPENDIX B  
(Performance Planning & Targets)

## **Performance Planning and Targets**

Pursuant to MAP-21 (and carried through in the current federal transportation law, the FAST Act), MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. The FAST Act requires states and MPOs to establish and approve performance measures related to transportation safety, highway operations, and transit systems. This section provides detailed information on the performance targets, including a discussion on how the Metropolitan Transportation Plan (MTP) and TIP contribute to meeting the targets.

### **Background**

Chapter 23 part 150(b) of the United States Code [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

1. Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Capital Assets Condition – To maintain the highway infrastructure and transit capital asset systems in a state of good repair.
3. Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
4. System Reliability – To improve the efficiency of the surface transportation system.
5. Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural

communities to access national and international trade markets, and support regional economic development.

6. Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice

For public transportation, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The DCTC's FFY 2020-2024 TIP was developed and is managed in cooperation with its member agencies to include the New York State Department of Transportation (NYSDOT), Metropolitan Transportation Authority (MTA), and Dutchess County Public Transit. It reflects the investment priorities established in the current MTP, and incorporates comments and input from affected agencies and organizations and the public.

As per 23USC §134(j)(2)(D), TIPs "shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities

to those performance targets.” TIPs and MTPs adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program

MPOs that do not adopt or amend their MTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above and include “a description of the anticipated effects of the transportation improvement program toward achieving” said targets. This portion of the TIP meets the requirements of 23USC §134(j)(2)(D).

### **Highway Safety Performance Targets**

In March 2016, the Federal Highway Administration (FHWA) published its final rule for the HSIP program and Safety Performance Management Measures in the Federal Register, with an effective date of April 14, 2016. NYSDOT subsequently completed its 2017 New York Strategic Highway Safety Plan (SHSP) in August 2017, with the intent to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in the State. The SHSP guides NYSDOT, MPOs, and other partners in addressing safety, and defines a framework for carrying out safety improvements across the

State. NYSDOT’s Annual HSIP Report documents its statewide performance targets.

On August 23, 2018, the DCTC agreed to support the following NYSDOT statewide 2019 safety performance targets (via DCTC Resolution #18-10), which were based on five-year rolling averages as per 23 CFR 490.207:

1. Number of Fatalities: 1,072
2. Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): 0.86
3. Number of Serious Injuries: 10,987
4. Rate of Serious Injuries per 100 million VMT: 8.62
5. Number of Non-motorized Fatalities and Serious Injuries: 2,726

### Anticipated Safety Effects

The DCTC places a significant focus on improving transportation safety. The projects recommended in the MTP and programmed on the TIP reflect this focus, and safety stands as a primary consideration in the selection of any project.

### Safety Projects in the Metropolitan Transportation Plan

Although many of the recommendations in *Moving Dutchess 2* are not specifically listed under “safety,” the DCTC believes the majority of the Transportation Plan’s recommendations are indirect safety projects: a repaired sidewalk removes a tripping hazard, a new turn lane prevents a rear-end collision,

a fixed pothole keeps a vehicle in its travel lane, and a new bus makes it easier for a customer to climb aboard. We therefore view the Plan's many recommendations as having some type of safety benefit.

*Moving Dutchess 2* recommends 22 location-specific safety projects that seek to improve transportation safety on federal-aid eligible roads. These include a variety of measures such as realigning roads, installing traffic warning signs, improving sight distances, and installing traffic calming devices at high crash locations. The Plan also recommends system-wide safety activities such as sign replacements, special surface treatments, guiderail replacements, the installation of centerline rumble strips, and pedestrian countdown timers.

The DCTC estimates that its safety recommendations will require almost \$94 million to implement, representing eight percent of available federal highway funding through 2040. Some of the recommended projects will require sponsors to secure funds through the HSIP program, but also through State and local sources. For example, Dutchess County intends to use local funds to realign CR 16 (N. Quaker Ln.) in Hyde Park to correct safety deficiencies identified in a Safety Assessment completed by the DCTC.

#### Safety and Project Selection in the TIP

As specified in its Bylaws, the DCTC uses a variety of project selection criteria to evaluate and prioritize new projects proposed for inclusion in the TIP. The criteria support the

goals and recommendations identified in *Moving Dutchess 2* and various other plans completed by the DCTC. The project selection criteria also complement criteria used by NYSDOT and other member agencies.

The DCTC's project selection criteria use a point-based system to evaluate potential projects, providing more weight to projects that advance key focus areas such as improving transportation safety and security. For example, the DCTC awards points to projects that have the following characteristics:

1. Identified by a member agency as being critical to improving the safety or security of the travelling public.
2. Identified as a strategy in NYSDOT's Strategic Highway Safety Plan.
3. Improves the capacity of federal, state, and local agencies to respond to emergencies or disasters.
4. Uses signal pre-emption technology for emergency response vehicles.

#### Safety Projects in the TIP

The TIP includes one HSIP-funded project that will materially benefit the safety of the traveling public in Dutchess County: PIN 876203 – pedestrian safety improvements at priority signalized intersections and uncontrolled crosswalks in the City of Poughkeepsie (total cost \$2.2 million). Besides this HSIP funded project, the TIP also includes two safety focused projects that use highway funds from the Surface Transportation Block Grant (STBG) program:

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1. PIN 875730 – Fishkill Ave. reconstruction in the City of Beacon. Total STBG: \$3.8 million.
2. PIN 875780 – Teller Ave. reconstruction in the City of Beacon. Total STBG: \$1.8 million.

These three projects total over \$7.8 million in federal highway funding that will improve transportation safety. This investment represents well over one-third of the federal highway funding programmed in the DCTC's TIP.

### **Overall Safety Determination**

Based upon its review of the TIP, the DCTC has determined that the overall program will positively contribute to progress made in addressing the safety performance targets established by the State.

### **Pavement and Bridge Condition Targets**

On January 18, 2017, FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in the Federal Register. This second FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess pavement conditions and bridge conditions for the National Highway Performance Program (NHPP).

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics:

International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

NYSDOT established its highway performance targets on May 20, 2018, and on August 23, 2018, the DCTC agreed to support NYSDOT's statewide targets for Interstate System and NHS pavement and bridge conditions via DCTC Resolution #18-11. See Table 8-1 for the statewide targets for pavement and bridge conditions.

### **Anticipated Pavement and Bridge Condition Effects**

The DCTC places a significant focus on improving pavement and bridge conditions. The projects recommended in the MTP

and programmed on the TIP reflect this focus, and improving operations stands as a primary consideration in the selection of any project.

**Pavement and Bridge Maintenance Projects in the MTP**

*Pavement: Moving Dutchess 2* recommends a variety of highway maintenance projects to maintain the county's federal-aid eligible roads in a state of good repair. These projects include rehabilitation work to repair road segments that are currently rated in poor condition or expected to be in poor condition within the 25-year planning period. The rehabilitation and maintenance of federal-aid eligible roads in Dutchess County is estimated to total over \$286 million during the planning period. This represents over 23 percent of the highway and bridge funding assumed to be available during the planning period.

*Bridges:* The preservation of federal-aid eligible bridges represents an important focus area for *Moving Dutchess 2*. This is in recognition of the important role that bridges play in our transportation system: a closed bridge can delay response times for emergency responders, disrupt the movement of goods, and greatly diminish personal mobility. It is for these reasons that the DCTC continues to focus on the maintenance needs of state, county, and local bridges. The reconstruction of priority bridges in Dutchess County is estimated to cost almost \$340 million during the planning period. This represents 28 percent of the highway and bridge funding assumed to be available during the 25-year planning period.

**Project Selection in the TIP**

As mentioned previously, the DCTC's Bylaws includes a set of project selection criteria to evaluate and prioritize new projects proposed for inclusion in the TIP. The criteria support the goals and recommendations identified in *Moving Dutchess 2* and various other plans completed by the DCTC.

Regarding pavement and bridge maintenance, the DCTC's project selection criteria use a point-based system to evaluate potential projects, providing more weight to projects that advance key focus areas such as improving transportation safety and security. For example, the DCTC awards points to projects that are needed to maintain a federal-aid eligible road or bridge in a state of good repair, or are located on a NYSDOT-identified trade, tourist, commuter, or inter-state passenger corridor (e.g. I-84).

**Pavement and Bridge Maintenance Projects in the TIP**

The TIP includes six STBG-funded projects that will materially benefit highway and bridge performance in Dutchess County during the FFY 2020-2023 STIP period. In total, these projects represent almost \$15.8 million in federal highway funding to improve travel conditions in the county:

1. PIN 806252 – Correct deficient pavement on I-84 from the Putnam County Line to the Taconic State Parkway. Total NHPP: \$9.8 million.
2. PIN 875663 – Mansion St./Fall Kill Creek bridge replacement in the City of Poughkeepsie. Total STBG: \$3.4

million.

3. PIN 875730 – Fishkill Ave. reconstruction in the City of Beacon. Total STBG: \$3.8 million.
4. PIN 875780 – Teller Ave. reconstruction in the City of Beacon. Total STBG: \$1.8 million.
5. PIN 875983 – Washington St./Fall Kill Creek bridge replacement in the City of Poughkeepsie. Total STBG: \$3 million.
6. PIN 876195 – Carol Dr./Fishkill Creek bridge replacement in the Town of East Fishkill. Total STBG: \$1.2 million.
7. PIN 876196 – Garden St./Fall Kill Creek bridge replacement in the City of Poughkeepsie. Total STBG: \$2.8 million.

These highway and bridge projects represent over two-thirds of all federal highway funding programmed in the DCTC’s TIP.

Overall Pavement and Bridge Maintenance Determination

Based upon its review of the TIP, the DCTC has determined that the overall program will positively contribute to progress made in addressing the highway performance targets established by the State and endorsed by the DCTC.

**System Performance, Freight, and Congestion Mitigation and Air Quality Targets**

On January 18, 2017, FHWA published the system performance, freight, and congestion mitigation and air quality (CMAQ) Performance Measures Final Rule in the *Federal Register*. This third and final FHWA performance measure rule, which has an effective date of May 20, 2017

(originally February 17, 2017), 2017, established six performance measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95<sup>th</sup> percentile) to a normal truck travel time (50<sup>th</sup> percentile). The TTTR Index is calculated for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and

weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

NYS DOT established its highway performance targets on May 20, 2018, and on August 23, 2018, the DCTC agreed to support NYS DOT's statewide targets for Interstate System and NHS pavement and bridge conditions via DCTC Resolution #18-11. See Table 8-2 for the statewide targets for system performance.

Although FHWA established three other traffic congestion and on-road mobile source emissions performance measures – peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions – the DCTC meets all current air quality standards and is therefore not subject to establishing targets for these measures.

#### System Performance Projects in the MTP

*Moving Dutchess 2* recommends 24 projects to improve highway operations in Dutchess County. These include actions that reduce traffic congestion and improve safety such as adding turn lanes, upgrading or retiming traffic signals and redesigning intersections and interchanges. Additionally, the recommendations include NYS DOT and DCDPW systemwide operational maintenance work such as traffic signal and sign repairs, and Intelligent Transportation System (ITS) upgrades. In total, *Moving Dutchess 2* recommends over

\$208 million to improve highway operations in Dutchess County, representing over 17 percent of the highway and bridge funding estimated to be available during the 25-year period.

#### Project Selection in the TIP

As mentioned previously, the DCTC's Bylaws includes a set of project selection criteria to evaluate and prioritize new projects proposed for inclusion in the TIP. The criteria support the goals and recommendations identified in *Moving Dutchess 2* and various other plans completed by the DCTC.

Regarding system performance, the DCTC's project selection criteria use a point-based system to evaluate potential projects, providing more weight to projects that advance key focus areas such as improving transportation safety and security. For example, the DCTC awards points to projects that have the following characteristics:

1. Project reduces congestion on a road segment identified in the Congestion Management Process as experiencing congestion.
2. Project includes use of Intelligent Transportation System (ITS) technology.
3. Project located on a NYS DOT-identified trade, tourist, commuter, or inter-state passenger corridor (as per New York State Transportation Plan).

**Table B-1. NYSDOT Targets for Pavement & Bridge Performance on the NHS and Interstate System**

<b>NHS Bridge Condition Targets by Deck Area</b>			
<b>Measure</b>	<b>Baseline</b>	<b>Year 2</b>	<b>Year 4</b>
<b>Good</b>	20.2%	23.0%	24.0%
<b>Poor</b>	11.7%	11.6%	11.7%

<b>NHS Pavement Condition Targets by Interstate and Non-Interstate Facility</b>			
<b>Measure</b>	<b>Baseline</b>	<b>Year 2</b>	<b>Year 4</b>
<b>Interstate % Good</b>	52.2%	46.4%	47.3%
<b>Interstate % Poor</b>	2.7%	3.1%	4.0%
<b>Non-Interstate % Good</b>	20.4%	14.6%	14.7%
<b>Non-Interstate % Poor</b>	8.3%	12.0%	14.3%

**Table B-2. NYSDOT Targets for System Performance on the NHS and Interstate System**

<b>NHS System Performance Targets by Level of Travel Time Reliability (LOTTR)</b>		
<b>Year</b>	<b>LOTTR Interstate</b>	<b>LOTTR Non-Interstate</b>
<b>2018 (Baseline)</b>	81.3%	77.0%
<b>2020</b>	73.1%	n/a
<b>2022</b>	73.0%	63.4%

<b>Interstate Freight Performance Targets by Truck Travel Time Reliability (TTTR)</b>	
<b>Measure</b>	<b>TTTR</b>
<b>2018 (Baseline)</b>	1.38
<b>2020</b>	2.00
<b>2022</b>	2.11

**Overall System Performance Determination**

The DCTC’s FFY 2020-2024 TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to the system performance and freight performance targets established by the State.

**Transit Asset Management Performance Targets**

In July 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and sub-recipients of federal transit funding who own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule went into effect on October 1, 2016.

In Dutchess County, two agencies provide federally-funded transit service: the Metropolitan Transportation Authority (MTA) via Metro-North Railroad, and the Dutchess County Division of Public Transit:

1. Metro-North Railroad provides commuter rail service between Dutchess County and the New York City metropolitan area. Metro-North operates eight train stations in Dutchess County: Poughkeepsie, New Hamburg, and Beacon on the Hudson Line, and Wassaic, Ten Mile River, Dover Plains, Harlem Valley/Wingdale, and Pawling

on the Harlem Line.

2. Dutchess County Public Transit (DCPT) provides fixed route bus service on major road corridors, connecting the County’s suburban areas to more densely populated areas and key activity centers. DCPT also operates a variety of fixed routes that support local services in the City of Poughkeepsie and surrounding area. Besides its standard fixed routes, DCPT operates three RailLink routes that provide morning/evening peak hour service to Hudson line train stations, plus a variety of demand response services (e.g. Dial-A-Ride).

On November 17, 2017, the DCTC agreed to support the performance management targets established by the MTA and DCPT in their respective Transit Asset Management Plans (via DCTC Resolution #17-07). The DCTC subsequently agreed to support revised targets for DCPT on August 23, 2018 via DCTC Resolution #18-12; the revised targets stemmed from changes in DCPT’s fleet size. Table B-3 shows the performance targets by asset category for the two transit agencies operating within the DCTC planning area.

**Anticipated Effects on Transit Assets**

The DCTC places a significant focus on maintaining transit-related rolling stock, maintenance equipment, fixed guideway facilities (i.e. rail tracks), and transit facilities. Many of the transit projects recommended in the MTP and programmed on the TIP reflect this focus, and ultimately seek to improve the passenger experience for transit customers.

Transit Projects in the Metropolitan Transportation Plan

*Moving Dutchess 2* includes 34 federal-aid eligible transit recommendations that support existing bus and rail operations in Dutchess County. The transit recommendations cover a variety of projects to maintain and operate the DCPT's bus system through 2040, focusing on preventive maintenance, operating assistance, and vehicle replacements. Other recommendations include the installation of bus stop shelters to improve passenger comfort and safety, and the installation of signs and deployment of information technology to improve the availability of transit information. Specific commuter rail recommendations include the rehabilitation of the Poughkeepsie train station.

The DCTC estimates that the transit recommendations specific to Dutchess County will cost almost \$221 million, which represents 18 percent of all funding estimated to be available over the 25-year planning period. This includes over \$48 million for bus replacements by DCPT alone, directly supporting its TAM-related performance goals.

Transit-related Project Selection in the TIP

As specified in its Bylaws, the DCTC uses a variety of project selection criteria to evaluate and prioritize new projects proposed for inclusion in the TIP. The criteria support the goals and recommendations identified in *Moving Dutchess 2* and various other plans completed by the DCTC. The project selection criteria also complement criteria used by NYSDOT and other member agencies.

The DCTC's project selection criteria use a point-based system to evaluate potential projects, providing more weight to projects that advance key focus areas such as system maintenance and preservation. For example, the DCTC awards points to projects that have the following characteristics:

1. Required to maintain transit vehicles or facilities in a state of good repair.
2. Required to maintain a Metro-North Railroad facility in a state of good repair, including infrastructure, tracks, signals, and stations.
3. Directly improves passenger safety, security, and comfort on or access to a federally funded transit vehicle.
4. Identified by a member agency as being critical to improving the safety or security of the travelling public.

TAM-related Projects in the TIP

The FFY 2020-2024 TIP includes three FTA-funded projects that we believe will materially help achieve the performance targets listed in Table B-3. These projects are expected to be fully obligated by the close of FFY 2024. In total, they alone represent almost \$54 million in FTA funding to improve transit assets in Dutchess County:

1. PIN 8TD009 – Purchase of 13 medium-duty buses by DCPT in FFY 2021. Total FTA funding: \$2.3 million.
2. PIN 8TD014 – Purchase of six heavy-duty buses by DCPT in FFY 2023. Total FTA funding: \$2.3 million.
3. PIN 8TRD93 – FTA Section 5337 block funding to maintain fixed guideway systems in Dutchess County by Metro-North Railroad (FFY 2020-2024). Total FTA funding: \$49

million.

When combined with non-TAM related projects (e.g. preventive maintenance and operating assistance), the 2020-2024 TIP invests over \$62 million in FTA funds for projects that will maintain or improve transit operations. This investment represents 56 percent of all federal funding programmed in the DCTC's TIP.

Overall TAM Determination

Based upon its review of the TIP, the DCTC has determined that it P will positively contribute to progress made in addressing the performance targets established by member agencies in their Transit Asset Management Plans.

**Table B-3. Transit Asset Management Performance Targets by DCTC Member Agency**

<b>Asset Category: Performance Measure</b>	<b>Asset Class</b>	<b>Agency</b>	<b>Useful Life Benchmark (Years)</b>	<b>2019 Target</b>
<b>Rolling Stock</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	DCPT	14	0%
	Commuter Rail Locomotive	MTA/MNR	39	34%
	Commuter Rail Passenger Coach	MTA/MNR	39	0%
	Commuter Rail Self-propelled Coach	MTA/MNR	39	0%
<b>Equipment</b>				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Trucks and other Rubber Tire Vehicles	MTA/MNR	14	61%
	Steel Wheel Vehicles	MTA/MNR	25	7%
<b>Infrastructure</b>				
% of track segments with performance restrictions (as applicable)	Rail fixed guideway track	MTA/MNR	n/a	2%
<b>Facilities</b>				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	MTA/MNR	n/a	28%
	Maintenance	MTA/MNR	n/a	34%
	Parking Structures	MTA/MNR	n/a	24%
	Passenger Facilities	MTA/MNR	n/a	40%

APPENDIX C  
(Self-Certification)

## **Background**

A certification of the metropolitan planning process is required under Title 23 U.S.C. Section 134, where it stipulates that the Secretary of the United States Department of Transportation (USDOT) shall certify that the Metropolitan Planning Organization (MPO) is carrying out a metropolitan planning process that adheres to all applicable federal laws.

All of the documents and activities referred to in this Self-Certification Report support the DCTC's stated mission *to provide the resources (funding) and tools (planning) necessary to build and maintain a transportation system that promotes the safe and efficient movement of people and goods in a sustainable manner.*

### **A. Required Agreements**

The [DCTC](#) relies on several agreements to carry out the federally prescribed metropolitan transportation planning process in Dutchess County:

- [NYSDOT-DCTC Master Agreement](#) (effective November 19, 1982): the original agreement between NYSDOT and Dutchess County that established the DCTC, identified its responsibilities, and outlined the procedures for seeking reimbursement for MPO related expenses.
- [NYSDOT-DCTC Supplemental Agreement](#) (effective December 27, 2005): amends the original Master Agreement to coincide with the period covered by the [Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users \(SAFETEA-LU\)](#).
- [Mid-Hudson Valley TMA Memorandum of Understanding](#) (effective March 7, 2006): provides a common understanding and structure for the continuing coordination and communication among the MPOs responsible for the Mid-Hudson Valley TMA: [DCTC](#), [Orange County Transportation Council \(OCTC\)](#), and [Ulster County Transportation Council \(UCTC\)](#).
- [Air Quality Conformity Memorandum of Understanding](#) (effective August 20, 2010): establishes the planning process for determining air quality conformity for the former Poughkeepsie Ozone Non-attainment Area, which the DCTC shared with the [New York Metropolitan Transportation 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 transportation planning process in Dutchess County, as agreed to by the DCTC, Dutchess County, City of Poughkeepsie, NYSDOT, MTA/Metro-North Railroad, and NYS Bridge Authority. This agreement specifically establishes the procedures for sharing project and financial data necessary for developing the TIP and Annual

### Listing of Obligated Projects.

- NYSDOT-DCTC Host Agency Agreement (effective April 1, 2012): reauthorizes the host agency relationship between Dutchess County and NYSDOT and provides a ten-year schedule for funding the Transportation Council through SFY 2021-2022.
- [DCTC Public Participation Plan](#) (effective January 1, 2015): establishes the framework for public involvement during the development of the MTP, TIP, and UPWP and outlines standard public participation activities.
- [DCTC Bylaws](#) (effective January 1, 2015): establishes the roles, responsibilities, and structure of the DCTC, including its voting membership, meeting protocols, decision-making process, and procedures for adding new and changing existing transportation projects on the TIP. The Bylaws also codify voting membership based on the 2010 Census-defined Urbanized Area. The Bylaws were modified in 2016 to allow for written ballots.
- [DCTC Title VI Policy & Complaint Procedures](#) (effective June 8, 2018): updates the procedures used by the DCTC 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.

### **B. Planning/Technical**

#### 1. Unified Planning Work Program (UPWP)

The UPWP describes the planning activities to be carried out by the MPO within its planning area. The projects described in the UPWP implement policy recommendations and priority actions identified in the Metropolitan Transportation Plan, or are special requests from DCTC members concerning current and long term needs. In recent years these tasks have included road safety assessments, local pedestrian plans, corridor management plans, and transit studies. The UPWP includes descriptions of planning tasks and resulting products, a schedule for completing tasks, the cost of the work, sources of funds, and identifies which organization will perform each task. The DCTC updates the UPWP annually and is based on the State Fiscal Year (SFY) calendar. The current [SFY 2019-2020 UPWP](#) was adopted by the DCTC on February 26, 2019.

#### 2. Metropolitan Transportation Plan (MTP)

The MTP serves as the strategic, long-range multimodal transportation plan for the Metropolitan Planning Area. Addressing no less than a 20-year horizon, the MTP must address the ten planning factors in the FAST Act and be fiscally constrained. In attainment areas, the MTP is updated every five years. The current MTP, [Moving Dutchess 2](#), was adopted on March 24, 2016 and has a planning horizon year of 2040. *Moving Dutchess 2* represents the sixth long-range, county-wide transportation plan for the DCTC. As the 25-year, multi-modal transportation plan for Dutchess County, *Moving Dutchess 2* identifies strategies to preserve the existing

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transportation system and meet future travel demands through 2040. Building on the work done in 2011 for *Moving Dutchess*, the DCTC used four guiding principles to develop the new MTP:

1. **Relevant:** serve as a valuable planning tool, relevant to the public, local communities, and decision-makers.
2. **Sustainable:** establish a fiscally and environmentally sustainable way forward to meet our future transportation challenges, with the intent of creating livable communities that improve our quality of life.
3. **Targeted:** identify specific measures, both planning and project-based, to improve the safety, efficiency, and effectiveness of our transportation system to meet our future mobility needs.
4. **Inclusive:** seek input from a full range of stakeholders and interests, addressing the diverse transportation needs of all our residents and visitors.

The DCTC used a comprehensive planning approach to identify the transportation needs and priorities for Dutchess County, incorporating four major components:

1. A review of federal, state, and local guidance, including previous DCTC studies and local comprehensive plans.
2. An analysis of transportation system data, including road and bridge conditions, transit use, vehicle crashes, traffic volumes, and travel times (congestion).
3. Information gathered from public outreach, which included six workshops held throughout the County, a public survey, and monthly meetings of the DCTC's Planning Committee.

4. An assessment of future population growth/travel demand.

*Moving Dutchess 2* includes a literature review of relevant federal, state, regional and county laws, policies, and planning guidance. This review sought to capture those policies and recommendations that best supported the DCTC's mission. More often than not, similar themes arose from these documents, which the DCTC referred to as it established ten goals for *Moving Dutchess 2*:

1. Preserve our highways and bridges
2. Maintain our transit system
3. Improve transportation safety
4. Reduce traffic congestion
5. Increase bicycling and walking
6. Increase the use of carpools/vanpools
7. Improve transportation security
8. Reduce transportation impacts to the environment
9. Increase public participation in the transportation planning process
10. Improve the delivery of federally-funded transportation projects

*Moving Dutchess 2* provides an overview of the Mid-Hudson region, focusing on the common regional transportation and land use issues facing Dutchess and its neighbors – especially Orange and Ulster counties. The MTP also notes how the three counties have worked together to address regional issues and makes recommendations for future planning efforts, with a focus on addressing regional transit needs.

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The MTP provides an overview of Dutchess County using data relevant to transportation planning. This countywide snapshot includes data on population and socio-economic characteristics, employment, housing, and travel behavior. Recognizing the link between land use decisions and the transportation system, the MTP includes an assessment of two land use scenarios:

1. Build-out Analysis: the level of development that could occur under current local zoning laws and bulk regulations.
2. Center-Focused Build-out Analysis: the amount of development that would occur if the county's *Centers & Greenspaces* guide was fully implemented by communities.

The MTP provides an overview of transportation facilities and resources in the county, discussing the key components of the transportation system: roads, bridges, transit, sidewalks, trails, and bicycle facilities, as well as park-and-ride facilities, freight activity, and safety and security. The MTP also outlines important natural and historical resources in the county, including wetlands, floodplains, air quality, agricultural land, and historic districts, and their interplay with the transportation system.

*Moving Dutchess 2* takes a close look at the characteristics and special needs of five distinctive areas within the county. The five areas were established through an assessment of development patterns, travel characteristics, and demographic profiles. By analyzing smaller areas, the DCTC wanted to identify the varied transportation needs in the county, which are sometimes lost when viewed as 'one size

fits all.' This approach also increases the MTP's value to local communities by better targeting funding resources. Each sub-area chapter summarizes local demographic and transportation data, and provides a list of transportation needs and priorities for the sub-area.

*Moving Dutchess 2* incorporates over 70 performance measures to quantify progress on meeting our short-range and long-range goals. The performance measures rely on available data to measure existing conditions for key aspects of the transportation system, including safety, highway/bridge maintenance, transit operations, bicycle/pedestrian facilities, the environment, public participation, and project deliverability. Each performance measure uses current data to establish a base starting point. Goals are then established for 2020 (the next update) and 2040 (the planning horizon year).

*Moving Dutchess 2* includes over 170 specific recommendations to preserve and improve the transportation system. The DCTC chose to identify specific projects to increase the value of the Transportation Plan to public agencies and communities – providing them greater detail on where to target future investments. The recommendations are divided into short-range (2016-2020), mid-range (2021-2030), and long-range (2031-2040) time periods, which are related to each project's relative priority and complexity, and the availability of funding. The MTP categorizes recommendations into eight major project types:

1. Bridge Maintenance
2. Highway Maintenance
3. Highway Operations

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4. Safety
5. Pedestrian and Bicycle
6. Travel Demand Management
7. Transit
8. Planning

*Moving Dutchess 2* recommends the investment of over \$1.1 billion in highway, transit, and planning projects to preserve and improve the county's transportation system over a 25-year planning period. *Moving Dutchess 2* includes a financial plan that uses planning-level cost estimates and forecasts of reasonably expected funding to financially constrain its recommendations and avoid a wish list of projects. Project cost estimates are adjusted for inflation based on the project's Year of Expenditure, providing a more realistic estimate of funding needs.

Given that there is insufficient funding available to reach a true state of good repair, *Moving Dutchess 2* outlines a preservation-based approach to maintain transportation safety and mobility – over half of the recommended funding is dedicated to highway and bridge maintenance

### Public Participation

In compliance with the DCTC's Public Participation Plan, *Moving Dutchess 2* was made available for public review and comment. During its development, draft chapters of the MTP and other supporting documents were posted on the DCTC's web site and discussed at monthly meetings of the Planning Committee. Staff also held six public workshops throughout Dutchess County in September 2015 to identify local needs

and priorities. The DCTC also issued a public survey (online and paper) to gather feedback on transportation issues facing residents, receiving over 900 responses (including 40 in Spanish).

A 30-day public comment was held from February 17-March 17, 2016 and a summary of the MTP was prepared and mailed to the public information mailing list, including local media; staff also held a public information meeting on March 3, 2016. All comments were summarized and included in the MTP prior to the DCTC's approval on March 24, 2016.

### Consultation

To address the federal requirement for consultation, the DCTC developed an agency consultation process that included reviewing existing plans, and providing agencies an opportunity to review *Moving Dutchess 2* prior to its public release. For federal and state agencies, the DCTC relied on its list of contacts developed for previous plans. In addition to these agencies, the DCTC identified local agencies and organizations interested in environmental, natural resource, land development, historic preservation, and economic development within Dutchess County and the greater Hudson Valley. In 2017 FHWA and FTA conducted an in-person certification review of the transportation planning process in Dutchess, Orange, and Ulster Counties in the Mid-Hudson Valley TMA. The MPO's were found to be in compliance with federal planning requirements.

## **FFY 2020-2024 Transportation Improvement Program (TIP)**

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### **3. Transportation Improvement Program (TIP)**

The DCTC approved the previous [Federal Fiscal Year \(FFY\) 2017-2021 TIP](#) on June 30, 2016. The 2017-2021 TIP is financially constrained by program year and conforms to the most recent New York State SIP as required by federal transportation law. The projects in the TIP sustain and reinforce the goals and priorities set forth in the MTP.

The 2017-2021 TIP was developed in consultation with member agencies, including local municipalities, state and county agencies, and regional transportation authorities. The TIP includes an Environmental Justice analysis that identifies locations with high numbers of sensitive population groups. The DCTC continued its use of visualization techniques by developing user-friendly project lists and maps for proposed projects. In addition, the TIP is made available to the public via the DCTC's website and by paper upon request.

The DCTC publishes an Annual Listing of Project Obligations, which provides the public with an overview of how and where Federal transportation funds are spent over the course of each passing fiscal year in the TIP. The FFY 2018 Obligation report was published on December 13, 2018.

### **4. Technical Areas**

The DCTC works with member agencies and other interested parties on short- and long-range transportation planning activities. Recent highlights include our ongoing road safety assessment work, where staff conducts Road Safety Audits of high-crash locations on County-owned roads, and our local

pedestrian planning initiative, where staff works with local communities to GPS inventory existing sidewalks and prioritize ways to improve pedestrian safety and mobility. In 2018 the DCTC completed a Downtown Parking Improvement Plan in the City of Poughkeepsie to improve parking operations.

### **5. Special Considerations in Transportation Planning Process**

#### **a. Title VI Policy**

As a recipient of federal funding, the DCTC must demonstrate its compliance with Title VI of the Civil Rights Act of 1964 and the Environmental Justice provisions set forth in Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed in 1994. Title VI prohibits the discrimination by recipients of federal financial assistance, including federal transportation funds, on the basis of race, color, and national origin, or matters related to language access for Limited English Proficient (LEP) persons, while Environmental Justice builds upon this by adding low income populations to the groups that should be protected from the adverse impacts of federally funded actions.

In 2017, FHWA and FTA completed an in-person certification review of the DCTC, OCTC, and UCTC, and identified no corrective actions with regard to each MPO's Title VI process, and specifically found the DCTC to be in compliance with federal Title VI requirements. Additionally, the DCTC continues to participate as a signatory to the NYSDOT Disadvantaged Business Enterprise (DBE) Plan, submits semi-annual DBE reports to the NYSDOT-Civil Rights Bureau. The MTP and TIP

discuss special considerations such as Title VI and Environmental Justice, while the annual UPWP dedicates resources for staff work on these efforts.

The [DCTC's Title VI Policy](#), updated in June 2018, reaffirms its commitment to meeting federal non-discrimination requirements. The Title VI Policy also describes the step-by-step process the DCTC will use to process complaints.

i. Title VI/Environmental Justice Analysis

Identifying the locations of minority, low income, and LEP populations is an important step in complying with Title VI and Environmental Justice requirements. The DCTC relied on guidance from the FTA to identify these populations. For its most recent Title VI and Environmental Justice analysis for the FFY 2020-2024 TIP, the Transportation Council used data from the Census Bureau's 2013-2017 American Community Survey (ACS) 5-year Estimate to identify Census Tracts that were above-average for minority and Hispanic populations, and to identify municipalities with above average low-income and LEP populations. Below is a summary of the analysis completed for the Draft FFY 2020-2024 TIP.

*Minority Population*

Based on the 2013-2017 ACS 5-year Estimates, the Black/African-American population represented 10.2-10.8 percent of the county's total population. Using this range, the analysis identified 11 of 79 Census Tracts that were above-average for Black/African-American population. These Tracts were located in three municipalities: the City and Town of

Poughkeepsie, and the City of Beacon, with the City of Poughkeepsie supporting the highest concentrations in the county.

The 2013-2017 ACS 5-year Estimates also indicated that the Asian population represented 3.6-3.8 percent of the county's total population. Using this range, the analysis identified 13 of 79 Census Tracts that were above-average for Asian population. These Tracts were located across the county in eight municipalities: the towns of East Fishkill, Fishkill, Hyde Park, LaGrange, Poughkeepsie, Red Hook, and Wappinger, and the Village of Tivoli.

*Hispanic Population*

As with minority population, the Transportation Council identified concentrations of Hispanic non-white populations in Dutchess County. In 2010 the county had a total Hispanic population of 31,267 people, which was 10.5 percent of the county's total population. Recent data from the 2013-2017 ACS indicated an average Hispanic population of 11.7 percent. Using this average, the analysis identified 12 of 79 Census Tracts that were above-average for Hispanic population. These Tracts were located across the county in seven municipalities: the cities of Beacon and Poughkeepsie, towns of Dover, Fishkill, Pawling, and Wappinger, and the Village of Wappingers Falls.

*Low-Income Population*

The DCTC identified low-income population areas using the estimated percent of the population living below poverty at

## ***FFY 2020-2024 Transportation Improvement Program (TIP)***

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the municipal level. Based on the Census Bureau's 2013-2017 ACS 5-year Estimates, 23,700 to 27,000 individuals in Dutchess County were living below the poverty level (approximately 8.5-9.7 percent of total population). For this analysis, the Transportation Council identified municipalities that had above average percentages of low-income populations, defined as the percent of individuals living below the poverty level, compared to the county average. The Council identified the City of Poughkeepsie (at 20-25 percent) and Town of Dover (at 10-19 percent) as the two municipalities in Dutchess County that were above average for low income population.

### ii. Limited English Proficiency (LEP) Population

The DCTC identified Limited English Proficiency (LEP) populations by analyzing the estimated number of LEP households in each municipality. Based on the Census Bureau's 2013-2017 ACS 5-year Estimates, 2.5 to 3.1 percent of the county's estimated households were categorized as Limited English-speaking Households. The analysis indicated that the City of Poughkeepsie was the only municipality above-average for LEP households.

Meeting announcements are not made in other languages, but the DCTC website has a translation feature that allows content to be translated into 65 languages, including Spanish, Chinese, Portuguese, Italian, German, French, Japanese, and Korean. The DCTC has also continued to translate planning surveys into other languages. For the MTP, the DCTC developed surveys in Spanish, as well as English; the DCTC also created pedestrian safety brochures and materials in Spanish,

as part of its 2017-2019 pedestrian safety awareness education campaign.

### iii. American with Disabilities Act (ADA)

The DCTC uses various visualization techniques to convey MPO related information, including extensive use of GIS technology, digital photos, and charts in the Plan, TIP, and other planning documents. These visuals supplement written portions of our plans and documents. The DCTC's website also has a 'listen to website' feature that reads web content out loud to viewers (English only). Implementing the State's ADA Compliance Plan for sidewalks and intersections was identified as a major recommendation in *Moving Dutchess 2*.

### iv. Disadvantaged Business Enterprise (DBE)

Effective December 19, 2003, the DCTC reassured its compliance with the NYS Disadvantaged Business Enterprise (DBE) Plan, affirming that it will abide by the Plan's requirements on the award and administration of federally assisted contracts. The DCTC submits Semi-Annual DBE reports on commitments/awards to NYSDOT. The DCTC also provides registered DBE firms with additional weighting during the RFP evaluation and selection process.

### b. Private Bus Operations

In mid-2018, the DCTC, in conjunction with the Orange County and Ulster County Transportation Councils, initiated a regional transit study for the Mid-Hudson Valley. Titled the [Connect Mid-Hudson Transit Study](#), this planning effort, which is still

## ***FFY 2020-2024 Transportation Improvement Program (TIP)***

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underway, seeks to identify ways to better coordinate and connect transit systems between the three counties, and also between the Mid-Hudson Valley and New York City and Albany metro areas. Private operators from across the region – who typically support commuter bus operations – have played an active and critical role in this planning initiative. During the project, they have participated in a variety of stakeholder meetings and project advisory committee meetings, and have shared valuable operational and capital data to the project team. In addition to specific transit studies such as Connect Mid-Hudson, the DCTC includes private operators on its public information list.

### **c. Planning Factors**

The DCTC continually integrates the ten federal planning factors into its planning process and work activities. In particular, the DCTC used the factors to develop the ten goals established in *Moving Dutchess 2*. These goals apply to all MPO activities including the TIP and local planning studies. Regarding economic development, the MTP recommends over \$1-billion in transportation projects during a 25-year period, with the goal of promoting a safe and effective system that supports the movement of people and goods in and around the County. The DCTC also supports the Dutchess County Planning Department work on economic development and tourism.

### **d. Congestion Management Process (CMP)**

The CMP, which is required by federal law, outlines a systematic method to address traffic congestion and multi-

modal reliability across the region. On February 26, 2019, the DCTC adopted a new CMP for the Mid-Hudson Valley TMA. First developed by the TMA in [2005](#), and expanded upon in [2006](#) and [2011](#), the CMP establishes a four-step process to define, measure, and manage congestion. The new CMP updates the original 2005 report based on improvements in traffic data, tools, and best practices, particularly those related to the [National Performance Management Research Data Set \(NPMRDS\)](#). The NPMRDS, created from wireless vehicle probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the [National Highway System \(NHS\)](#). It includes archived speed and travel time data, matched to associated location referencing data.

The updated CMP includes a new mission statement and objectives, a summary of available data and tools, and corresponding performance measures. The CMP serves as a joint product of the TMA's three local MPOs: [DCTC](#), [OCTC](#), and [UCTC](#). The three MPOs will complete follow-up technical reports detailing various CMP-related analyses this year.

### **e. Public Participation Plan**

Effective January 1, 2015, the DCTC updated its Public Participation Plan, focusing on four main objectives: 1) Educate the public about the metropolitan transportation planning process in Dutchess County and the greater Mid-Hudson Valley; 2) Solicit substantive feedback from individuals and organizations during the development of DCTC plans and studies; 3) Build consensus among interested parties and local stakeholders; and, 4) Provide interested parties with an opportunity to share their perspectives with DCTC members

before decisions are finalized. The Public Participation Plan addresses activities involving the use of the internet and visualization to disseminate information, in addition to public review policies for key products. In accordance with the previous MAP-21, a 45-day public comment period was held for the Plan.

On February 25, 2019, the DCTC completed a wholesale update of its website, which incorporates the use of 'Plain Language' to help convey information. The new site uses redesigned visual cues to improve the navigation experience and reorganizes how MPO information is presented. All DCTC reports and final work products are made available for download via Adobe Acrobat on our website. The website also includes essential information about the DCTC, its organization and responsibilities, and serves as our platform to provide updates on discrete planning projects (e.g. [Pawling Pedestrian Plan](#)). The website hosts an online public comment form that enables the public to comment on specific DCTC activities or general transportation issues. The DCTC's website records approximately 14,500 unique visitors per year. Meeting dates, agendas, and summaries are also made available via the internet on our host agency's Consolidated Calendar portal.

The DCTC also maintains an active public information mailing list that includes over 335 individual contacts, ranging from federal, state, and local elected officials, the general public, transit and freight operators, human service agencies, local media, and consultants.

The DCTC will continue to use various visualization techniques to convey MPO related information; this includes extensive use of GIS technology, digital photos, and charts in the MTP, TIP, and other planning documents. The DCTC has expanded its use of hand-drawn artistic renderings to help visualize recommendations in three recent pedestrian plans.

f. Coordinated Public Transit-Human Services Transportation Plan

In 2015 the DCTC completed an update to its [Coordinated Public Transit-Human Services Transportation Plan](#) ("Coordinated Plan"). The DCTC organized the Coordinated Plan around the elements identified in guidance issued by the FTA and relied on previous planning work to identify current service gaps and possible strategies to improve service; this included the previous MTP and Transit Development Plans. The DCTC gathered input from local human service agencies through a written survey and roundtable discussions. In the survey, agencies were asked to identify the number of elderly and disabled persons they serve and transport on an average day, and to provide information about trip destinations and purposes, and the type of equipment available (e.g. number of vehicles and their condition). For the roundtables, agencies were asked to describe current service gaps and offer possible solutions.

The Coordinated Plan identifies a number of priority actions including: the need to replace agency vehicles due to high operational tempos, the need to support agencies that provide transportation services outside Dutchess County, and the need to support agencies that serve areas with high

concentrations of disabled, elderly, and low-income population groups. In recent years, local human service agencies have implemented recommendations from the Coordinated Plan, by successfully using FTA Section 5310 funds to purchase of buses and vans to expand services.

### **C. Administrative/Management**

#### **1. Progress Reports**

The DCTC submits progress reports to NYSDOT on a semi-annual basis, typically in May and November of each year.

#### **2. Bills**

The DCTC submits reimbursement payment requests to NYSDOT-Region 8 on a quarterly basis, adhering to the State Fiscal Year (SFY) calendar (April 1-March 31). Payment requests are typically completed within 30-45 days after each quarter, though the final request for the SFY (i.e. close-out) may require 45-60 days to process.

#### **3. Audits**

The Dutchess County Department of Finance conducts annual audits of the federally reimbursed programs managed by the Dutchess County Department of Planning and Development – our host agency. The Finance Department completed its most recent financial audit of the DCTC’s program in January 2019 for CY 2018, and showed no discrepancies.

#### **4. Annual Program**

The DCTC’s PL and FTA grants remain current, and expects to shortly close out its PL and FTA grants through 2018-2019.

#### **5. Budget**

Dutchess County budgets are kept up-to-date and federal agencies are consulted and informed of proposed revisions to approved UPWP budgets.

#### **6. Consultant Selection**

The DCTC, being hosted by Dutchess County, follows the County’s procurement process to advertize and solicit for planning project proposals. The [Dutchess County Division of Central Services](#) uses the [Empire State Purchasing Group’s BidNet](#) system to issue RFP’s. During the 2018-2019 program year, the DCTC issued two RFP’s for consultant services: 1) an analysis of the Route 9/44/55 interchange and arterials in the City of Poughkeepsie, and 2) an Arlington Main Street Redesign Initiative in the Town of Poughkeepsie. As specified earlier, the DCTC provides registered DBE firms with additional weighting during the RFP evaluation and selection process.

#### **7. Central Staff/Host Relations**

The DCTC reaffirmed its host agency relationship with Dutchess County and NYSDOT in 2012. Staff recruiting and hiring is done through Dutchess County and complies with New York State Civil Service procedures. DCTC staff includes a Transportation Program Administrator, Senior Planner, and

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Junior Planner, and we have not experienced any issues with recruiting talented staff. DCTC staff also have the political support to accomplish their mission.

### **8. Decision-Making**

The DCTC, acting as the local MPO decision-making body, is comprised of 16 voting members. Membership on the DCTC 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 villages serving on a rotating basis or as nominated by the Dutchess County Supervisors and Mayors Association.



*The DCTC meets periodically to approve actions necessary in carrying out a locally-driven, metropolitan planning process.*

In addition, Dutchess County, NYSDOT, and the MTA serve as voting members on the DCTC, while FHWA, FTA, the New York State Bridge Authority, and Dutchess County Planning, Public Works, and Public Transit serve as non-voting advisory

members. The DCTC's Bylaws specify the roles and responsibilities of its staff and committees, including voting membership, the conduct and content of meetings, and the decision-making process. The DCTC operates by consensus and requires a quorum of nine voting members to approve actions.

The DCTC is assisted by a Planning Committee that reviews plans and programs prior to adoption. The Planning Committee is responsible for providing agency, municipal, and public input during the development of the MTP, TIP, UPWP, and other DCTC products. Membership on the Planning Committee is open to all 30 municipalities in Dutchess County.

The DCTC also hosts and manages a Bicycle Pedestrian Advisory Committee (BPAC) to address walking and bicycling issues in the planning area and manages an inter-departmental Complete Streets Committee to promote ways to improve mobility and safety for existing and future transportation facilities. Lastly, the DCTC also hosts and manages a [Bicycle Pedestrian Advisory Committee \(BPAC\)](#) to address walking and bicycling issues in the planning area. The BPAC provides agencies, enthusiasts, and those with a passing interest in non-motorized travel to collaborate on issues and opportunities to promote walking and biking in the county.

Day-to-day DCTC activities are performed by staff at the Dutchess County Department of Planning and Development, which assumes primary responsibility for the development of the UPWP, maintenance of the TIP, coordinating local plans and projects, and producing the MTP. NYSDOT-Region 8 assists with TIP maintenance, including processing changes

through the eSTIP program.

9. Governance

The DCTC strives to make sure its planning program meets federal guidance concerning MPO activities, while also incorporating best practices as much as possible. Our host agency understands the DCTC's work responsibilities and accommodates staff to ensure planning goals are met. The DCTC, its committees, and member agencies continue to work well together and have demonstrated a strong willingness to meet our regional transportation goals.

10. Procurement

The DCTC certifies that the MPO and its sub-recipients have complied with FTA Circular Guidance 4220.1F (Third Party Contracting Requirements), maintained a written history of all FTA related procurements, and incorporated clauses and certifications for eligible FTA assistance program funding. This was most recently done in conjunction with OCTC for the Connect Mid-Hudson Transit Study.

APPENDIX D  
(How to Read the TIP Listings)

AGENCY PIN WORKTYPE -AQ STATUS-	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
1 2 3 4 LOCAL 875780 RECON <Exempt>	6 TELLER AVENUE FROM MAIN STREET TO WOLCOTT AVENUE PAVEMENT RECONSTRUCTION, CITY OF BEACON, DUTCHESS COUNTY.	STBGLG URB 03/2019 LOCAL 03/2019 STBGLG URB 04/2020 LOCAL 04/2020 STBGLG 9 04/2020 LOCAL 04/2020	0.000 0.000 0.161 0.040 1.608 0.402	10 ROWACQU ROWACQU CONINSP CONINSP CONST CONST 11	0.002 0.001	12 0.161 0.040 1.608 0.402						
5 AQCA10Z	7 DUTCHESS	8 IPC: \$2-\$4 M	8 TOTAL 5YR COST:	2.211		0.003	2.211	0.000	0.000	0.000	0.000	0.000

- 1** LEAD AGENCY: Municipality or public agency responsible for the project; also referred to as Project Sponsor.
- 2** PROJECT IDENTIFICATION NUMBER (PIN): Number generated by NYSDOT and used by agencies to identify a project.
- 3** PROJECT CATEGORY: The general category or type of project.
- 4** AIR QUALITY STATUS: Identifies the project as exempt or non-exempt, and if exempt, identifies the air quality code.
- 5** AIR QUALITY CODE (AQC): Unique code that identifies the air quality impact of the project (see Appendix G).
- 6** PROJECT DESCRIPTION: A brief outline of the project, generally limited to project type, scope, major features, and location of the project.
- 7** COUNTY: County where project is located.
- 8** TOTAL PROJECT COST: Total cost of the project; includes all federal, state, and local funding sources.
- 9** FUND SOURCES & OBLIGATION DATE: The fund source and expected obligation date for each phase (see Appendix H).
- 10** TOTAL 5-YEAR PROGRAM: Total programmed funds over the five-year TIP period for each phase and for the total project.
- 11** PHASE: Project phase (see Appendix F).
- 12** 5-YEAR PROGRAM: Total funding by Federal Fiscal Year.

APPENDIX E  
(Project Categories)

### **PROJECT CATEGORIES**

- **Construction (CONST):** Construction of a new highway on a new alignment, or added lanes on an existing roadway. Includes initial construction of interstate expressways, arterials, and bridges with sizable construction of bridge approaches.
- **Reconstruction (RECON):** Replacement of an existing highway or alignment including rebuilding and geometric improvements. Projects involve extensive earthwork, extensive rebuilding of sub-grade and drainage systems, as well as utility relocation.
- **Mobility (MOBIL):** Projects intended to reduce single-occupant vehicle travel and encourage other modes of transportation, including park-and-ride facilities, bikeways and walkways, ferry services, construction of exclusive/preferential lanes for buses and/or high-occupancy vehicles, preferential toll collection, bus preemption devices on traffic signals, and Intelligent Transportation System (ITS) improvements.
- **Reconditioning and Preservation (R&P):** Restoration of the structural integrity of existing facilities and protection of highway facilities, by forestalling further deterioration. Improvements may include resurfacing with incidental drainage restoration, slope stabilization, drainage improvements, shoulder rehabilitation, replacement of guiderails, minor widening for turning, resigning, signals, minor sub-grade replacement and preventative maintenance.
- **Bridge (BRIDGE):** Construction of a new bridge or replacement/reconstruction of an existing bridge. Includes preventative maintenance.
- **Safety (SAFETY):** Projects intended to improve or alleviate a known or perceived safety problem. Projects can include intersection improvements, lighting, hazard elimination, geometric improvements, and installation of guide rail and median barriers.
- **Traffic (TRAFFIC):** Projects intended to increase the capacity and efficiency of the transportation network using the existing highway system. Projects may include computerization and modernization of traffic signals, installation of pavement markings, directional signals, truck route signs, and restrictive lane use signs for bicycles.
- **Intersection (INTER):** Projects intended to provide operational improvements at intersections. Work can include geometric changes (e.g. addition of turn lanes), drainage improvements, and installation of traffic control devices, new signs, lighting, pavement markings, or better channelization.
- **Study (STUDY):** Study of transportation alternatives within a corridor or route.
- **Elimination of Grade Crossing (EGC):** Applies to at-grade highway/rail intersections. Construction of a structure to carry one mode over another to eliminate conflict.
- **Transit (TRANSIT):** Projects that add service or capacity to the transit network, including capital projects and operating assistance. This may include new equipment, terminal rehabilitation, or improvements to rail yards, depots, shops, security, and transfer blocks.
- **Miscellaneous (MISC):** Any project that does not fall under any of the above categories.

APPENDIX F  
(Projects Phases)

### **PROJECT PHASES**

Transportation projects are broken down into distinct phases to ensure compliance with federal, state, and local laws. The TIP includes the following phases:

- Preliminary Design (PRELDES): Provides a more precise picture of the project, including identification of environmental, right-of-way, and other variables that require consideration before deciding to continue the project.
- Detailed Design (DETLDES): Provides plans, specifications, and estimates necessary to let (go out to bid) and construct the project.
- Right of Way Incidentals (ROWINCD): Preparation work done prior to the acquisition of right-of way.
- Right of Way Acquisition (ROWACQU): Acquisition of any right-of-way necessary to construct the project.
- Construction (CONST): Actual construction and related activities, beginning with the letting of the contract, through the award of the contract, actual completion, and acceptance of all construction work.
- Construction Inspection (CONINSP): Supervision, inspections, engineering, contingencies, orders-on-contract, force account work, and any other administrative and/or miscellaneous activities required by, for, or in conjunction with the fulfillment of construction requirements.
- Miscellaneous (MISC): When associated with transit projects, involves the purchase and acquisition of rolling stock and associated equipment, though it can include work on stations, parking, and maintenance/storage facilities. For highway projects, it corresponds to the construction phase and represents the phase where the proposed improvement is implemented.
- Railroad Force Account (FORCE): Work performed by railroad forces or the railroad's contractor. Generally, railroad force account work is funded and work is performed in conjunction with an approved highway construction project. This work may involve planking (road crossing surfaces), track adjustments, installation of warning devices, relocation of existing warning devices, installation or extension of drainage structures under tracks, wire line adjustments, flagging for train operations, and other related work.

APPENDIX G  
(Air Quality Codes)

**AIR QUALITY EXEMPT CODES**

Highway and transit projects of the types listed below are exempt from the requirement to determine air quality conformity. Such projects may proceed toward implementation even in the absence of a conforming MTP and TIP. However, a project of a type listed below is not exempt, if the MPO, in consultation with the Interagency Consultation Group (ICG), concurs that it has regionally significant emissions impacts. The following coded list of exempt projects is derived from “Table 2 - Exempt Projects” in 40 CFR Part 93.126, 40 CFR Part 93.127 (revised per January 24, 2008 Federal Register), and 6 NYCRR Part 240.

**A. Safety**

- A1. Railroad/highway crossing.
- A2. Hazard elimination program.
- A3. Safer non-Federal-aid system roads.
- A4. Shoulder improvements.
- A5. Increasing sight distance.
- A6. Safety improvement program.
- A7. Traffic control devices and operating assistance other than signalization projects (including ITS maintenance and ITS operations for incident management/safety warnings).
- A8. Railroad/highway crossing warning devices.
- A9. Guiderails, median barriers, and crash cushions.
- A10. Pavement resurfacing and/or rehabilitation.
- A11. Pavement marking demonstration.
- A12. Emergency relief (23 U.S.C. 125).
- A13. Fencing.
- A14. Skid treatments.
- A15. Safety roadside rest areas.
- A16. Adding medians.
- A17. Truck climbing lanes outside the urbanized area.
- A18. Lighting improvements.
- A19. Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- A20. Emergency truck pullovers.

**B. Mass Transit**

- B1. Operating assistance to transit agencies (or entities that provide transit service).
- B2. Purchase of support vehicles.
- B3. Rehabilitation of transit vehicles.
- B4. Purchase of office, shop, and operating equipment for existing facilities.
- B5. Purchase of operating equipment for vehicles (i.e. radios, fareboxes, lifts, etc.).
- B6. Construction or renovation of power, signal, and communications systems (including new systems to inform passengers of transit line schedule and status).
- B7. Construction of small passenger shelters and information kiosks.
- B8. Reconstruction or renovation of transit buildings and structures (i.e. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- B9. Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way.
- B10. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions (< 10%) of the fleet. (NOTE: ICG recommends case-by-case consultation for all expansions).
- B11. Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.

**C. Air Quality and Other**

- C1. Continuation of ride-sharing and van-pooling promotion activities at current levels.
- C2. Bicycle and pedestrian facilities.
- C3. Planning and technical studies that do not proceed to construction.
- C4. Grants for training and research programs.
- C5. Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- C6. Federal-aid systems revisions.
- C7. Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- C8. Noise attenuation.
- C9. Emergency or advance land acquisitions (23 CFR 710.503).
- C10. Acquisition of scenic easements.
- C11. Plantings, landscaping, etc.
- C12. Sign removal.

APPENDIX H  
(Fund Sources)

**FUND SOURCES**

The TIP shows sources of federal and non-federal funding, which are abbreviated as follows:

**Federal Funding**

- CMAQ: Congestion Mitigation and Air Quality Improvement Program.
- DISCR FA: Discretionary Federal-Aid; funding that is part of any of the several discretionary programs including Corridor & Border Infrastructure Program, Innovative Bridge Research & Constructions, Interstate Discretionary, and Public Lands Funds.
- FTA 5307: FTA Section 5307 funds for urbanized areas.
- FTA 5309: FTA Section 5309 funds for new starts and rail modernization.
- FTA 5310: FTA Section 5310 funds for elderly and disabled transportation services.
- FTA 5311: FTA Section 5311 funds for rural areas.
- FTA 5337: FTA Section 5337 funds for fixed guiderail state of good repair.
- FTA 5339: FTA Section 5339 funds for bus and bus facility state of good repair.
- HPP: High Priority Program; as outlined in 23 USC Section 117, identifying funding for projects listed in previous legislation.
- HSIP: Highway Safety Improvement Program.
- ITS: Intelligent Transportation Systems.
- MISC FA: Miscellaneous federal-aid earmarks and related Congressional Appropriations.
- NHPP: National Highway Performance Program.
- RAIL HWY HZ: Rail Highway Hazards; elimination of hazards at rail/highway crossings.
- RAIL HWY PD: Rail Highway Protection Devices; elimination of hazards at rail/highway crossings - Protective Devices.
- REC TRAILS: Recreational Trails.
- SAFE RT SCH: Safe Routes to School Program.
- SCBY: Scenic Byway Program; funds for planning, design, and development projects along designated All-American roads, National Scenic Byways, and State Scenic Byways.
- STBG FLEX: Surface Transportation Block Grant Program-Flexible.
- STBG LG URBAN: Surface Transportation Block Grant Program-Large Urban.
- STBG-OFF: Surface Transportation Block Grant Program-Off System Bridges.
- STBG RAIL: Surface Transportation Block Grant Program-Rail.
- TAP LG URBAN: Transportation Alternatives Program.

**Non-Federal Funding**

- 1) LOCAL: Funds from a local government or municipality that is only for use in that area; typically used to identify the local match for federal funds.
- 2) MTA: Metropolitan Transportation Authority; funds from MTA that are designated for use only with MTA projects.
- 3) OTHER: A variety of funding sources that fall between LOCAL and STATE; includes funds from NYSDEC, Ports, Out of State, Bridge Authorities, other State Agencies, or Private Funding.
- 4) PIT BOND: State transportation bond.
- 5) PRIV: Funding contributed to a project by a private entity.
- 6) SDF: State Dedicated Funds; a State-dedicated fund source that is generated through a state gasoline tax and used for highway and transit improvement projects throughout the state.
- 7) STATE: Funding from a variety of New York State sources, excluding transit and highway funds from the State Dedicated Fund (SDF), but including NYS Legislative Member items, Marchiselli or SHIP programs, State Transit Operating Assistance (STOA), NYS Bond Issues, NYS match, or miscellaneous SDF.
- 8) TWY: Funds from the New York State Thruway Authority for use in NYS Thruway projects.
- 9) UTIL: Contributions from Utility companies.

- C13. Directional and informational signs (including ITS maintenance and ITS operations projects).
- C14. Transportation enhancement activities (except *rehabilitation and operation* of historic transportation buildings, structures, or facilities).
- C15. Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location, or capacity changes.

**Projects Exempt from Regional Emissions Analysis**

40 CFR Part 93.127 includes “Table 3 - Projects Exempt from Regional Emissions Analysis,” which is also presented in 6 NYCRR Part 240.28. Such projects are exempt from regional emissions analysis requirements, but require consideration of the local effects with respect to CO or PM-10 concentrations to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process, even in the absence of a conforming plan and TIP.

**D. “Hot-Spot” Project-Level Conformity Analysis**

- D1. Intersection channelization projects.
- D2. Intersection signalization projects at individual intersections.
- D3. Interchange reconfiguration projects.
- D4. Changes in vertical and horizontal alignment.
- D5. Truck size and weight inspection stations.
- D6. Bus terminals and transfer points.

**E. Other**

- J1. Block of Funds (no projects)
- K1. Exempt/not regionally significant through interagency consultation - and does not have a code listed above, for example, park-and-ride lot less than 100 spaces.
- K2. Project is subject to general conformity - and is not subject to the regional emissions analysis requirements under transportation conformity.

APPENDIX I  
(Public Comments)

**PUBLIC COMMENTS**

The DCTC held a 30-day public comment period from May 24-June 24, 2019. On June 5, 2019, the DCTC hosted a public information meeting on the Draft TIP at the Adriance Memorial Library, 93 Market Street, Poughkeepsie, NY 12601 (see sign-in sheet on next page). No public comments were received by the DCTC during the TIP comment period.



APPENDIX J  
(DCTC Local Project Listing)

**\*\* Dutchess County Transportation Council \*\***

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST	TOTAL 5YR COST :								
NYS DOT <b>800911</b> BRIDGE <Exempt>	SALT POINT TNPK RT 115 OVER LITTLE WAPPINGER CRK BR REPLACE. (BIN3343530). TOWN OF PLEASANT VALLEY, DUTCHESS COUNTY.	NHPP 11/2018 PIT BOND 11/2018 NHPP 11/2018 PIT BOND 11/2018	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.355 0.089 3.551 0.888						
AQC:A19Z	DUTCHESS	<b>TPC: \$4.6-\$7.5 M</b>	<b>TOTAL 5YR COST :</b>		4.883	0.000	0.000	0.000	0.000	0.000	0.000
NYS DOT <b>806252</b> R&P <Exempt>	PROJECT WILL CORRECT PAVEMENT DEFICIENCIES ON APPROXIMATELY 6-MILES OF I-84 FROM THE DUTCHESS/PUTNAM COUNTY LINE TO THE TACONIC STATE PARKWAY AND THE RAMPS BETWEEN THE TWO ROUTES AS FUNDING ALLOWS. TOWN OF EAST FISHKILL, DUTCHESS COUNTY.	NHPP 06/2019 SDF 06/2019 NHPP 11/2019 SDF 11/2019 NHPP 11/2019 SDF 11/2019	0.000 0.000 1.000 0.110 10.000 1.100	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.200 0.050 1.000 0.110 10.000 1.100		1.000 0.110				
AQC:A10Z	DUTCHESS	<b>TPC: \$9.5-15.5 M</b>	<b>TOTAL 5YR COST :</b>		0.250	12.210	0.000	0.000	0.000	0.000	0.000
NYS DOT <b>80PS04</b> SAFETY <Exempt>	PEDESTRIAN SAFETY ACTION PLAN IMPLEMENTATION PHASE III: PROJECT WILL IDENTIFY AND IMPROVE PEDESTRIAN SAFETY IN URBAN AREAS AS DESCRIBED IN THE NEW YORK STATE PEDESTRIAN SAFETY ACTION PLAN. WORK WILL OCCUR AT VARIOUS FEDERAL AID ELIGIBLE SIGNALIZED INTERSECTIONS THROUGHOUT DUTCHESS & COLUMBIA COUNTIES. 100% FEDERAL USING 10% TOLL CREDIT. DOES NOT COUNT AGAINST THE REGIONAL PLANNING TARGET. PROJECT WAS SELECTED AS A PART OF THE STATEWIDE SYSTEMIC SET ASIDE FOR PSAP.	HSIP 02/2019 HSIP 02/2019	0.000 0.000	CONINSP CONST	0.450 3.265						
AQC:A6Z	DUTCHESS	<b>TPC: \$3.3-\$5.6 M</b>	<b>TOTAL 5YR COST :</b>		3.715	0.000	0.000	0.000	0.000	0.000	0.000
NYS DOT <b>839325</b> INTER <Exempt>	ROUTE 376 AT CR 94 (ALL ANGELS HILL RD) AND CR 104 (NEW HACKENSACK RD): PROJECT WILL IMPROVE THE EXISTING SIGNAL CONTROLLED INTERSECTION AT ROUTE 376, ALL ANGELS HILL ROAD, AND NEW HACKENSACK ROAD. TOWN OF WAPPINGER, DUTCHESS COUNTY. PROJECT IS A STATEWIDE CMAQ SELECTION. CMAQ FUNDS DO NOT COUNT AGAINST REGIONAL PLANNING TARGET.	CMAQ 06/2019 SDF 06/2019 CMAQ 06/2019 SDF 06/2019 CMAQ 12/2019 SDF 12/2019 STBG FLEX 12/2019 SDF 12/2019 STBG FLEX 12/2019 SDF 12/2019 CMAQ 04/2021 SDF 04/2021 CMAQ 04/2021 SDF 04/2021	0.000 0.000 0.000 0.000 0.240 0.060 0.080 0.020 0.800 0.200 0.400 0.100 4.000 1.000	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.280 0.070 0.080 0.020 0.240 0.060 0.080 0.020 0.800 0.200 0.400 0.100 4.000 1.000				0.400 0.100 4.000 1.000		
AQC:D1Z	DUTCHESS	<b>TPC: \$6-\$9.4 M</b>	<b>TOTAL 5YR COST :</b>		0.450	1.400	5.500	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
LOCAL <b>875538</b> SAFETY <Exempt>	CR 9 (BEEKMAN ROAD) FROM CR 10 (SYLVAN LAKE ROAD) TO TSP. IMPROVE HORIZONTAL ALIGNMENT, SIGHT DISTANCE, AND CORRECT OTHER SAFETY DEFICIENCIES AS NEEDED. TOWN OF EAST FISHKILL AND TOWN OF BEEKMAN, DUTCHESS COUNTY.	STBG FLEX 09/2019 LOCAL 09/2019 STBG FLEX 09/2019 LOCAL 09/2019	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.800 0.200 3.600 0.900						
AQC:A2Z	DUTCHESS	<b>TPC: \$6-\$9.4 M</b>	<b>TOTAL 5YR COST :</b>		5.500	0.000	0.000	0.000	0.000	0.000	0.000
LOCAL <b>875544</b> SAFETY <Exempt>	CR 28 (OLD HOPEWELL ROAD) FROM US 9 TO CR 94 (ALL ANGELS HILL ROAD). IMPROVE HORIZONTAL ALIGNMENT AND SIGHT DISTANCE, CORRECT OTHER SAFETY DEFICIENCIES AS NEEDED. TOWN OF WAPPINGER, DUTCHESS COUNTY.	STBG LG URB 07/2019 LOCAL 07/2019 STBG LG URB 07/2019 LOCAL 07/2019	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.640 0.460 4.304 2.276						
AQC:A2Z	DUTCHESS	<b>TPC: \$7.5-\$12 M</b>	<b>TOTAL 5YR COST :</b>		7.680	0.000	0.000	0.000	0.000	0.000	0.000
DUTCHESS <b>875545</b> SAFETY <Exempt>	CR 93 (MYERS CORNERS ROAD) FROM CR 94 (ALL ANGELS HILL ROAD) TO NY 376. IMPROVE HORIZONTAL ALIGNMENT AND SIGHT DISTANCE, CORRECT OTHER SAFETY DEFICIENCIES AS NEEDED. TOWN OF WAPPINGER, DUTCHESS COUNTY.	STBG FLEX 12/2018 PIT BOND 12/2018 STBG FLEX 12/2018 PIT BOND 12/2018	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.720 0.180 6.000 1.500						
AQC:A2Z	DUTCHESS	<b>TPC: \$7.5-\$12 M</b>	<b>TOTAL 5YR COST :</b>		8.400	0.000	0.000	0.000	0.000	0.000	0.000
LOCAL <b>875663</b> BRIDGE <Exempt>	MANSION STREET OVER THE FALLKILL CREEK (BIN 2262750). BRIDGE REPLACEMENT. CITY OF POUGHKEEPSIE, DUTCHESS COUNTY.	STBG LG URB 09/2020 LOCAL 09/2020 STBG LG URB 09/2020 LOCAL 09/2020 STBG LG URB 09/2020 LOCAL 09/2020 STBG LG URB 09/2021 PIT BOND 09/2021 STBG LG URB 09/2022 PIT BOND 09/2022 STBG LG URB 09/2022 PIT BOND 09/2022	0.217 0.054 0.217 0.054 0.048 0.012 0.121 0.030 0.400 0.100 2.400 0.600	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.217 0.054 0.217 0.054 0.048 0.012 0.121 0.030 0.400 0.100 2.400 0.600			0.121 0.030	0.400 0.100 2.400 0.600		
AQC:A19Z	DUTCHESS	<b>TPC: \$3.3-\$5.6 M</b>	<b>TOTAL 5YR COST :</b>	4.253	0.000	0.602	0.151	3.500	0.000	0.000	0.000
LOCAL <b>875730</b> RECON <Exempt>	FISHKILL AVENUE FROM BEACON CITY LINE TO MAIN STREET: PROJECT WILL RESURFACE, REPLACE SIGNALS, REHAB DRAINAGE, CURBS & SIDEWALKS TO BRING TO STATE OF GOOD REPAIR. CITY OF BEACON, DUTCHESS COUNTY	STBG LG URB 03/2019 LOCAL 03/2019 STBG LG URB 04/2021 LOCAL 04/2021 STBG LG URB 04/2021 LOCAL 04/2021	0.000 0.000 0.344 0.086 3.437 0.859	ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.014 0.003 0.344 0.086 3.437 0.859			0.344 0.086 3.437 0.859			
AQC:A10Z	DUTCHESS	<b>TPC: \$4.6-\$7.5 M</b>	<b>TOTAL 5YR COST :</b>	4.726	0.017	0.000	4.726	0.000	0.000	0.000	0.000

**\*\* Dutchess County Transportation Council \*\***

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**DRAFT FFY 2020-2024 TIP**

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
LOCAL  <b>875780</b> RECON <Exempt>	TELLER AVENUE FROM MAIN STREET TO WOLCOTT AVENUE PAVEMENT RECONSTRUCTION. CITY OF BEACON, DUTCHESS COUNTY.	STBG LG URB 03/2019 LOCAL 03/2019 STBG LG URB 04/2020 LOCAL 04/2020 STBG LG URB 04/2020 LOCAL 04/2020	0.000 0.000 0.161 0.040 1.608 0.402	ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.002 0.001		0.161 0.040 1.608 0.402					
AQC:A10Z	DUTCHESS	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>		2.211	0.003	2.211	0.000	0.000	0.000	0.000	0.000
DUTCHESS  <b>875871</b> CONST <Exempt>	CR 28 (OLD HOPEWELL ROAD) AT CR 94 (ALL ANGELS HILL ROAD). PROVIDE WIDENED APPROACHES TO ACCOMMODATE TURN LANES, IMPROVED SHOULDERS & CHANNELIZATION; INCLUDES NEW PAVEMENT, PAVEMENT MARKINGS, DRAINAGE, SIGNS, & GUIDERAIL. TOWN OF WAPPINGER, DUTCHESS COUNTY.	STBG LG URB 09/2019 LOCAL 09/2019 STBG LG URB 09/2019 LOCAL 09/2019	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.170 0.042 1.189 0.297							
AQC:D1Z	DUTCHESS	<b>TPC: \$1.2-\$2.5 M</b>	<b>TOTAL 5YR COST :</b>		0.000	1.698	0.000	0.000	0.000	0.000	0.000	0.000
DUTCHESS  <b>875874</b> MOBIL <Exempt>	HARLEM VALLEY RAIL TRAIL, PHASE IV. CONSTRUCT A SEVEN (7) MILE SEGMENT OF A PAVED, 10 FOOT WIDE BIKEWAY BETWEEN MILLERTON AND THE COLUMBIA COUNTY LINE. VILLAGE OF MILLERTON AND TOWN OF NORTH EAST, DUTCHESS COUNTY. TRANSFERRED EARMARKS: NY275, NY302, NY153, NY142, NY301, NY390, NY513, NY524, NY634 (PROGRAM CODE RPS9)	STBG FLEX 10/2018 LOCAL 10/2018 HPP 10/2018 LOCAL 10/2018 STBG FLEX 10/2018 LOCAL 10/2018	0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST CONST CONST	0.378 0.094 3.676 0.919 4.991 1.248							
AQC:C2Z	DUTCHESS	<b>TPC: \$9.5-15.5 M</b>	<b>TOTAL 5YR COST :</b>		0.000	11.306	0.000	0.000	0.000	0.000	0.000	0.000
LOCAL  <b>875983</b> BRIDGE <Exempt>	WASHINGTON STREET OVER THE FALLKILL CREEK (BIN 2262670). REHABILITATION OF EXISTING HISTORIC STONE ARCH BRIDGE TO MAINTAIN FUTURE SERVICEABILITY AND ADDRESS YELLOW FLAG CONDITIONS. CITY OF POUGHKEEPSIE, DUTCHESS COUNTY.	STBG LG URB 09/2020 LOCAL 09/2020 STBG LG URB 09/2020 LOCAL 09/2020 STBG LG URB 10/2019 LOCAL 10/2019 STBG LG URB 10/2019 LOCAL 10/2019	0.321 0.080 2.680 0.670 0.001 0.001 0.300 0.075	CONINSP CONINSP CONST CONST DETLDES DETLDES ROWACQU ROWACQU		0.321 0.080 2.680 0.670 0.001 0.001 0.300 0.075						
AQC:A19Z	DUTCHESS	<b>TPC: \$3.3-\$5.6 M</b>	<b>TOTAL 5YR COST :</b>		4.128	0.000	4.128	0.000	0.000	0.000	0.000	0.000
LOCAL  <b>876047</b> RECON <Exempt>	EXPANSION OF THE TOWN OF BEEKMAN HIGHWAY GARAGE, TOWN OF BEEKMAN, DUTCHESS COUNTY. EARMARK NY#1870 (NY446).	LOCAL 10/2020 HPP 10/2020 LOCAL 10/2020	0.015 0.144 0.036	CONINSP CONST CONST			0.015 0.144 0.036					
AQC:K1Z	DUTCHESS	<b>TPC: &lt;\$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.195	0.000	0.000	0.195	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
LOCAL <b>876125</b> MOBIL <Exempt>	CITY OF BEACON MAIN STREET PEDESTRIAN IMPROVEMENTS TO INCLUDE INSTALLATION OF NEW SIDEWALKS, CURBING, BUMP-OUTS, ADA RAMPS, AND CROSSWALKS AT SELECT INTERSECTION FROM NYS ROUTE 9D TO TELLER/FISHKILL AVE. CITY OF BEACON, DUTCHESS COUNTY.	TAP LG URBAN 04/2019 LOCAL 04/2019 TAP LG URBAN 04/2019 LOCAL 04/2019	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.127 0.159 0.639 0.160						
AQC:C2Z	DUTCHESS	<b>TPC: \$0.6-\$1.5 M</b>	<b>TOTAL 5YR COST :</b>	0.000		1.085	0.000	0.000	0.000	0.000	0.000
LOCAL <b>876145</b> MOBIL <Exempt>	INSTALLATION OF 58 PEDESTRIAN COUNTDOWN TIMERS TO IMPROVE THE SAFETY OF NINE TARGETED INTERSECTIONS THROUGHOUT THE CITY OF BEACON, DUTCHESS COUNTY. THIS IS A STATEWIDE SELECTED HSIP PROJECT FUNDED 100% FEDERAL THROUGH USE OF 10% TOLL CREDITS. NEW YORK STATE PEDESTRIAN SAFETY ACTION PLAN.	HSIP 04/2019 HSIP 04/2019	0.000 0.000	CONINSP CONST	0.028 0.300						
AQC:A6Z	DUTCHESS	<b>TPC: &lt; \$0.75 M</b>	<b>TOTAL 5YR COST :</b>	0.000		0.328	0.000	0.000	0.000	0.000	0.000
LOCAL <b>876148</b> MOBIL <Exempt>	PROJECT WILL PROVIDE FULL PEDESTRIAN ACCESSIBILITY AT THE INTERSECTION OF ROUTE 9 AND ROUTE 199, AND IMPROVE PEDESTRIAN CROSSING SAFETY AT THE INTERSECTIONS OF NYS ROUTE 9 WITH PRINCE STREET (NEAR THE VILLAGE HALL), FRALEIGH STREET (AT THE LIBRARY), AND MORGANS WAY (NEAR THE RED HOOK SENIORS PROJECT), AND ON NYS ROUTE 199 AT PHILLIPS STREET IN FRONT OF THE LINDEN AVENUE MIDDLE SCHOOL. VILLAGE OF RED HOOK, DUTCHESS COUNTY. TRANSFERRED EARMARKS: NY528 (PROGRAM CODE RPS9)	HPP 04/2019 LOCAL 04/2019	0.000 0.000	CONST CONST	0.089 0.022						
AQC:C2Z	DUTCHESS	<b>TPC: &lt; \$0.75 M</b>	<b>TOTAL 5YR COST :</b>	0.000		0.111	0.000	0.000	0.000	0.000	0.000
DUTCHESS <b>876156</b> BRIDGE <Exempt>	CR 19 (BULLS HEAD ROAD) OVER THE WAPPINGER CREEK BRIDGE REPLACEMENT (BIN 3343850). TOWN OF STANFORD, DUTCHESS COUNTY. THIS IS A BRIDGE NY PROJECT.	LOCAL 12/2018 STBG-OFF 12/2018 LOCAL 12/2018	0.000 0.000 0.000	CONINSP CONST CONST	0.400 1.688 0.812						
AQC:A19Z	DUTCHESS	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>	0.000		2.900	0.000	0.000	0.000	0.000	0.000

**\*\* Dutchess County Transportation Council \*\***

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
LOCAL <b>876174</b> MOBIL <Exempt>	UPGRADE SIDEWALKS ALONG ROUTE 9D AT VARIOUS LOCATIONS TO MEET AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) AND PUBLIC RIGHTS OF WAY ACCESSIBILITY GUIDELINES (PROWAG). PROJECT WILL INCLUDE REPLACEMENT OF SIDEWALKS AND CURB RAMPS, AND THE CREATION OF A PEDESTRIAN RESPITE AREA ALONG A ROADWAY SECTION WITH A STEEP GRADE. VILLAGE OF WAPPINGERS FALLS, DUTCHESS COUNTY. TRANSFERRED EARMARKS: NY453 (PROGRAM CODE RPS9)	HPP 09/2019 LOCAL 09/2019 HPP 09/2019 LOCAL 09/2019 HPP 01/2019 LOCAL 01/2019 HPP 01/2019 LOCAL 01/2019	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST DETLDES DETLDES ROWACQU ROWACQU	0.060 0.015 0.374 0.094 0.001 0.001 0.001 0.001							
AQC:C2Z	DUTCHESS	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000		0.547	0.000	0.000	0.000	0.000	0.000	0.000
LOCAL <b>876190</b> MOBIL <Exempt>	ROUTE 9 NORTHBOUND PEDESTRIAN IMPROVEMENTS PROJECT WILL CONSTUCT AN AMERICANS WITH DISABILITITES ACT (ADA) COMPLIANT SIDEWALK SYSTEM WITH TREES AND LIGHTING ALONG 1,600 FEET OF ROUTE 9. TOWN OF HYDE PARK, DUTCHESS COUNTY. TAP AWARD PROJECT. DOES NOT COUNT AGAINST REGIONAL PLANNING TARGET.	TAP LG URBAN 09/2019 LOCAL 09/2019 TAP LG URBAN 09/2019 LOCAL 09/2019 TAP LG URBAN 06/2019 LOCAL 06/2019 TAP LG URBAN 06/2019 LOCAL 06/2019	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST DETLDES DETLDES ROWACQU ROWACQU	0.077 0.019 0.766 0.192 0.001 0.001 0.103 0.026							
AQC:C2Z	DUTCHESS	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000		1.185	0.000	0.000	0.000	0.000	0.000	0.000
LOCAL <b>876195</b> BRIDGE <Exempt>	PROJECT WILL REPLACE THE CAROL DRIVE OVER FISHKILL CREEK FULL TIMBER BRIDGE WITH A CLEAR SPAN STRUCTURE INCLUDING REPLACEMENT OF EXISTING BRIDGE PILINGS THAT ARE LOCATED WITHIN THE FISHKILL CREEK FLOODWAY WITH ABUTMENTS PLACED OUTSIDE THE FLOODWAY. BIN 2262780. TOWN OF EAST FISHKILL, DUTCHESS COUNTY.	STBG-OFF 03/2019 LOCAL 03/2019 STBG-OFF 03/2019 LOCAL 03/2019 STBG-OFF 03/2019 LOCAL 03/2019 STBG-OFF 06/2020 LOCAL 06/2020 STBG-OFF 11/2020 LOCAL 11/2020 STBG-OFF 11/2020 LOCAL 11/2020	0.000 0.000 0.000 0.000 0.000 0.000 0.020 0.005 0.101 0.025 0.957 0.239	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.044 0.011 0.035 0.009 0.012 0.003 0.020 0.005 0.101 0.025 0.957 0.239			0.101 0.025 0.957 0.239				
AQC:A19Z	DUTCHESS	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.347		0.114	0.025	1.322	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
LOCAL <b>876196</b> BRIDGE <Exempt>	PROJECT WILL REPLACE THE EXISTING GARDEN STREET OVER FALL KILL CREEK BRIDGE, INCLUDING BOTH ABUTMENTS. BIN 2262680. CITY OF POUGHKEEPSIE, DUTCHESS COUNTY.	STBG-OFF 03/2019 LOCAL 03/2019 STBG-OFF 03/2019 LOCAL 03/2019 STBG-OFF 03/2019 LOCAL 03/2019 STBG-OFF 03/2020 LOCAL 03/2020 STBG-OFF 11/2020 LOCAL 11/2020 STBG-OFF 11/2020 LOCAL 11/2020	0.000 0.000 0.000 0.000 0.000 0.000 0.033 0.008 0.234 0.058 2.502 0.626	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.133 0.033 0.187 0.047 0.018 0.005  0.033 0.008  0.234 0.058 2.502 0.626							
AQC:A19Z	DUTCHESS	<b>TPC: \$3.3-\$5.6 M</b>	<b>TOTAL 5YR COST :</b>		3.461	0.423	0.041	3.420	0.000	0.000	0.000	0.000
C/POUGHKEEPSIE <b>876203</b> SAFETY <Exempt>	THE PROJECT WILL INSTALL PEDESTRIAN SAFETY IMPROVEMENTS AT SIGNALIZED INTERSECTIONS AND UNCONTROLLED CROSSWALKS ON HIGH CRASH CORRIDORS IN THE CITY OF POUGHKEEPSIE, DUTCHESS COUNTY. IMPROVEMENTS SUPPORT THE STATES PEDESTRIAN SAFETY ACTION PLAN (PSAP). 100% FEDERAL USING 10% TOLL CREDIT. THIS PROJECT WAS SELECTED IN THE LOCAL CALL FOR PSAP PROJECTS AND NO OFFSET NEEDED. DOES NOT COUNT AGAINST THE REGIONAL PLANNING TARGET	HSIP 10/2018 HSIP 10/2018 HSIP 09/2020 HSIP 09/2020	0.000 0.000 0.243 1.944	DETLDES PRELDES CONINSP CONST	0.121 0.121  1.944		0.243					
AQC:A6Z	DUTCHESS	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>		2.187	0.242	2.187	0.000	0.000	0.000	0.000	0.000
LOCAL <b>876236</b> R&P <Exempt>	HURDS CORNER ROAD PAVING AND DRAINAGE, TOWN OF PAWLING, DUTCHESS COUNTY. SAFETEA LU SECTION 1704 HPP #1804, TRANSFERRED EARMARK: NY#440. PROGRAM CODE RPS1.	HPP 03/2019 LOCAL 03/2019 HPP 03/2019 LOCAL 03/2019 HPP 03/2019 LOCAL 03/2019 HPP 03/2020 LOCAL 03/2020 HPP 01/2021 LOCAL 01/2021 HPP 01/2021 LOCAL 01/2021	0.000 0.000 0.000 0.000 0.000 0.000 0.004 0.001 0.032 0.008 0.240 0.060	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.040 0.010 0.040 0.010 0.004 0.001  0.004 0.001  0.032 0.008 0.240 0.060							
AQC:A10Z	DUTCHESS	<b>TPC: &lt;\$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.345	0.105	0.005	0.340	0.000	0.000	0.000	0.000

**\*\* Dutchess County Transportation Council \*\***

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYS DOT  <b>881406</b> R&P <Exempt>	PREVENTATIVE MAINTENANCE INITIATIVE PAVING: US ROUTE 44 FROM QUAKER HILL ROAD TO ROUTE 55. TOWNS OF POUGHKEEPSIE AND PLEASANT VALLEY, DUTCHESS COUNTY.	NHPP 05/2019	0.000	DETLDES	0.120							
		SDF 05/2019	0.000	DETLDES	0.030							
		NHPP 11/2019	0.320	CONINSP		0.320						
		SDF 11/2019	0.080	CONINSP		0.080						
		NHPP 11/2019	3.200	CONST		3.200						
		SDF 11/2019	0.800	CONST		0.800						
AQC:A10Z	DUTCHESS	<b>TPC: \$3.3-\$5.6 M</b>	<b>TOTAL 5YR COST :</b>		4.400	0.150	4.400	0.000	0.000	0.000	0.000	0.000
NYS DOT  <b>881425</b> MISC <Exempt>	CATCH BASINS: TSP: THIS PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. THE WORK WILL TAKE PLACE ALONG THE TACONIC STATE PARKWAY IN COLUMBIA AND DUTCHESS COUNTIES (FORMERLY PIN: 8T0359)	NHPP 03/2019	0.000	CONINSP	0.120							
		SDF 03/2019	0.000	CONINSP	0.030							
		NHPP 03/2019	0.000	CONST	1.000							
		SDF 03/2019	0.000	CONST	0.250							
AQC:A2P	MULTI	<b>TPC: \$1.2-\$2.5 M</b>	<b>TOTAL 5YR COST :</b>		0.000	1.400	0.000	0.000	0.000	0.000	0.000	0.000
NYS DOT  <b>881468</b> SAFETY <Exempt>	PROJECT WILL CONSIST OF REPAIRING OR REPLACING DAMAGED OR NON-FUNCTIONAL GUIDE RAIL AND MEDIAN BARRIERS ON FEDERAL AID ELIGIBLE STATE HIGHWAYS. THIS WORK WILL TAKE PLACE IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA, DUTCHESS AND ULSTER.	STBG FLEX 08/2019	0.000	CONINSP	0.096							
		SDF 08/2019	0.000	CONINSP	0.024							
		STBG FLEX 08/2019	0.000	CONST	0.800							
		SDF 08/2019	0.000	CONST	0.200							
AQC:A9P	MULTI	<b>TPC: \$0.6-\$1.5 M</b>	<b>TOTAL 5YR COST :</b>		0.000	1.120	0.000	0.000	0.000	0.000	0.000	0.000
NYS DOT  <b>882354</b> MOBIL <Exempt>	PROJECT WILL EXPAND AND IMPROVE THE EXISTING PARK & RIDE LOT ON THE TACONIC PARKWAY AT EXIT 38 ON ROUTE 52 AND CONSTRUCT A NEW LOT ON THE WEST SIDE OF THE TSP TO ADDRESS CAPACITY ISSUES AT THE EXISTING LOT. TOWN OF EAST FISHKILL, DUTCHESS COUNTY.	CMAQ 09/2019	0.000	CONINSP	0.192							
		SDF 09/2019	0.000	CONINSP	0.048							
		CMAQ 09/2019	0.000	CONST	1.648							
		SDF 09/2019	0.000	CONST	0.412							
		CMAQ 08/2019	0.000	DETLDES	0.100							
		SDF 08/2019	0.000	DETLDES	0.025							
		CMAQ 03/2019	0.000	ROWINCD	0.040							
		SDF 03/2019	0.000	ROWINCD	0.010							
AQC:K1P	DUTCHESS	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>		0.000	2.475	0.000	0.000	0.000	0.000	0.000	0.000
LOCAL  <b>8BLK05</b> MISC <Exempt>	DCTC BLOCK FUNDING FOR STBG LG URBAN: THIS PROJECT REPRESENTS A FUTURE BLOCK OF SURFACE TRANSPORTATION BLOCK GRANT LARGE URBAN FUNDING TO BE USED ON A PROJECT OR PROJECTS FOR ELIGIBLE REPAVING OR MAINTENANCE PROJECTS LOCATED IN THE JURISDICTIONAL AREA OF DUTCHESS COUNTY.	STBG LG URB 09/2024	2.831	MISC							2.831	
		LOCAL 09/2024	0.708	MISC							0.708	
AQC:A10	DUTCHESS	<b>TPC: \$3.3-\$5.6 M</b>	<b>TOTAL 5YR COST :</b>		3.539	0.000	0.000	0.000	0.000	0.000	3.539	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
DUTCHESS  <b>8TD009</b> TRANSIT <Exempt>	PURCHASE THIRTEEN (13) MEDIUM-DUTY BUSES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM.	FTA 5339 10/2020 LOCAL 10/2020	1.800 0.450	MISC MISC			1.800 0.450					
AQC:B10P	DUTCHESS	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>		2.250	0.000	0.000	2.250	0.000	0.000	0.000	0.000
LOCAL  <b>8TD014</b> TRANSIT <Exempt>	PROJECT SUPPORTS CAPITAL IMPROVEMENTS FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM TO INCLUDE: PURCHASE/INSTALLATION OF 25 BUS SHELTERS, 400 BUS STOP SIGNS, 400 INFORMATION PANELS AND ITS EQUIPMENT, SUCH AS WIFI UNITS AND ADA ANNUNCIATORS ON TRANSIT VEHICLES; ALSO INCLUDES THE PURCHASE OF DIAGNOSTIC MAINTENANCE EQUIPMENT AND INSTALLATION OF REAL TIME INFORMATION BOARDS AT KEY TRANSIT LOCATIONS IN DUTCHESS COUNTY.	FTA 5307 10/2018 SDF 10/2018 LOCAL 10/2018	0.000 0.000 0.000	MISC MISC MISC	0.610 0.076 0.076							
AQC:B7Z	DUTCHESS	<b>TPC: \$0.6-\$1.5 M</b>	<b>TOTAL 5YR COST :</b>		0.000	0.762	0.000	0.000	0.000	0.000	0.000	0.000
DUTCHESS  <b>8TD019</b> TRANSIT <Exempt>	PURCHASE SIX (6) HEAVY-DUTY BUSES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM.	FTA 5339 10/2021 LOCAL 10/2021	1.800 0.450	MISC MISC				1.800 0.450				
AQC:B10P	DUTCHESS	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>		2.250	0.000	0.000	0.000	2.250	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
DUTCHESS  <b>8TRD32</b> TRANSIT <Exempt>	PREVENTIVE MAINTENANCE ACTIVITIES TO SUPPORT TRANSIT SERVICES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM. DUTCHESS COUNTY.	FTA 5307 01/2019	0.000	MISC	2.214							
		LOCAL 01/2019	0.000	MISC	0.265							
		STATE 01/2019	0.000	MISC	0.265							
		FTA 5307 01/2020	0.936	MISC		0.936						
		LOCAL 01/2020	0.117	MISC		0.117						
		STATE 01/2020	0.117	MISC		0.117						
		FTA 5307 01/2021	1.300	MISC								
		LOCAL 01/2021	0.162	MISC				1.300				
		STATE 01/2021	0.162	MISC				0.162				
		FTA 5307 01/2022	1.300	MISC						1.300		
		LOCAL 01/2022	0.162	MISC						0.162		
		STATE 01/2022	0.162	MISC						0.162		
		FTA 5307 01/2023	1.000	MISC							1.000	
		LOCAL 01/2023	0.125	MISC						0.125		
		STATE 01/2023	0.125	MISC						0.125		
FTA 5307 01/2024	1.000	MISC							1.000			
LOCAL 01/2024	0.125	MISC							0.125			
STATE 01/2024	0.125	MISC							0.125			
AQC:B3Z	DUTCHESS	<b>TPC: \$7.5-\$12 M</b>	<b>TOTAL 5YR COST :</b>		6.918	2.744	1.170	1.624	1.624	1.250	1.250	0.000
DUTCHESS  <b>8TRD34</b> TRANSIT <Exempt>	PROJECT ADMINISTRATION TO SUPPORT TRANSIT SERVICES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM. DUTCHESS COUNTY.	FTA 5307 10/2018	0.000	MISC	0.628							
		LOCAL 10/2018	0.000	MISC	0.079							
		STATE 10/2018	0.000	MISC	0.079							
		FTA 5307 10/2019	0.472	MISC		0.472						
		LOCAL 10/2019	0.059	MISC		0.059						
		STATE 10/2019	0.059	MISC		0.059						
		FTA 5307 10/2020	0.324	MISC				0.324				
		LOCAL 10/2020	0.040	MISC				0.040				
		STATE 10/2020	0.040	MISC				0.040				
		FTA 5307 10/2021	0.324	MISC					0.324			
		LOCAL 10/2021	0.040	MISC					0.040			
		STATE 10/2021	0.040	MISC					0.040			
		FTA 5307 10/2022	0.213	MISC						0.213		
		LOCAL 10/2022	0.026	MISC						0.026		
		STATE 10/2022	0.026	MISC						0.026		
FTA 5307 10/2023	0.213	MISC							0.213			
LOCAL 10/2023	0.026	MISC							0.026			
STATE 10/2023	0.026	MISC							0.026			
AQC:B1Z	DUTCHESS	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>		1.928	0.786	0.590	0.404	0.404	0.265	0.265	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
DUTCHESS  <b>8TRD73</b> TRANSIT <Exempt>	MOBILE COMMUNICATION SYSTEM WITH GPS CAPABILITY AND PURCHASE OF NEW ITS SCHEDULING SOFTWARE FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM. DUTCHESS COUNTY.	FTA 5307 10/2018	0.000	MISC	0.500						
		LOCAL 10/2018	0.000	MISC	0.075						
		STATE 10/2018	0.000	MISC	0.075						
		FTA 5307 10/2019	0.060	MISC		0.060					
		LOCAL 10/2019	0.007	MISC		0.007					
		STATE 10/2019	0.008	MISC		0.008					
		FTA 5307 10/2020	0.060	MISC			0.060				
		LOCAL 10/2020	0.007	MISC			0.007				
		STATE 10/2020	0.008	MISC			0.008				
		FTA 5307 10/2021	0.060	MISC				0.060			
		LOCAL 10/2021	0.007	MISC				0.007			
		STATE 10/2021	0.008	MISC				0.008			
		FTA 5307 10/2022	0.060	MISC					0.060		
		LOCAL 10/2022	0.007	MISC					0.007		
STATE 10/2022	0.008	MISC					0.008				
FTA 5307 10/2023	0.060	MISC							0.060		
LOCAL 10/2023	0.007	MISC							0.007		
STATE 10/2023	0.008	MISC							0.008		
AQC:B6Z	DUTCHESS	<b>TPC: \$0.6-\$1.5 M</b>	<b>TOTAL 5YR COST :</b>		0.650	0.075	0.075	0.075	0.075	0.075	0.000
DUTCHESS  <b>8TRD84</b> TRANSIT <Exempt>	OPERATING ASSISTANCE FOR DUTCHESS COUNTY PUBLIC TRANSIT TO PROVIDE TRANSIT SERVICE FOR RURAL AREAS OUTSIDE 3/4 MILE OF A FIXED ROUTE. DUTCHESS COUNTY.	FTA 5307 10/2018	0.000	MISC	0.050						
		LOCAL 10/2018	0.000	MISC	0.050						
		FTA 5307 10/2019	0.050	MISC		0.050					
		LOCAL 10/2019	0.050	MISC		0.050					
		FTA 5307 10/2020	0.050	MISC			0.050				
		LOCAL 10/2020	0.050	MISC			0.050				
		FTA 5307 10/2021	0.050	MISC				0.050			
		LOCAL 10/2021	0.050	MISC				0.050			
		FTA 5307 10/2022	0.050	MISC					0.050		
		LOCAL 10/2022	0.050	MISC					0.050		
FTA 5307 10/2023	0.050	MISC							0.050		
LOCAL 10/2023	0.050	MISC							0.050		
AQC:B1Z	DUTCHESS	<b>TPC: &lt; \$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.100	0.100	0.100	0.100	0.100	0.100	0.000
DUTCHESS  <b>8TRD88</b> TRANSIT <Exempt>	PURCHASE TWO (2) TRANSIT SUPPORT VEHICLES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM. DUTCHESS COUNTY	FTA 5307 10/2019	0.064	MISC		0.064					
		LOCAL 10/2019	0.008	MISC		0.008					
		STATE 10/2019	0.008	MISC		0.008					
AQC:B2	DUTCHESS	<b>TPC: &lt; \$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.000	0.080	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019										
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024				
AQ CODE	COUNTY	TOTAL PROJECT COST													
DUTCHESS  <b>8TRD90</b> TRANSIT <Exempt>	PURCHASE AND INSTALL NEW ENGINES, TRANSMISSIONS, BATTERIES, AND OTHER MAJOR VEHICLE SYSTEMS THAT ARE IN NEED OF REPLACEMENT FOR DUTCHESS COUNTY PUBLIC TRANSIT BUSES.	FTA 5339 10/2019 LOCAL 10/2019	0.450 0.113	MISC MISC		0.450 0.113									
AQC:B5	DUTCHESS	<b>TPC: &lt;\$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.000	0.563	0.000	0.000	0.000	0.000	0.000				
DUTCHESS  <b>8TRD91</b> TRANSIT <Exempt>	OPERATING ASSISTANCE FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM TO SUPPORT TRANSIT SERVICE IN DUTCHESS COUNTY.	FTA 5307 10/2018 LOCAL 10/2018 FTA 5311 10/2018 LOCAL 10/2018 FTA 5307 10/2019 LOCAL 10/2019 FTA 5311 10/2019 LOCAL 10/2019 FTA 5307 10/2020 LOCAL 10/2020 FTA 5311 10/2020 LOCAL 10/2020 FTA 5307 10/2021 LOCAL 10/2021 FTA 5311 10/2021 LOCAL 10/2021 FTA 5307 10/2022 LOCAL 10/2022 FTA 5311 10/2022 LOCAL 10/2022 FTA 5307 10/2023 LOCAL 10/2023 FTA 5311 10/2023 LOCAL 10/2023	0.000 0.000 0.000 0.000 2.079 2.079 0.096 0.096 2.100 2.100 0.096 0.096 2.215 2.215 0.096 0.096 1.320 1.320 0.096 0.096 1.430 1.430 0.096 0.096	MISC MISC	2.038 2.038 0.096 0.096		2.079 2.079 0.096 0.096		2.100 2.100 0.096 0.096		2.215 2.215 0.096 0.096		1.320 1.320 0.096 0.096		1.430 1.430 0.096 0.096
AQC:B1Z	DUTCHESS	<b>TPC: \$21-\$31 M</b>	<b>TOTAL 5YR COST :</b>		4.268	4.350	4.392	4.622	2.832	3.052	0.000				

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
METRO-NORTH  <b>8TRD93</b> TRANSIT <Exempt>	DUTCHESS COUNTY 5337 BLOCK FOR STATE OF GOOD REPAIR GRANT. PROJECTS ARE LIMITED TO REPLACEMENT AND REHABILITATION, OR CAPTIAL PROJECTS REQUIRED TO MAINTAIN PUBLIC TRANSPORTATION SYSTEM IN A STATE OF GOOD REPAIR.	FTA 5337 01/2020 LOCAL 01/2020 FTA 5337 01/2021 LOCAL 01/2021 FTA 5337 01/2022 LOCAL 01/2022 FTA 5337 01/2023 LOCAL 01/2023 FTA 5337 01/2024 LOCAL 01/2024	7.474 1.868 7.623 1.906 7.776 1.944 7.931 1.983 8.090 2.022	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC		7.474 1.868	7.623 1.906	7.776 1.944	7.931 1.983	8.090 2.022		
AQC:J1	DUTCHESS	<b>TPC: \$40-\$60 M</b>	<b>TOTAL 5YR COST :</b>		48.617	0.000	9.342	9.529	9.720	9.914	10.112	0.000
DUTCHESS  <b>8TRD94</b> TRANSIT <Exempt>	DUTCHESS COUNTY SECTION 5310 PROGRAM-VEHICLES TO PROVIDE TRANSPORTATION FOR ELDERLY AND PERSONS WITH DISABILITIES BY PRIVATE NOT-FOR-PROFIT AGENCIES	FTA 5310 10/2018 LOCAL 10/2018 FTA 5310 10/2019 LOCAL 10/2019 FTA 5310 10/2020 LOCAL 10/2020 LOCAL 01/2021 FTA 5310 10/2021 LOCAL 10/2021 LOCAL 01/2022 FTA 5310 10/2022 LOCAL 10/2022	0.000 0.000 0.371 0.093 0.379 0.095 0.101 0.386 0.097 0.394 0.099	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC	0.364 0.091	0.371 0.093	0.379 0.095 0.101	0.386 0.097	0.394 0.099			
AQC:J1	DUTCHESS	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>		2.417	0.455	0.464	0.977	0.483	0.493	0.000	0.000
DUTCHESS  <b>8TRD99</b> TRANSIT <Exempt>	PURCHASE OF TRANSIT AMENITIES SUCH AS BIKE RACKS, BENCHES, SIGNS, AND SHELTERS FOR DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM	STATE 10/2018 STATE 10/2019 STATE 10/2020 STATE 10/2021 STATE 10/2022 STATE 10/2023	0.000 0.010 0.010 0.010 0.010 0.010	MISC MISC MISC MISC MISC MISC	0.010	0.010	0.010	0.010	0.010	0.010		
AQC:B5Z	DUTCHESS	<b>TPC: &lt;\$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.050	0.010	0.010	0.010	0.010	0.010	0.010	0.000
NYSBA  <b>K0002</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: KINGSTON-RHINECLIFF BRIDGE PAINTING- LEAD ABATEMENT AND RE-PAINTING OF THE WEST AND EAST APPROACH GIRDER SPANS. DUTCHESS AND ULSTER COUNTIES	OTHER 09/2022	6.000	CONST				6.000				
AQC:A10P	MULTI	<b>TPC: \$4.6-\$7.5 M</b>	<b>TOTAL 5YR COST :</b>		6.000	0.000	0.000	0.000	6.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSBA <b>K0003</b> R&P <Exempt>	REMOVE EXISTING DECK OVERLAY AND PAVE WITH NOVACHIP. KINGSTON-RHINECLIFF. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	3.000	CONST		3.000						
AQC:N/A	MULTI	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>		0.000	3.000	0.000	0.000	0.000	0.000	0.000	0.000
NYSBA <b>K0004</b> SAFETY <Exempt>	KINGSTON-RHINECLIFF ELECTRICAL UPGRADE. PROJECT WILL REPLACE BRIDGE POWER AND LIGHTING CABLES. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	2.000	CONST		2.000						
AQC:N/A	MULTI	<b>TPC: \$1.2-\$2.5 M</b>	<b>TOTAL 5YR COST :</b>		0.000	2.000	0.000	0.000	0.000	0.000	0.000	0.000
NYSBA <b>K0006</b> MOBIL <Exempt>	KINGSTON-RHINECLIFF PEDESTRIAN WALKWAY. PROJECT WILL PROVIDE A SAFE PEDESTRIAN CROSSING BETWEEN ULSTER AND DUTCHESS COUNTIES. WORK WILL FURNISH AND INSTALL CONCRETE BARRIER, PAVEMENT MARKINGS, AND APPROACH ROADWAY SIDEWALKS.	OTHER 09/2019 OTHER 09/2019 OTHER 09/2023 OTHER 09/2024	0.000 0.000 10.000 20.000	CONST MISC CONST CONST	1.500 0.300				10.000		20.000	
AQC:N/A	MULTI	<b>TPC: \$26-\$40 M</b>	<b>TOTAL 5YR COST :</b>		1.800	0.000	0.000	0.000	10.000	20.000	0.000	0.000
NYSBA <b>M0002</b> BRIDGE <Exempt>	BRIDGE MAINTENANCE PAINTING: POWER TOOL CLEAN AND SPOT PAINT STIFFENING TRUSS AND TOWERS OF THE MID-HUDSON BRIDGE. TO EXTEND SERVICE LIFE. DUTCHESS AND USLTER COUNTIES.	OTHER 02/2022	2.000	CONST				2.000				
AQC:A19P	MULTI	<b>TPC: \$1.2-\$2.5 M</b>	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000
NYSBA <b>M0003</b> BRIDGE <Exempt>	BRIDGE MAINTENANCE: MID-HUDSON BRIDGE MAIN SPAN OVERLAY: MILL AND FILL MAIN SPAN OVERLAY WITH ASPHALT WATER PROOFING MEMBRANE. DUTCHESS AND USLTER COUNTIES.	OTHER 02/2021	3.000	CONST			3.000					
AQC:A19P	MULTI	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>		0.000	0.000	3.000	0.000	0.000	0.000	0.000	0.000
NYSBA <b>M0005</b> BRIDGE <Exempt>	BRIDGE MAINTENANCE: MID-HUDSON BRIDGE -EAST APPROACH VIADUCT SPANS. LEAD ABATEMENT OF APPROACH SPANS INCLUDING ARCH TRUSS OVER THE METRO-NORTH RAIL LINE. DUTCHESS AND USLTER COUNTIES.	OTHER 01/2021	3.000	CONST			3.000					
AQC:A19P	MULTI	<b>TPC: \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>		0.000	0.000	3.000	0.000	0.000	0.000	0.000	0.000

**\*\* Dutchess County Transportation Council \*\***

Friday, June 28, 2019

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program  
DRAFT FFY 2020-2024 TIP**

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSBA <b>M0006</b> BRIDGE <Exempt>	MID-HUDSON BRIDGE MAIN CABLE INSPECTION. DUTCHESS AND ULSTER COUNTIES.	OTHER 09/2019	0.000	MISC	0.050						
AQC:A19P	MULTI	<b>TPC: &lt;\$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.050	0.000	0.000	0.000	0.000	0.000	0.000
NYSBA <b>M0010</b> MISC <Exempt>	MID-HUDSON BRIDGE EAST ANCHORAGE REHABILITATION. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	0.500	CONST		0.500					
AQC:A19P	MULTI	<b>TPC: &lt;\$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.000	0.500	0.000	0.000	0.000	0.000	0.000
NYSBA <b>M0013</b> BRIDGE <Exempt>	MID-HUDSON BRIDGE STAR BUILDING IMPROVEMENTS. PROJECT WILL IMPROVE LOADING DOCK W/ ROOF SYSTEM ADDITION. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	0.750	CONST		0.750					
AQC:A19Z	DUTCHESS	<b>TPC: \$0.6-\$1.5 M</b>	<b>TOTAL 5YR COST :</b>		0.000	0.750	0.000	0.000	0.000	0.000	0.000
NYSBA <b>M0014</b> R&P <Exempt>	MID-HUDSON BRIDGE CURBING AND RAILING REPLACEMENTS. PROJECT WILL REMOVE AND REPLACE EXISTING BRIDGE CURBING AND BOX BEAM RAILING. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	10.000	CONST		10.000					
AQC:A19P	MULTI	<b>TPC: \$7.5-\$12 M</b>	<b>TOTAL 5YR COST :</b>		0.000	10.000	0.000	0.000	0.000	0.000	0.000
NYSBA <b>M0015</b> BRIDGE <Exempt>	MID-HUDSON BRIDGE CABLE SUSPENDER REPLACEMENT. PROJECT WILL REMOVE AND REPLACE MAIN CABLE SUSPENDERS. DUTCHESS AND ULSTER COUNTIES.	OTHER 09/2024	10.000	CONST						10.000	
AQC:A19P	MULTI	<b>TPC: \$7.5-\$12 M</b>	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.000	10.000	0.000
NYSBA <b>SI-0003</b> BRIDGE <Exempt>	MID-HUDSON-NECKLACE LIGHTS UPGRADES. UPGRADE TO MAINTAIN STATE OF GOOD REPAIR. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023 OTHER 01/2024	0.000 0.005 0.005 0.005 0.005 0.005	MISC MISC MISC MISC MISC MISC	0.005	0.005	0.005	0.005	0.005	0.005	
AQC:A7P	MULTI	<b>TPC: &lt;\$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.005	0.005	0.005	0.005	0.005	0.005	0.000

**\*\* Dutchess County Transportation Council \*\***

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program**

**DRAFT FFY 2020-2024 TIP**

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSBA <b>SO-0006</b> BRIDGE <Exempt>	MID-HUDSON-COMMAND CENTER & ITS EQUIPMENT UPGRADE-TO MAINTAIN STATE OF GOOD REPAIR. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2019	0.000	MISC	0.725						
AQC:B4P	MULTI	<b>TPC: \$0.6-\$1.5 M</b>	<b>TOTAL 5YR COST :</b>		0.725	0.000	0.000	0.000	0.000	0.000	0.000
NYSBA <b>W0001</b> BRIDGE <Exempt>	WALKWAY-OVER-THE-HUDSON BRIDGE INSPECTION: DETAILED INSPECTION OF THE BRIDGE STRUCTURE WITH HANDS ON INSPECTION OF ALL FRACTURE CRITICAL MEMBERS TO MAINTAIN STATE OF GOOD REPAIR. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	0.400	CONINSP		0.400					
AQC:A19P	MULTI	<b>TPC: &lt;\$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.400	0.400	0.000	0.000	0.000	0.000	0.000
NYSBA <b>W0007</b> BRIDGE <Exempt>	WALKWAY-OVER-THE-HUDSON RIVER PIER BASE REPAIRS: RECONSTRUCT CONCRETE PIER BASE UNITS. RIVER PIER RE-POINTING TO MAINTAIN STATE OF GOOD REPAIR. DUTCHESS AND ULSTER COUNTIES	OTHER 01/2019	0.000	CONST	0.300						
AQC:A19P	MULTI	<b>TPC: &lt;\$0.75 M</b>	<b>TOTAL 5YR COST :</b>		0.300	0.000	0.000	0.000	0.000	0.000	0.000

APPENDIX K  
(NYSDOT-Region 8 Multi-county Project Listing)

**TIP Format Report for Selected Projects on Draft Program  
DRAFT NYSDOT-REGION 8 MULTI-COUNTY FFY 2020-2024 TIP**

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>80PS01</b> SAFETY <Exempt>	PEDESTRIAN SAFETY ACTION PLAN IMPLEMENTATION PHASE III - THE PROJECT WILL IDENTIFY AND IMPROVE PEDESTRIAN SAFETY IN URBAN AREAS AS DESCRIBED IN THE JUNE 20, 2016 NEW YORK STATE PEDESTRIAN SAFETY ACTION PLAN. 100% FEDERAL USING 10% TOLL CREDIT.	HSIP 05/2019 HSIP 05/2019	0.000 0.000	CONINSP CONST	0.960 7.835						
AQC:A6	MULTI	TPC: \$7.5-\$12 M	<b>TOTAL 5YR COST :</b>		8.795	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>811359</b> STUDY <Exempt>	I684 INTERCHANGE STUDY EXIT 5 TO EXIT 10 AND FROM I684 TO CONNECTICUT STATE LINE: I684 AND SMRP INTERCHANGE, I684 AND ROUTE 35 INTERCHANGE, TOWN OF BEDFORD, WESTCHESTER COUNTY AND I684 AND I84 INTERCHANGE, TOWN OF SOUTHEAST, PUTNAM COUNTY. PROJECT WILL EXAMINE EXISTING TRAFFIC CONDITIONS AS WELL AS FUTURE NO-BUILD TRAFFIC CONDITIONS UNDER A RANGE OF ALTERNATIVE TRANSPORTATION IMPROVEMENTS. T/BEDFORD	STBG FLEX 10/2018 SDF 10/2018	0.000 0.000	SCOPING SCOPING	0.449 0.112						
AQC:C3	MULTI	TPC: < \$0.75 M	<b>TOTAL 5YR COST :</b>		0.561	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>812745</b> R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING: TACONIC STATE PARKWAY: WESTCHESTER CO LINE TO PUDDING ST, TOWNS OF CARMEL AND PUTNAM VALLEY, PUTNAM COUNTY.	NHPP 05/2019 SDF 05/2019 NHPP 05/2019 SDF 05/2019	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.920 0.230 7.280 1.820						
AQC:A10	MULTI	TPC: \$9.5-15.5 M	<b>TOTAL 5YR COST :</b>		10.250	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>850223</b> R&P <Exempt>	PMI PAVING: ROUTES 303 AND 17: PROJECT WILL REPAVE AND INCLUDE PEDESTRIAN IMPROVEMENTS AS WARRANTED ALONG ROUTE 303, FROM THE NJ LINE TO RAIL TRAIL BRIDGE UNDERPASS, IN THE TOWN OF ORANGETOWN, ROCKLAND COUNTY AND ROUTE 17 IN THE VILLAGE OF HARRIMAN IN THE TOWN OF MONROE AND THE VILLAGE OF WOODBURY IN THE TOWN OF WOODBURY AND THE TOWN OF TUXEDO IN ORANGE COUNTY.	STBG FLEX 12/2019 SDF 12/2019 STBG FLEX 12/2019 SDF 12/2019	0.408 0.102 4.080 1.020	CONINSP CONINSP CONST CONST		0.408 0.102 4.080 1.020					
AQC:A10	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>		5.610	0.000	5.610	0.000	0.000	0.000	0.000

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
LOCAL <b>876201</b> MISC <Exempt>	HARRIMAN-BEAR MOUNTAIN TRAILS IMPROVEMENT PROJECT. THE NEW YORK-NEW JERSEY TRAIL CONFERENCE WILL BUILD AND REHABILITATE ERODED AND WORN SECTIONS OF THE RAMAPO-DUNDERBERG TRAIL AND KAKIAT, TRIANGLE, AND TUXEDO-MT. IVY TRAILS IN BEAR MOUNTAIN AND HARRIMAN STATE PARKS IN ORANGE AND ROCKLAND COUNTIES. THESE TRAILS INTERSECT WITH EACH OTHER AND CONNECT WITH LONG-DISTANCE TRAIL SYSTEMS, INCLUDING THE APPALACHIAN TRAIL, THE LONG PATH, THE 150-MILE HIGHLANDS TRAIL, AND THE ROUTE OF THE NEW EMPIRE STATE TRAIL.	REC TRAILS 01/2019 OTHER 01/2019 REC TRAILS 01/2019 OTHER 01/2019 REC TRAILS 10/2018 OTHER 10/2018	0.000 0.000 0.000 0.000 0.000 0.000	CONST CONST DETLDES DETLDES PRELDES PRELDES	0.154 0.038 0.002 0.001 0.001 0.001						
AQC:A2	MULTI	TPC: <\$0.75 M	TOTAL 5YR COST :		0.197	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>880935</b> SAFETY <Exempt>	GUIDERAIL REPLACEMENT: PROJECT WILL REPLACE OR REPAIR DEFICIENT OR OBSOLETE GUIDERAIL ALONG FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	STBG FLEX 04/2022 SDF 04/2022 STBG FLEX 02/2023 SDF 02/2023 STBG FLEX 02/2023 SDF 02/2023	0.040 0.010 0.240 0.060 2.400 0.600	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.040 0.010	0.240 0.060 2.400 0.600		
AQC:A11	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.050	3.300	0.000	0.000
NYSDOT <b>881033</b> MOBIL <Exempt>	HIGHWAY EMERGENCY LOCAL PATROL (HELP) FREEWAY INCIDENT MANAGEMENT. PROJECT INCLUDES PAY FOR THE CONTRACT OPERATORS, THE TRUCKS, ALL EQUIPMENT ON BOARD, GASOLINE, AND OTHER OPERATIONAL NEEDS AT VARIOUS LOCATIONS IN THE HUDSON VALLEY.	NHPP 01/2019 SDF 01/2019 NHPP 01/2020 SDF 01/2020 NHPP 01/2021 SDF 01/2021	0.000 0.000 3.200 0.800 3.200 0.800	MISC MISC MISC MISC MISC MISC	3.200 0.800		3.200 0.800		3.200 0.800		
AQC:A6	MULTI	TPC: \$9.5-15.5 M	TOTAL 5YR COST :		4.000	4.000	4.000	0.000	0.000	0.000	0.000

**TIP Format Report for Selected Projects on Draft Program  
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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881204</b> TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS INSTALL TRAFFIC SIGNALS &/OR UPGRADE/MODIFY EXISTING SIGNALS THROUGHOUT VARIOUS MUNICIPALITIES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF DUTCHESS, ULSTER AND WESTCHESTER.	STBG FLEX 04/2019	0.000	DETLDES	0.400						
		SDF 04/2019	0.000	DETLDES	0.100						
		STBG FLEX 04/2019	0.000	ROWACQU	0.693						
		SDF 04/2019	0.000	ROWACQU	0.173						
		STBG FLEX 02/2019	0.000	ROWINCD	0.083						
		SDF 02/2019	0.000	ROWINCD	0.021						
		STBG FLEX 04/2020	0.136	CONINSP		0.136					
		SDF 04/2020	0.034	CONINSP		0.034					
		STBG LG URB 04/2020	0.344	CONINSP		0.344					
		SDF 04/2020	0.086	CONINSP		0.086					
		STBG FLEX 04/2020	0.904	CONST		0.904					
		SDF 04/2020	0.226	CONST		0.226					
		STBG LG URB 04/2020	2.296	CONST		2.296					
SDF 04/2020	0.574	CONST		0.574							
AQC:D2	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>		1.470	4.600	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881316</b> BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL CONSIST OF PAINTING STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, & DEICING AGENTS. BINS 1025160; 1037210; 1016810; 1027600; 1029040; 1041350; 1053080; 5501650 IN COLUMBIA, DUTCHESS, ROCKLAND, ULSTER & WESTCHESTER COUNTIES (FORMERLY PIN: 8T0628)	NHPP 10/2018	0.000	CONINSP	0.400						
		SDF 10/2018	0.000	CONINSP	0.100						
		STBG FLEX 10/2018	0.000	CONINSP	0.148						
		SDF 10/2018	0.000	CONINSP	0.037						
		NHPP 10/2018	0.000	CONST	4.000						
		SDF 10/2018	0.000	CONST	1.000						
		STBG FLEX 10/2018	0.000	CONST	1.483						
		SDF 10/2018	0.000	CONST	0.371						
AQC:A19	MULTI	TPC: \$6-\$9.4 M	<b>TOTAL 5YR COST :</b>		7.539	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881330</b> SAFETY <Exempt>	GUIDERAIL REPLACEMENT: THIS PROJECT WILL REPLACE DAMAGED OR NON-FUNCTIONAL GUIDERAIL AND BRIDGE RAIL ON STATE HIGHWAYS IN VARIOUS MUNICIPALITIES THROUGHOUT THE COUNTIES OF ROCKLAND, PUTNAM AND WESTCHESTER. (FORMERLY PIN: 8T0319)	STBG FLEX 01/2019	0.000	CONINSP	0.160						
		SDF 01/2019	0.000	CONINSP	0.040						
		STBG FLEX 01/2019	0.000	CONST	1.600						
		SDF 01/2019	0.000	CONST	0.400						
AQC:A9	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		2.200	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881341</b> BRIDGE <Exempt>	REPAIR REHAB/REPLACE BRIDGES TO CORRECT OR PREVENT PROBLEMS RELATED TO THE DETERIORATION OF A VARIETY OF BRIDGE COMPONENTS THROUGHOUT VARIOUS MUNICIPALITIES IN DUTCHESS, PUTNAM AND ULSTER COUNTIES. BINS 1005220, 1032300, 1005190, 5502509, 1041050.	NHPP 05/2019	0.000	DETLDES	0.100						
		SDF 05/2019	0.000	DETLDES	0.025						
		NHPP 10/2018	0.000	PRELDES	0.060						
		SDF 10/2018	0.000	PRELDES	0.015						
		NHPP 12/2019	1.120	CONINSP		1.120					
		SDF 12/2019	0.280	CONINSP		0.280					
		NHPP 12/2019	11.200	CONST		11.200					
SDF 12/2019	2.800	CONST		2.800							
AQC:A19	MULTI	TPC: \$12.5-\$19 M	<b>TOTAL 5YR COST :</b>		0.200	15.400	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881343</b> MOBIL <Exempt>	TRAVEL DEMAND MANAGEMENT (TDM) PROGRAM TO DEVELOP PROJECTS & STRATEGIES TO OPTIMIZE THE TRANSPORTATION SYSTEM PERFORMANCE BY PROMOTING MODE CHOICES, DIRECTION/TIME OF TRAVEL WHICH LEADS TO REDUCED CONGESTION & IMPROVED AIR QUALITY IN MHSTCC AREA. (FORMERLY PIN: 8T0402)	CMAQ 10/2018 SDF 10/2018	0.000 0.000	OPER OPER	2.300 0.575						
AQC:C4	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		2.875	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881344</b> STUDY <Exempt>	GEOTECH SUBSURFACE EXPLORATIONS CONTRACT: THIS PROJECT WILL EXPLORE SUBSURFACE SOIL CONDITIONS TO PROVIDE DATA NEEDED IN ADVANCE OF HIGHWAY AND BRIDGE DESIGN. COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES (FORMERLY PIN: 8T0599)	STBG FLEX 10/2018 SDF 10/2018 STBG FLEX 10/2018 SDF 10/2018	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.059 0.013 0.480 0.120						
AQC:C5P	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.672	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881345</b> STUDY <Exempt>	GEOTECH SUBSURFACE EXPLORATIONS CONTRACT: PROJECT WILL EXPLORE SUBSURFACE SOIL CONDITIONS TO PROVIDE DATA NEEDED IN ADVANCE OF HIGHWAY & BRIDGE DESIGN ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER (FORMERLY PIN: 8T0630)	SDF 05/2019 STBG FLEX 11/2019 SDF 11/2019 STBG FLEX 11/2019 SDF 11/2019	0.000 0.058 0.014 0.480 0.120	DETLDES CONINSP CONINSP CONST CONST	0.015	0.058 0.014 0.480 0.120					
AQC:C5	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.015	0.672	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881346</b> STUDY <Exempt>	GEOTECH SUBSURFACE EXPLORATIONS CONTRACT: PROJECT WILL EXPLORE SUBSURFACE SOIL CONDITIONS TO PROVIDE DATA NEEDED IN ADVANCE OF HIGHWAY & BRIDGE DESIGN ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER (FORMERLY PIN: 8T0708)	SDF 02/2020 STBG FLEX 11/2020 SDF 11/2020 STBG FLEX 11/2020 SDF 11/2020	0.015 0.062 0.016 0.520 0.130	DETLDES CONINSP CONINSP CONST CONST	0.015	0.062 0.016 0.520 0.130					
AQC:C5	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.015	0.728	0.000	0.000	0.000	0.000

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881347</b> STUDY <Exempt>	GEOTECH SUBSURFACE EXPLORATIONS CONTRACT: PROJECT WILL EXPLORE SUBSURFACE SOIL CONDITIONS TO PROVIDE DATA NEEDED IN ADVANCE OF HIGHWAY & BRIDGE DESIGN ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER (FORMERLY PIN: 8T0709)	SDF 02/2021 STBG FLEX 11/2021 SDF 11/2021 STBG FLEX 11/2021 SDF 11/2021	0.015 0.062 0.016 0.520 0.130	DETLDES CONINSP CONINSP CONST CONST			0.015	0.062 0.016 0.520 0.130			
AQC:C5	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.015	0.728	0.000	0.000	0.000
NYSDOT <b>881349</b> STUDY <Exempt>	BIENNIAL ACCIDENT INVESTIGATION (HSIP): THIS PROJECT CONSISTS OF INVESTIGATING ACCIDENT LOCATIONS TO IDENTIFY THOSE THAT WILL BE SPECIFICALLY TARGETED FOR SAFETY IMPROVEMENTS IN REGION 8 COUNTIES: COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, WESTCHESTER (FORMERLY PIN: 8T0477).	HSIP 04/2020 SDF 04/2020	1.350 0.150	MISC MISC		1.350 0.150					
AQC:A6	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.000	1.500	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881350</b> STUDY <Exempt>	BIENNIAL ACCIDENT INVESTIGATION (HSIP): THIS PROJECT CONSISTS OF INVESTIGATING ACCIDENT LOCATIONS TO IDENTIFY THOSE THAT WILL BE SPECIFICALLY TARGETED FOR SAFETY IMPROVEMENTS IN REGION 8 COUNTIES: COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER (FORMERLY PIN: 8T0478)	HSIP 04/2022 SDF 04/2022	1.350 0.150	MISC MISC				1.350 0.150			
AQC:A6	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	1.500	0.000	0.000	0.000
NYSDOT <b>881351</b> STUDY <Exempt>	BIENNIAL ACCIDENT INVESTIGATION (HSIP): THIS PROJECT CONSISTS OF INVESTIGATING ACCIDENT LOCATIONS TO IDENTIFY THOSE THAT WILL BE SPECIFICALLY TARGETED FOR SAFETY IMPROVEMENTS IN REGION 8 COUNTIES: COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER (FORMERLY PIN: 8T0711)	HSIP 04/2024 SDF 04/2024	1.350 0.150	MISC MISC						1.350 0.150	
AQC:A6Z	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.000	1.500	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT <b>881353</b> BRIDGE <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE STATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENTS MAINTENANCE FORCES SUCH AS RETAINING WALLS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER.	SDF 05/2019	0.000	PRELDES	0.200							
		NHPP 03/2020	0.080	DETLDES								
		SDF 03/2020	0.020	DETLDES								
		NHPP 04/2020	0.160	ROWACQU								
		SDF 04/2020	0.040	ROWACQU								
		SDF 12/2019	0.030	ROWINCD								
		NHPP 01/2021	0.144	CONINSP								
		SDF 01/2021	0.036	CONINSP								
		NHPP 01/2021	1.200	CONST								
		SDF 01/2021	0.300	CONST								
AQC:A2	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		2.010	0.200	0.330	1.680	0.000	0.000	0.000	0.000
NYSDOT <b>881355</b> RECON <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENT MAINTENANCE FORCES SUCH AS RETAINING WALLS IN REGION 8 COUNTIES: COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, WESTCHESTER (FORMERLY PIN: 8T0710). WORK WILL BE DONE ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS.	STBG FLEX 01/2020	0.120	PRELDES								
		SDF 01/2020	0.030	PRELDES								
		STBG FLEX 09/2020	0.024	ROWINCD								
		SDF 09/2020	0.006	ROWINCD								
		STBG FLEX 09/2020	0.040	SCOPING								
		SDF 09/2020	0.010	SCOPING								
		STBG FLEX 01/2021	0.080	DETLDES								
		SDF 01/2021	0.020	DETLDES								
		STBG FLEX 02/2021	0.160	ROWACQU								
		SDF 02/2021	0.040	ROWACQU								
		STBG FLEX 02/2022	0.144	CONINSP								
		SDF 02/2022	0.036	CONINSP								
		STBG FLEX 02/2022	1.200	CONST								
SDF 02/2022	0.300	CONST										
AQC:A2	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		2.210	0.000	0.230	0.300	1.680	0.000	0.000	0.000
NYSDOT <b>881356</b> BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL PAINT STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, AND DEICING AGENTS. WORK WILL TAKE PLACE ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	NHPP 09/2021	0.400	CONINSP								
		SDF 09/2021	0.100	CONINSP								
		NHPP 09/2021	4.000	CONST								
		SDF 09/2021	1.000	CONST								
		SDF 12/2020	0.100	DETLDES								
AQC:A19	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>		5.600	0.000	0.000	5.600	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881357</b> BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL PAINT STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, AND DEICING AGENTS. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	NHPP 09/2022 SDF 09/2022 NHPP 09/2022 SDF 09/2022 SDF 11/2021	0.400 0.100 4.000 1.000 0.100	CONINSP CONINSP CONST CONST DETLDES				0.400 0.100 4.000 1.000 0.100			
AQC:A19	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	5.600	0.000	0.000	0.000
NYSDOT <b>881358</b> BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL CONSIST OF PAINTING STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, & DEICING AGENTS. THE WORK WILL BE DONE ON SELECT BRIDGES ON FEDERAL-AID ELIGIBLE HIGHWAYS IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA DUTCHESS, ORANGE, PUTNAM, ULSTER AND WESTCHESTER. BINS 1053050, 1053030, 5501270. (FORMERLY PIN: 8T0706)	NHPP 09/2019 SDF 09/2019 NHPP 09/2019 SDF 09/2019 STBG-OFF 09/2019 SDF 09/2019 SDF 10/2018	0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST CONST CONST DETLDES	0.400 0.100 4.000 1.000 0.960 0.240 0.150						
AQC:A19	MULTI	TPC: \$6-\$9.4 M	<b>TOTAL 5YR COST :</b>		6.850	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881360</b> BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL CONSIST OF PAINTING STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, & DEICING AGENTS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES (FORMERLY PIN: 8T0707)	NHPP 09/2020 SDF 09/2020 NHPP 09/2020 SDF 09/2020 SDF 12/2019	0.432 0.108 4.320 1.080 0.100	CONINSP CONINSP CONST CONST DETLDES		0.432 0.108 4.320 1.080 0.100					
AQC:A19	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>		0.000	6.040	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881361</b> BRIDGE <Exempt>	BRIDGE WASHING/DECK SEALING: PROJECT CONSISTS OF CLEANING/WASHING BRIDGES & SEALING DECKS AS NEEDED. WORK WILL REMOVE DEBRIS FROM THE BRIDGES & PROTECT THEM AGAINST CORROSIVE SUBSTANCES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER (FORMERLY PIN: 8T0626)	NHPP 12/2018 SDF 12/2018 NHPP 12/2018 SDF 12/2018 NHPP 12/2019 SDF 12/2019 NHPP 12/2019 SDF 12/2019	0.000 0.000 0.000 0.000 0.072 0.018 0.600 0.150	CONINSP CONINSP CONST CONST CONINSP CONINSP CONST CONST	0.072 0.018 0.600 0.150		0.072 0.018 0.600 0.150				
AQC:A19	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.840	0.840	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT <b>881363</b> BRIDGE <Exempt>	BRIDGE WASHING/DECK SEALING: PROJECT WILL CONSIST OF CLEANING/WASHING BRIDGES & SEALING DECKS AS NEEDED. WORK WILL REMOVE DEBRIS FROM THE BRIDGES & PROTECT THEM AGAINST CORROSIVE SUBSTANCES. ON VARIOUS FEDERAL AID ELIGIBLE BRIDGES IN THE COUNTIES COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER (FORMERLY PIN: 8T0704)	SDF 02/2020 STBG FLEX 12/2020 SDF 12/2020 STBG FLEX 12/2020 SDF 12/2020	0.014 0.096 0.024 0.800 0.200	DETLDES CONINSP CONINSP CONST CONST		0.014	0.096	0.024	0.800	0.200		
AQC:A19	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		1.134	0.000	0.014	1.120	0.000	0.000	0.000	0.000
NYSDOT <b>881364</b> BRIDGE <Exempt>	BRIDGE WASHING/DECK SEALING: PROJECT WILL CONSIST OF CLEANING/WASHING BRIDGES & SEALING DECKS AS NEEDED. WORK WILL REMOVE DEBRIS FROM THE BRIDGES & PROTECT THEM AGAINST CORROSIVE SUBSTANCES. ON VARIOUS FEDERAL AID ELIGIBLE BRIDGES IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER (FORMERLY PIN: 8T0705)	SDF 03/2021 STBG FLEX 12/2021 SDF 12/2021 STBG FLEX 12/2021 SDF 12/2021	0.014 0.096 0.024 0.800 0.200	DETLDES CONINSP CONINSP CONST CONST			0.014	0.096	0.024	0.800	0.200	
AQC:A19	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		1.134	0.000	0.000	0.014	1.120	0.000	0.000	0.000
NYSDOT <b>881365</b> BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	STBG FLEX 02/2022 SDF 02/2022 STBG FLEX 12/2022 SDF 12/2022 STBG FLEX 12/2022 SDF 12/2022	0.016 0.004 0.096 0.024 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.016	0.004	0.096	0.024	0.800
AQC:A19Z	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		1.140	0.000	0.000	0.000	0.020	1.120	0.000	0.000
NYSDOT <b>881366</b> BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	SDF 02/2023 STBG FLEX 12/2023 SDF 12/2023 STBG FLEX 12/2023 SDF 12/2023	0.014 0.096 0.024 0.800 0.165	DETLDES CONINSP CONINSP CONST CONST					0.014	0.096	0.024	0.800
AQC:A19	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		1.099	0.000	0.000	0.000	0.000	0.014	1.085	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT <b>881367</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES. (FORMERLY PIN: 8T0625)	NHPP 05/2023 SDF 05/2023 NHPP 04/2024 SDF 04/2024 NHPP 04/2024 SDF 04/2024 NHPP 10/2023 SDF 10/2023	0.064 0.016 2.420 0.605 24.200 6.050 0.096 0.024	PRELDES PRELDES CONINSP CONINSP CONST CONST DETLDES DETLDES					0.064 0.016		2.420 0.605 24.200 6.050 0.096 0.024	
AQC:A19	MULTI	TPC: \$32-\$50 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.080	33.395	0.000	
NYSDOT <b>881369</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: THIS PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES. (FORMERLY PIN: 8T0703)	NHPP 08/2020 SDF 08/2020 NHPP 11/2019 SDF 11/2019 NHPP 04/2021 SDF 04/2021 NHPP 04/2021 SDF 04/2021	0.096 0.024 0.064 0.016 2.100 0.525 21.000 5.250	DETLDES DETLDES PRELDES PRELDES CONINSP CONINSP CONST CONST		0.096 0.024 0.064 0.016		2.100 0.525 21.000 5.250				
AQC:A19	MULTI	TPC: \$26-\$40 M	<b>TOTAL 5YR COST :</b>		0.000	0.200	28.875	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881370</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	NHPP 05/2020 SDF 05/2020 NHPP 05/2021 SDF 05/2021 NHPP 04/2022 SDF 04/2022 NHPP 04/2022 SDF 04/2022	0.064 0.016 0.096 0.024 2.300 0.575 22.300 5.575	PRELDES PRELDES DETLDES DETLDES CONINSP CONINSP CONST CONST		0.064 0.016	0.096 0.024	2.300 0.575 22.300 5.575				
AQC:A19	MULTI	TPC: \$26-\$40 M	<b>TOTAL 5YR COST :</b>		0.000	0.080	0.120	30.750	0.000	0.000	0.000	0.000
NYSDOT <b>881371</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	NHPP 05/2021 SDF 05/2021 NHPP 05/2022 SDF 05/2022 NHPP 04/2023 SDF 04/2023 NHPP 04/2023 SDF 04/2023	0.064 0.016 0.096 0.024 1.900 0.475 19.000 4.750	PRELDES PRELDES DETLDES DETLDES CONINSP CONINSP CONST CONST		0.064 0.016	0.096 0.024	1.900 0.475 19.000 4.750				
AQC:A19	MULTI	TPC: \$21-\$31 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.080	0.120	26.125	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881373</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES. (FORMERLY PIN: 8T0623)	SDF 05/2023 SDF 03/2024 NHPP 01/2025 SDF 01/2025 NHPP 01/2025 SDF 01/2025	0.125 0.250 0.000 0.000 0.000 0.000	PRELDES DETLDES CONINSP CONINSP CONST CONST					0.125	0.250	1.200 0.300 12.000 3.000
AQC:A19	MULTI	TPC: \$15-\$25 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.125	0.250	16.500
NYSDOT <b>881374</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES. (FORMERLY PIN: 8T0623)	SDF 09/2019 SDF 07/2020 NHPP 01/2021 SDF 01/2021 NHPP 01/2021 SDF 01/2021	0.000 0.250 0.928 0.232 9.280 2.320	PRELDES DETLDES CONINSP CONINSP CONST CONST	0.125	0.250	0.928 0.232 9.280 2.320				
AQC:A19	MULTI	TPC: \$12.5-\$19 M	<b>TOTAL 5YR COST :</b>		0.125	0.250	12.760	0.000	0.000	0.000	0.000
NYSDOT <b>881375</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES. (FORMERLY PIN: 8T0623)	SDF 05/2020 SDF 03/2021 NHPP 01/2022 SDF 01/2022 NHPP 01/2022 SDF 01/2022	0.125 0.250 1.600 0.400 16.000 4.000	PRELDES DETLDES CONINSP CONINSP CONST CONST		0.125	0.250	1.600 0.400 16.000 4.000			
AQC:A19	MULTI	TPC: \$21-\$31 M	<b>TOTAL 5YR COST :</b>		0.000	0.125	0.250	22.000	0.000	0.000	0.000
NYSDOT <b>881376</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	SDF 05/2021 SDF 03/2022 NHPP 01/2023 SDF 01/2023 NHPP 01/2023 SDF 01/2023	0.125 0.250 1.200 0.300 12.000 3.000	PRELDES DETLDES CONINSP CONINSP CONST CONST			0.125	0.250	1.200 0.300 12.000 3.000		
AQC:A19	MULTI	TPC: \$15-\$25 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.125	0.250	16.500	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881377</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	SDF 05/2022 SDF 03/2023 NHPP 01/2024 SDF 01/2024 NHPP 01/2024 SDF 01/2024	0.125 0.250 1.600 0.400 16.000 4.000	PRELDES DETLDES CONINSP CONINSP CONST CONST				0.125	0.250	1.600 0.400 16.000 4.000	
AQC:A19	MULTI	TPC: \$21-\$31 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.125	0.250	22.000	0.000
NYSDOT <b>881378</b> BRIDGE <Exempt>	BRIDGE JOB ORDER CONTRACT: PROJECT WILL MAKE REPAIRS & PERFORMING OTHER MAINTENANCE-RELATED ACTIVITIES, AS NEEDED, TO PRESERVE THE SAFETY & INTEGRITY OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN ULSTER AND ORANGE COUNTIES. (FORMERLY PIN: 8T0621)	STBG FLEX 08/2019 SDF 08/2019 STBG FLEX 08/2019 SDF 08/2019 STBG FLEX 12/2018 SDF 12/2018	0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST DETLDES DETLDES	0.096 0.024 0.800 0.200 0.008 0.002						
AQC:A19P	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		1.130	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881379</b> BRIDGE <Exempt>	BRIDGE JOB ORDER CONTRACT: PROJECT WILL CONSIST OF MAKING REPAIRS & PERFORMING OTHER MAINTENANCE-RELATED ACTIVITIES, AS NEEDED, TO PRESERVE THE SAFETY & INTEGRITY OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER. (FORMERLY PIN: 8T0698)	STBG FLEX 06/2019 SDF 06/2019 STBG FLEX 04/2020 SDF 04/2020 STBG FLEX 04/2020 SDF 04/2020	0.000 0.000 0.096 0.024 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.008 0.002 0.096 0.024 0.800 0.200		0.096 0.024 0.800 0.200				
AQC:A19	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.010	1.120	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881380</b> BRIDGE <Exempt>	BRIDGE JOB ORDER CONTRACT: PROJECT WILL CONSIST OF MAKING REPAIRS & PERFORMING OTHER MAINTENANCE-RELATED ACTIVITIES, AS NEEDED, TO PRESERVE THE SAFETY & INTEGRITY OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER. (FORMERLY PIN: 8T0699)	STBG FLEX 06/2020 SDF 06/2020 STBG FLEX 04/2021 SDF 04/2021 STBG FLEX 04/2021 SDF 04/2021	0.008 0.002 0.096 0.024 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.008 0.002 0.096 0.024 0.800 0.200		0.096 0.024 0.800 0.200				
AQC:A19	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.010	1.120	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881381</b> BRIDGE <Exempt>	BRIDGE JOB ORDER CONTRACT: PROJECT WILL MAKE REPAIRS OTHER MAINTENANCE-RELATED ACTIVITIES, AS NEEDED, TO PRESERVE THE SAFETY & INTEGRITY OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	STBG FLEX 06/2021 SDF 06/2021 STBG FLEX 04/2022 SDF 04/2022 STBG FLEX 04/2022 SDF 04/2022	0.008 0.002 0.096 0.024 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.008 0.002	0.096 0.024 0.800 0.200			
AQC:A19	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.010	1.120	0.000	0.000	0.000
NYSDOT <b>881382</b> BRIDGE <Exempt>	BRIDGE JOB ORDER CONTRACT: PROJECT WILL MAKE REPAIRS OTHER MAINTENANCE-RELATED ACTIVITIES, AS NEEDED, TO PRESERVE THE SAFETY & INTEGRITY OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	STBG FLEX 05/2022 SDF 05/2022 STBG FLEX 04/2023 SDF 04/2023 STBG FLEX 04/2023 SDF 04/2023	0.008 0.002 0.096 0.024 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.008 0.002	0.096 0.024 0.800 0.200			
AQC:A19	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.010	1.120	0.000	0.000
NYSDOT <b>881388</b> SAFETY <Exempt>	BIENNIAL LONG LINES: THIS PROJECT CONSISTS OF APPLYING EPOXY AND PREFORMED PAVEMENT MARKINGS ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES (FORMERLY PIN: 8T0618)	STBG FLEX 04/2019 SDF 04/2019 STBG FLEX 01/2020 SDF 01/2020 STBG FLEX 01/2020 SDF 01/2020	0.000 0.000 0.440 0.110 4.400 1.100	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.024 0.006	0.440 0.110 4.400 1.100					
AQC:A10	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>		0.030	6.050	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881389</b> SAFETY <Exempt>	BIENNIAL LONG LINES: PROJECT WILL APPLY EPOXY AND PREFORMED PAVEMENT MARKINGS ON STATE HIGHWAYS. THIS WORK WILL IMPROVE TRAFFIC SAFETY BY ENSURING THAT THE MARKINGS MAINTAIN THEIR PROPER DELINEATION AND REFLECTIVITY PROPERTIES. THIS WORK WILL TAKE PLACE IN VARIOUS MUNICIPALITIES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	STBG FLEX 09/2021 SDF 09/2021 STBG FLEX 09/2021 SDF 09/2021 STBG FLEX 10/2020 SDF 10/2020	0.440 0.110 4.400 1.100 0.024 0.006	CONINSP CONINSP CONST CONST DETLDES DETLDES			0.440 0.110 4.400 1.100 0.024 0.006				
AQC:A11	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	6.080	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT <b>881390</b> SAFETY <Exempt>	BIENNIAL SPECIAL MARKINGS: WORK WILL APPLY EPOXY & PREFORMED PAVEMENT MARKINGS (SUCH AS STOP BARS, CROSSWALK LINES, ARROWS, ETC.) ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES (FORMERLY PIN: 8T0695)	STBG FLEX 04/2019 SDF 04/2019 STBG FLEX 01/2020 SDF 01/2020 STBG FLEX 01/2020 SDF 01/2020	0.000 0.000 0.264 0.066 2.200 0.550	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.024 0.006		0.264 0.066 2.200 0.550					
AQC:A11	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		3.080	0.030	3.080	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881391</b> SAFETY <Exempt>	BIENNIAL SPECIAL PAVEMENT MARKINGS: PROJECT APPLY EPOXY AND PREFORMED PAVEMENT MARKINGS ON STATE HIGHWAYS. THIS WORK WILL IMPROVE TRAFFIC SAFETY BY ENSURING THAT THE MARKINGS MAINTAIN THEIR PROPER DELINEATION AND REFLECTIVITY PROPERTIES. WORK WILL TAKE PLACE ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	STBG FLEX 09/2021 SDF 09/2021 STBG FLEX 09/2021 SDF 09/2021 STBG FLEX 10/2020 SDF 10/2020	0.264 0.066 2.200 0.550 0.024 0.006	CONINSP CONINSP CONST CONST DETLDES DETLDES			0.264 0.066 2.200 0.550 0.024 0.006					
AQC:A11	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		3.110	0.000	0.000	3.110	0.000	0.000	0.000	0.000
NYSDOT <b>881392</b> SAFETY <Exempt>	SPECIAL SURFACE TREATMENT: THIS PROJECT IS FOR RESURFACING LOCATIONS IDENTIFIED AS WET ROAD PILS THROUGH SKARP AND RUTTING & SHOING LOCATIONS AT INTERSECTIONS IN ORANGE AND ROCKLAND COUNTIES. (FORMERLY PIN: 8T0290)	HSIP 11/2018 SDF 11/2018 HSIP 11/2018 SDF 11/2018	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.108 0.012 0.900 0.100							
AQC:A10	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	1.120	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881395</b> SAFETY <Exempt>	SPECIAL SURFACE TREATMENT: THIS PROJECT WILL RESURFACE VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES THAT ARE IN NEED OF CORRECTIVE PAVEMENT TREATMENT (FORMERLY PIN: 8T0694)	HSIP 04/2020 SDF 04/2020 HSIP 01/2021 SDF 01/2021 HSIP 01/2021 SDF 01/2021	0.018 0.002 0.108 0.012 0.900 0.100	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.018 0.002	0.108 0.012 0.900 0.100					
AQC:A10	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		1.140	0.000	0.020	1.120	0.000	0.000	0.000	0.000
NYSDOT <b>881396</b> SAFETY <Exempt>	SPECIAL SURFACE TREATMENT: THIS PROJECT WILL RESURFACE CERTAIN FEDERAL AID ELIGIBLE STATE HIGHWAYS THAT ARE IN NEED OF CORRECTIVE PAVEMENT TREATMENT IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	HSIP 04/2021 SDF 04/2021 HSIP 02/2022 SDF 02/2022 HSIP 02/2022 SDF 02/2022	0.018 0.002 0.108 0.012 0.900 0.100	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.018 0.002	0.108 0.012 0.900 0.100					
AQC:A10	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		1.140	0.000	0.000	0.020	1.120	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT <b>881397</b> SAFETY <Exempt>	SPECIAL SURFACE TREATMENT: THIS PROJECT WILL RESURFACE CERTAIN FEDERAL AID ELIGIBLE STATE HIGHWAYS THAT ARE IN NEED OF CORRECTIVE PAVEMENT TREATMENT IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	HSIP 04/2022 SDF 04/2022 HSIP 02/2023 SDF 02/2023 HSIP 02/2023 SDF 02/2023	0.018 0.002 0.108 0.012 0.900 0.100	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.018 0.002		0.108 0.012 0.900 0.100		
AQC:A10	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		1.140	0.000	0.000	0.000	0.020	1.120	0.000	0.000
NYSDOT <b>881399</b> R&P <Exempt>	CRACK SEALING AND MASTIC ON SELECT FEDERAL AID ELIGIBLE ROADWAYS ON THE STATE SYSTEM THROUGHOUT COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES. (FORMERLY PIN: 8T0612)	STBG FLEX 06/2019 SDF 06/2019 STBG FLEX 06/2019 SDF 06/2019 STBG FLEX 01/2019 SDF 01/2019	0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST DETLDES DETLDES	0.096 0.024 0.800 0.200 0.004 0.001							
AQC:A10	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	1.125	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881400</b> R&P <Exempt>	CRACK SEALING: PROJECT CONSISTS OF CLEANING & SEALING PAVEMENT CRACKS ON VARIOUS STATE HIGHWAYS. WORK WILL IMPROVE & PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. VARIOUS FEDERAL AID ELIGIBLE STRUCTURES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.(FORMERLY PIN: 8T0691)	STBG FLEX 07/2019 SDF 07/2019 STBG FLEX 05/2020 SDF 05/2020 STBG FLEX 05/2020 SDF 05/2020	0.000 0.000 0.144 0.036 1.200 0.300	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.004 0.001		0.144 0.036					
AQC:A10	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		1.680	0.005	1.680	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881401</b> R&P <Exempt>	CRACK SEALING: PROJECT CONSISTS OF CLEANING & SEALING PAVEMENT CRACKS ON VARIOUS STATE HIGHWAYS. WORK WILL IMPROVE & PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. VARIOUS FEDERAL AID ELIGIBLE STRUCTURES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.(FORMERLY PIN: 8T0692)	STBG FLEX 07/2020 SDF 07/2020 STBG FLEX 05/2021 SDF 05/2021 STBG FLEX 05/2021 SDF 05/2021	0.004 0.001 0.144 0.036 1.200 0.300	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.004 0.001		0.144 0.036					
AQC:A10	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		1.685	0.000	0.005	1.680	0.000	0.000	0.000	0.000
NYSDOT <b>881402</b> R&P <Exempt>	CRACK SEALING: CLEANING & SEALING PAVEMENT CRACKS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES. WORK WILL IMPROVE & PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION.	STBG FLEX 07/2021 SDF 07/2021 STBG FLEX 05/2022 SDF 05/2022 STBG FLEX 05/2022 SDF 05/2022	0.004 0.001 0.144 0.036 1.200 0.300	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.004 0.001		0.144 0.036			
AQC:A10	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		1.685	0.000	0.000	0.005	1.680	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT <b>881403</b> R&P <Exempt>	CRACK SEALING: CLEANING & SEALING PAVEMENT CRACKS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES. WORK WILL IMPROVE & PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION.	STBG FLEX 07/2022 SDF 07/2022 STBG FLEX 05/2023 SDF 05/2023 STBG FLEX 05/2023 SDF 05/2023	0.004 0.001 0.144 0.036 1.200 0.300	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.004 0.001		0.144 0.036 1.200 0.300		
AQC:A10	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		1.685	0.000	0.000	0.000	0.005	1.680	0.000	0.000
NYSDOT <b>881405</b> R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING: PALISADES INTERSTATE PARKWAY FROM NEW JERSEY STATE LINE TO EXIT 10, NORTH MIDDLETOWN ROAD, IN THE TOWNS OF ORANGETOWN AND CLARKSTOWN IN ROCKLAND COUNTY. (FORMERLY PIN: 8T0611)	NHPP 04/2019 SDF 04/2019 NHPP 04/2019 SDF 04/2019	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.920 0.230 8.720 2.180							
AQC:A10	MULTI	TPC: \$9.5-15.5 M	<b>TOTAL 5YR COST :</b>		0.000	12.050	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881407</b> R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE. (FORMERLY PIN: 8T0690)	NHPP 06/2020 SDF 06/2020 NHPP 04/2021 SDF 04/2021 NHPP 04/2021 SDF 04/2021	0.120 0.030 3.500 0.875 35.000 8.750	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.120 0.030		3.500 0.875 35.000 8.750					
AQC:A10	MULTI	TPC: \$40-\$60 M	<b>TOTAL 5YR COST :</b>		48.275	0.000	0.150	48.125	0.000	0.000	0.000	0.000
NYSDOT <b>881408</b> R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	NHPP 06/2021 SDF 06/2021 NHPP 06/2022 SDF 06/2022 NHPP 06/2022 SDF 06/2022	0.120 0.030 2.880 0.720 28.800 7.200	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.120 0.030		2.880 0.720 28.800 7.200					
AQC:A10	MULTI	TPC: \$32-\$50 M	<b>TOTAL 5YR COST :</b>		39.750	0.000	0.000	0.150	39.600	0.000	0.000	0.000
NYSDOT <b>881409</b> R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	NHPP 05/2022 SDF 05/2022 NHPP 04/2023 SDF 04/2023 NHPP 04/2023 SDF 04/2023	0.120 0.030 2.400 0.600 24.000 6.000	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.120 0.030			2.400 0.600 24.000 6.000				
AQC:A10	MULTI	TPC: \$32-\$50 M	<b>TOTAL 5YR COST :</b>		33.150	0.000	0.000	0.000	0.150	33.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881421</b> MISC <Exempt>	STORMWATER MANAGEMENT PRACTICE SERIAL NUMBER MAINTENANCE BY CONTRACT: PROJECT WILL UNDERTAKE CORRECTIVE & CYCLICAL MAINTENANCE WORK ON FACILITIES & STRUCTURES DESIGNED TO COLLECT, STORE & TREAT STORM WATER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES. (FORMERLY PIN: 8T0248)	STBG FLEX 03/2019 SDF 03/2019 STBG LG URB 03/2019 SDF 03/2019 STBG FLEX 03/2019 SDF 03/2019 STBG LG URB 03/2019 SDF 03/2019	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST	0.048 0.012 0.048 0.012 0.400 0.100 0.400 0.100						
AQC:A2	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		1.120	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881422</b> MISC <Exempt>	STORMWATER MANAGEMENT PRACTICE SERIAL NUMBER MAINTENANCE BY CONTRACT: PROJECT WILL UNDERTAKE CORRECTIVE & CYCLICAL MAINTENANCE WORK ON FACILITIES & STRUCTURES DESIGNED TO COLLECT, STORE & TREAT STORM WATER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES. (FORMERLY PIN: 8T0683)	STBG FLEX 05/2020 SDF 05/2020 STBG FLEX 03/2021 SDF 03/2021 STBG FLEX 03/2021 SDF 03/2021	0.016 0.004 0.096 0.024 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.016 0.004		0.096 0.024 0.800 0.200			
AQC:A2	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.020	1.120	0.000	0.000	0.000	0.000
NYSDOT <b>881423</b> MISC <Exempt>	STORMWATER MANAGEMENT PRACTICE SERIAL NUMBER MAINTENANCE BY CONTRACT: PROJECT WILL UNDERTAKE CORRECTIVE & CYCLICAL MAINTENANCE WORK ON FACILITIES & STRUCTURES DESIGNED TO COLLECT, STORE & TREAT STORM WATER. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 04/2022 SDF 04/2022 STBG FLEX 03/2023 SDF 03/2023 STBG FLEX 03/2023 SDF 03/2023	0.016 0.004 0.096 0.024 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.016 0.004		0.096 0.024 0.800 0.200	
AQC:A2	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.020	1.120	0.000	0.000
NYSDOT <b>881424</b> MISC <Exempt>	CATCH BASINS: PROJECT WILL REPAIR/REPLACE STORMWATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES (FORMERLY PIN: 8T0682)	NHPP 02/2020 SDF 02/2020 NHPP 12/2020 SDF 12/2020 NHPP 12/2020 SDF 12/2020	0.040 0.010 0.120 0.030 1.000 0.250	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.040 0.010		0.120 0.030 1.000 0.250			
AQC:A2	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.050	1.400	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881425</b> MISC <Exempt>	CATCH BASINS: TSP: THIS PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. THE WORK WILL TAKE PLACE ALONG THE TACONIC STATE PARKWAY IN COLUMBIA AND DUTCHESS COUNTIES (FORMERLY PIN: 8T0359)	NHPP 03/2019 SDF 03/2019 NHPP 03/2019 SDF 03/2019	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.120 0.030 1.000 0.250						
AQC:A2P	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		1.400	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881426</b> MISC <Exempt>	CATCH BASINS: PROJECT WILL REPAIR/REPLACE STORMWATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	SDF 12/2020 STBG FLEX 10/2021 SDF 10/2021 STBG FLEX 10/2021 SDF 10/2021	0.050 0.120 0.030 1.000 0.250	DETLDES CONINSP CONINSP CONST CONST			0.050	0.120 0.030 1.000 0.250			
AQC:A2	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.050	1.400	0.000	0.000	0.000
NYSDOT <b>881427</b> MISC <Exempt>	CATCH BASINS: CATCH BASINS: PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	STBG FLEX 12/2021 SDF 12/2021 STBG FLEX 05/2023 SDF 05/2023 STBG FLEX 05/2023 SDF 05/2023	0.040 0.010 0.120 0.030 1.000 0.250	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.040 0.010	0.120 0.030 1.000 0.250			
AQC:A11	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.050	1.400	0.000	0.000
NYSDOT <b>881428</b> MISC <Exempt>	CATCH BASINS: PROJECT WILL REPAIR/REPLACE STORMWATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	NHPP 06/2022 SDF 06/2022 NHPP 06/2022 SDF 06/2022 NHPP 12/2021 SDF 12/2021	0.120 0.030 1.000 0.250 0.040 0.010	CONINSP CONINSP CONST CONST DETLDES DETLDES				0.120 0.030 1.000 0.250 0.040 0.010			
AQC:A2Z	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	1.450	0.000	0.000	0.000
NYSDOT <b>881434</b> MOBIL <Exempt>	ADA SIDEWALK & RAMPS: SOUTHERN DUTCHESS & PUTNAM: PROJECT WILL BUILD OR REPAIR SIDEWALKS AND RAMPS ON STATE HIGHWAY RIGHT-OF-WAY TO ASSURE COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT. THIS WORK WILL TAKE PLACE AT VARIOUS LOCATIONS ALONG THE VARIOUS FEDERAL AID ELIGIBLE ROUTES IN SOUTHERN DUTCHESS AND PUTNAM COUNTIES.	STBG FLEX 01/2024 SDF 01/2024 STBG FLEX 10/2024 SDF 10/2024 STBG FLEX 10/2024 SDF 10/2024	0.032 0.008 0.000 0.000 0.000 0.000	DETLDES DETLDES CONINSP CONINSP CONST CONST					0.032 0.008	0.240 0.060 2.000 0.500	
AQC:C2	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.000	0.040	2.800

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019								
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024		
AQ CODE	COUNTY	TOTAL PROJECT COST											
NYSDOT <b>881451</b> MISC <Exempt>	CULVERT REPLACEMENTS ON STATE HIGHWAYS IN THE TOWNS OF NEW PALTZ AND GARDINER, ULSTER COUNTY; AND THE VILLAGE OF MONTGOMERY, AND TOWNS OF GREENVILLE, NEWBURGH, WAWAYANDA, HAMPTONBURGH, AND BLOOMING GROVE, ORANGE COUNTY. (FORMERLY PIN: 8T0232)	NHPP 04/2020	0.226	DETLDES		0.226							
		SDF 04/2020	0.056	DETLDES		0.056							
		NHPP 11/2019	0.344	PRELDES		0.344							
		SDF 11/2019	0.086	PRELDES		0.086							
		NHPP 06/2020	0.080	ROWACQU		0.080							
		SDF 06/2020	0.020	ROWACQU		0.020							
		NHPP 04/2020	0.024	ROWINCD		0.024							
		SDF 04/2020	0.006	ROWINCD		0.006							
		NHPP 04/2021	0.206	CONINSP			0.206						
		SDF 04/2021	0.052	CONINSP			0.052						
NHPP 04/2021	1.680	CONST			1.680								
SDF 04/2021	0.420	CONST			0.420								
AQC:A2P	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>	3.200		0.000	0.842	2.358	0.000	0.000	0.000	0.000	
NYSDOT <b>881452</b> MISC <Exempt>	CULVERTS REHABILITATION/ REPLACEMENT ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES (FORMERLY PIN: 8T0712)	SDF 01/2021	0.010	PRELDES			0.010						
		SDF 02/2022	0.050	DETLDES				0.050					
		SDF 02/2022	0.100	ROWACQU				0.100					
		SDF 10/2021	0.030	ROWINCD				0.030					
		NHPP 02/2023	0.360	CONINSP					0.360				
		SDF 02/2023	0.090	CONINSP					0.090				
		NHPP 02/2023	3.600	CONST					3.600				
		SDF 02/2023	0.900	CONST					0.900				
AQC:A2	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>	5.140		0.000	0.000	0.010	0.180	4.950	0.000	0.000	
NYSDOT <b>881462</b> TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS; INSTALL TRAFFIC SIGNALS &/OR UPGRADE/MODIFY EXISTING SIGNALS WHERE WARRANTED BY PRIORITY ORDER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COULUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES (FORMERLY PIN: 8T0214)	STBG FLEX 01/2022	0.360	PRELDES				0.360					
		SDF 01/2022	0.090	PRELDES				0.090					
		STBG FLEX 09/2022	0.080	ROWINCD					0.080				
		SDF 09/2022	0.020	ROWINCD					0.020				
		STBG FLEX 01/2023	0.240	DETLDES						0.240			
		SDF 01/2023	0.060	DETLDES						0.060			
		STBG FLEX 02/2023	0.160	ROWACQU						0.160			
		SDF 02/2023	0.040	ROWACQU						0.040			
		STBG FLEX 02/2024	0.240	CONINSP								0.240	
		SDF 02/2024	0.060	CONINSP								0.060	
STBG FLEX 02/2024	1.440	CONST								1.440			
SDF 02/2024	0.360	CONST								0.360			
AQC:D2	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>	3.150		0.000	0.000	0.000	0.550	0.500	2.100	0.000	

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019								
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024		
AQ CODE	COUNTY	TOTAL PROJECT COST											
NYSDOT <b>881465</b> SAFETY <Exempt>	GUIDERAIL REHAB/REPLACE: PROJECT WILL REHABILITATE OR REPLACE DAMAGED OR NON-FUNCTIONAL GUIDERAIL AND BRIDGE RAIL ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN VARIOUS MUNICIPALITIES THROUGHOUT THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	STBG FLEX 04/2021 SDF 04/2021 STBG FLEX 02/2022 SDF 02/2022 STBG FLEX 02/2022 SDF 02/2022	0.016 0.004 0.192 0.048 1.600 0.400	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.016 0.004		0.192 0.048 1.600 0.400				
AQC:A9	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		2.260		0.000	0.000	0.020	2.240	0.000	0.000	0.000
NYSDOT <b>881467</b> SAFETY <Exempt>	GUIDERAIL REHAB/REPLAC: REPLACE OR REHABILITATE DAMAGED OR NON-FUNCTIONAL GUIDERAIL ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, ROCKLAND, ULSTER & WESTCHESTER COUNTIES (FORMERLY PIN: 8T0225)	NHPP 04/2019 SDF 04/2019 NHPP 02/2020 SDF 02/2020 STBG FLEX 02/2020 SDF 02/2020 NHPP 02/2020 SDF 02/2020 STBG FLEX 02/2020 SDF 02/2020	0.000 0.000 0.096 0.024 0.096 0.024 0.800 0.200 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST	0.016 0.004		0.096 0.024 0.096 0.024 0.800 0.200						
AQC:A9	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		2.240		0.020	2.240	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881468</b> SAFETY <Exempt>	PROJECT WILL CONSIST OF REPAIRING OR REPLACING DAMAGED OR NON-FUNCTIONAL GUIDE RAIL AND MEDIAN BARRIERS ON FEDERAL AID ELIGIBLE STATE HIGHWAYS. THIS WORK WILL TAKE PLACE IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA, DUTCHESS AND ULSTER.	STBG FLEX 08/2019 SDF 08/2019 STBG FLEX 08/2019 SDF 08/2019	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.096 0.024 0.800 0.200								
AQC:A9P	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000		1.120	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT <b>881469</b> SAFETY <Exempt>	GUIDERAIL REHABILITATION/ REPLACEMENTS: PROJECT WILL CONSIST OF REPLACING OR REHABILITATING DAMAGED OR NON-FUNCTIONAL GUIDERAIL AND MEDIAN BARRIERS ON STATE HIGHWAYS, THUS IMPROVING ROADWAY SAFETY. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES (FORMERLY PIN: 8T0676)	NHPP 03/2020 SDF 03/2020 STBG FLEX 01/2021 SDF 01/2021 STBG FLEX 01/2021 SDF 01/2021	0.016 0.004 0.192 0.048 1.600 0.400	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.016 0.004		0.192 0.048 1.600 0.400					
AQC:A9	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		2.260		0.000	0.020	2.240	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881473</b> SAFETY <Exempt>	SIGNAL UPGRADES: THE UPGRADING OF TRAFFIC SIGNAL DETECTION EQUIPMENT TO FULL WORKING CONDITION, WILL IMPROVE THE EFFICIENCY OF TRAFFIC SIGNALS, LEADING TO BETTER TRAFFIC FLOW & REDUCED VEHICLES EMISSIONS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 08/2022 SDF 08/2022 STBG FLEX 08/2022 SDF 08/2022 SDF 12/2021	0.058 0.014 0.480 0.120 0.050	CONINSP CONINSP CONST CONST DETLDES				0.058 0.014 0.480 0.120 0.050			
AQC:D2	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.722	0.000	0.000	0.000
NYSDOT <b>881476</b> SAFETY <Exempt>	BIENNIAL SIGN CONTRACT: PROJECT WILL REPLACE OR UPGRADE WHICH HAVE EXCEEDED THEIR USEFUL LIFE OR INSTALL NEW SIGNAGE AS NEEDED ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	STBG FLEX 01/2023 SDF 01/2023 STBG FLEX 12/2023 SDF 12/2023 STBG FLEX 12/2023 SDF 12/2023	0.080 0.020 0.020 0.005 0.100 0.025	DETLDES DETLDES CONINSP CONINSP CONST CONST					0.080 0.020	0.020 0.005 0.100 0.025	
AQC:C13	MULTI	TPC: < \$0.75 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.100	0.150	0.000
NYSDOT <b>881477</b> SAFETY <Exempt>	SIGNAL UPGRADES: PROJECT WILL REPLACE AND/OR UPGRADE SIGNS WHICH HAVE EXCEEDED THEIR USEFUL LIFE. THE PROJECT MAY ALSO INSTALL NEW SIGNS WHICH HAVE BECOME NECESSARY SINCE THE LAST MAJOR CONTRACT ON CERTAIN ROADWAYS VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 08/2024 SDF 08/2024 STBG FLEX 08/2024 SDF 08/2024 STBG FLEX 10/2023 SDF 10/2023	0.058 0.014 0.480 0.120 0.040 0.010	CONINSP CONINSP CONST CONST DETLDES DETLDES						0.058 0.014 0.480 0.120 0.040 0.010	
AQC:C13	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.000	0.722	0.000
NYSDOT <b>881478</b> SAFETY <Exempt>	SPECIAL SURFACE TREATMENT: THIS PROJECT WILL RESURFACE VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES THAT ARE IN NEED OF CORRECTIVE PAVEMENT TREATMENT (FORMERLY PIN: 8T0694)	HSIP 04/2023 SDF 04/2023 HSIP 02/2024 SDF 02/2024 HSIP 02/2024 SDF 02/2024	0.018 0.002 0.108 0.012 0.900 0.100	DETLDES DETLDES CONINSP CONINSP CONST CONST					0.018 0.002	0.108 0.012 0.900 0.100	
AQC:A10	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.020	1.120	0.000
NYSDOT <b>881479</b> SAFETY <Exempt>	BIENNIAL SPECIAL MARKINGS: BIENNIAL SPECIAL MARKINGS: PROJECT WILL APPLY EPOXY AND PREFORMED PAVEMENT MARKINGS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	STBG FLEX 01/2023 SDF 01/2023 STBG FLEX 12/2023 SDF 12/2023 STBG FLEX 12/2023 SDF 12/2023	0.024 0.006 0.020 0.005 0.100 0.025	DETLDES DETLDES CONINSP CONINSP CONST CONST					0.024 0.006	0.020 0.005 0.100 0.025	
AQC:A10	MULTI	TPC: < \$0.75 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.030	0.150	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881481</b> SAFETY <Exempt>	BIENNIAL LONG LINES: PROJECT CONSISTS OF APPLYING EPOXY AND PREFORMED PAVEMENT MARKINGS ON STATE HIGHWAYS. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	STBG FLEX 09/2023	0.440	CONINSP					0.440		
		SDF 09/2023	0.110	CONINSP					0.110		
		STBG FLEX 09/2023	4.400	CONST					4.400		
		SDF 09/2023	1.100	CONST					1.100		
		STBG FLEX 10/2022	0.024	DETLDES					0.024		
		SDF 10/2022	0.006	DETLDES					0.006		
AQC:A11	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	6.080	0.000	0.000
NYSDOT <b>881482</b> SAFETY <Exempt>	GUIDERAIL REHAB/REPLACE: PROJECT WILL REHABILITATE OR REPLACE DAMAGED OR NON-FUNCTIONAL GUIDERAIL AND BRIDGE RAIL ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN VARIOUS MUNICIPALITIES THROUGHOUT THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	STBG FLEX 03/2023	0.040	DETLDES					0.040		
		SDF 03/2023	0.010	DETLDES					0.010		
		STBG FLEX 02/2024	0.060	CONINSP						0.060	
		SDF 02/2024	0.015	CONINSP						0.015	
		STBG FLEX 02/2024	0.500	CONST						0.500	
		SDF 02/2024	0.125	CONST						0.125	
AQC:A9	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.050	0.700	0.000
NYSDOT <b>881483</b> BRIDGE <Exempt>	BRIDGE JOB ORDER CONTRACT: PROJECT WILL CONSIST OF MAKING REPAIRS AND PERFORMING OTHER MAINTENANCE-RELATED ACTIVITIES, AS NEEDED, TO PRESERVE THE SAFETY AND INTEGRITY OF BRIDGES ON STATE HIGHWAYS. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS THROUGHOUT THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, ROCKLAND, WESTCHESTER, PUTNAM AND ULSTER.	STBG FLEX 06/2023	0.008	DETLDES					0.008		
		SDF 06/2023	0.002	DETLDES					0.002		
		STBG FLEX 04/2024	0.096	CONINSP						0.096	
		SDF 04/2024	0.024	CONINSP						0.024	
		STBG FLEX 04/2024	0.800	CONST						0.800	
		SDF 04/2024	0.200	CONST						0.200	
AQC:A19	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.010	1.120	0.000
NYSDOT <b>881484</b> BRIDGE <Exempt>	BRIDGE WASHING/DECK SEALING: PROJECT CLEAN/ WASH BRIDGES AND SEAL DECKS AS NEEDED. WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	STBG FLEX 02/2024	0.016	DETLDES						0.016	
		SDF 02/2024	0.004	DETLDES						0.004	
		STBG FLEX 12/2024	0.000	CONINSP							0.096
		SDF 12/2024	0.000	CONINSP							0.024
		STBG FLEX 12/2024	0.000	CONST							0.800
		SDF 12/2024	0.000	CONST							0.200
AQC:A19	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.000	0.020	1.120

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT <b>881485</b> BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL PAINT STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, AND DEICING AGENTS. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER.	NHPP 09/2023 SDF 09/2023 NHPP 09/2023 SDF 09/2023 NHPP 11/2022 SDF 11/2022	0.400 0.100 4.000 1.000 0.080 0.020	CONINSP CONINSP CONST CONST DETLDES DETLDES					0.400 0.100 4.000 1.000 0.080 0.020			
AQC:A19	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>	5.600		0.000	0.000	0.000	0.000	5.600	0.000	0.000
NYSDOT <b>881486</b> BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL PAINT STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, AND DEICING AGENTS. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER.	NHPP 09/2024 SDF 09/2024 NHPP 09/2024 SDF 09/2024 NHPP 11/2023 SDF 11/2023	0.400 0.100 4.000 1.000 0.080 0.020	CONINSP CONINSP CONST CONST DETLDES DETLDES						0.400 0.100 4.000 1.000 0.080 0.020		
AQC:A19	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>	5.600		0.000	0.000	0.000	0.000	0.000	5.600	0.000
NYSDOT <b>881487</b> RECON <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENTS MAINTENANCE FORCES SUCH AS RETAINING WALLS ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	STBG FLEX 01/2021 SDF 01/2021 STBG FLEX 02/2022 SDF 02/2022 STBG FLEX 02/2023 SDF 02/2023 STBG FLEX 02/2023 SDF 02/2023	0.120 0.030 0.080 0.020 0.020 0.005 0.100 0.025	PRELDES PRELDES DETLDES DETLDES CONINSP CONINSP CONST CONST			0.120 0.030	0.080 0.020	0.020 0.005 0.100 0.025			
AQC:A2	MULTI	TPC: < \$0.75 M	<b>TOTAL 5YR COST :</b>	0.400		0.000	0.000	0.150	0.100	0.150	0.000	0.000
NYSDOT <b>881488</b> RECON <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENTS MAINTENANCE FORCES SUCH AS RETAINING WALLS ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 01/2022 SDF 01/2022 STBG FLEX 02/2023 SDF 02/2023 STBG FLEX 02/2023 SDF 02/2023 STBG FLEX 10/2022 SDF 10/2022 STBG FLEX 02/2024 SDF 02/2024 STBG FLEX 02/2024 SDF 02/2024	0.120 0.030 0.080 0.020 0.160 0.040 0.024 0.006 0.144 0.036 1.200 0.300	PRELDES PRELDES DETLDES DETLDES ROWACQU ROWACQU ROWINCD ROWINCD CONINSP CONINSP CONST CONST			0.120 0.030	0.080 0.020 0.160 0.040 0.024 0.006	0.144 0.036 1.200 0.300			
AQC:A2	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>	2.160		0.000	0.000	0.000	0.150	0.330	1.680	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>881489</b> R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	NHPP 06/2023 SDF 06/2023 NHPP 04/2024 SDF 04/2024 NHPP 04/2024 SDF 04/2024	0.120 0.030 2.880 0.720 28.800 7.200	DETLDES DETLDES CONINSP CONINSP CONST CONST					0.120 0.030	2.880 0.720 28.800 7.200	
AQC:A10	MULTI	TPC: \$32-\$50 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.150	39.600	0.000
NYSDOT <b>881490</b> R&P <Exempt>	CRACK SEALING: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER.	SDF 07/2023 STBG FLEX 05/2024 SDF 05/2024 STBG FLEX 05/2024 SDF 05/2024	0.005 0.144 0.036 1.200 0.300	DETLDES CONINSP CONINSP CONST CONST					0.005	0.144 0.036 1.200 0.300	
AQC:A10	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.005	1.680	0.000
NYSDOT <b>881495</b> MISC <Exempt>	CATCH BASINS: PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. THE WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN VARIOUS MUNICIPALITIES THROUGHOUT THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	NHPP 07/2023 SDF 07/2023 NHPP 05/2024 SDF 05/2024 NHPP 05/2024 SDF 05/2024	0.040 0.010 0.120 0.030 1.000 0.250	DETLDES DETLDES CONINSP CONINSP CONST CONST					0.040 0.010	0.120 0.030 1.000 0.250	
AQC:A2	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.050	1.400	0.000
NYSDOT <b>881499</b> STUDY <Exempt>	GEOTECH SUBSURFACE EXPLORATIONS CONTRACT: PROJECT WILL EXPLORE SUBSURFACE SOIL CONDITIONS TO PROVIDE DATA NEEDED IN ADVANCE OF HIGHWAY & BRIDGE DESIGN ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	SDF 01/2022 STBG FLEX 11/2022 SDF 11/2022 STBG FLEX 11/2022 SDF 11/2022	0.015 0.062 0.016 0.520 0.130	DETLDES CONINSP CONINSP CONST CONST				0.015	0.062 0.016 0.520 0.130		
AQC:C5	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.015	0.728	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT  <b>881500</b> STUDY <Exempt>	GEOTECH SUBSURFACE EXPLORATIONS CONTRACT: PROJECT WILL EXPLORE SUBSURFACE SOIL CONDITIONS TO PROVIDE DATA NEEDED IN ADVANCE OF HIGHWAY & BRIDGE DESIGN ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	SDF 01/2023	0.015	DETLDES					0.015			
		STBG FLEX 10/2023	0.062	CONINSP						0.062		
		SDF 10/2023	0.016	CONINSP						0.016		
		STBG FLEX 10/2023	0.520	CONST						0.520		
		SDF 10/2023	0.130	CONST						0.130		
AQC:C5	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.015	0.728	0.000	
NYSDOT  <b>881501</b> STUDY <Exempt>	GEOTECH SUBSURFACE EXPLORATIONS CONTRACT: PROJECT WILL EXPLORE SUBSURFACE SOIL CONDITIONS TO PROVIDE DATA NEEDED IN ADVANCE OF HIGHWAY & BRIDGE DESIGN ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	SDF 01/2024	0.015	DETLDES						0.015		
		STBG FLEX 11/2024	0.000	CONINSP								0.058
		SDF 11/2024	0.000	CONINSP								0.014
		STBG FLEX 11/2024	0.000	CONST								0.480
		SDF 11/2024	0.000	CONST								0.120
AQC:C11	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.000	0.015	0.672	
NYSDOT  <b>881505</b> MISC <Exempt>	WETLAND MITIGATION RECONSTRUCTION AND LANDSCAPE IMPROVEMENTS: PROJECT WILL TAKE CORRECTIVE ACTION TO RESTORE ENVIRONMENTAL FEATURES, SUCH AS STORM WATER CONTROL FACILITIES & LANDSCAPING, TO THEIR INTENDED FUNCTIONS AS CONSTRUCTED IN PREVIOUS PROJECTS. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 04/2021	0.040	DETLDES			0.040					
		SDF 04/2021	0.010	DETLDES			0.010					
		STBG FLEX 02/2022	0.038	CONINSP				0.038				
		SDF 02/2022	0.010	CONINSP				0.010				
		STBG FLEX 02/2022	0.320	CONST				0.320				
AQC:A2	MULTI	TPC: < \$0.75 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.050	0.448	0.000	0.000	0.000	
NYSDOT  <b>881506</b> MISC <Exempt>	WETLAND MITIGATION RECONSTRUCTION AND LANDSCAPE IMPROVEMENTS: PROJECT WILL TAKE CORRECTIVE ACTION TO RESTORE ENVIRONMENTAL FEATURES, SUCH AS STORM WATER CONTROL FACILITIES & LANDSCAPING, TO THEIR INTENDED FUNCTIONS AS CONSTRUCTED IN PREVIOUS PROJECTS. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 03/2023	0.040	DETLDES					0.040			
		SDF 03/2023	0.010	DETLDES					0.010			
		STBG FLEX 02/2024	0.038	CONINSP							0.038	
		SDF 02/2024	0.010	CONINSP							0.010	
		STBG FLEX 02/2024	0.320	CONST							0.320	
AQC:A2	MULTI	TPC: < \$0.75 M	<b>TOTAL 5YR COST :</b>		0.000	0.000	0.000	0.000	0.050	0.448	0.000	

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT <b>881513</b> TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS PUTNAM & WESTCHESTER COUNTIES. PROJECT WILL REPLAC OR INSTALL NEW TRAFFIC CONTROL DEVICES AT SEVERAL INTERSECTIONS IN PUTNAM AND WESTCHESTER COUNTIES. THIS PROJECT WILL INCLUDE REPLACING SIGNALS, INSTALLING FLASHING BEACONS AND ADDING PEDESTRIAN SIGNALS AND CROSSWALKS AT THE FOLLOWING LOCATIONS: ROUTE 6 @ ROUTE 6N IN THE TOWN OF CARMEL, ROUTE 22 @ LINCOLN AVE. IN THE TOWN OF EASTCHESTER, NY 100 @ NY 100A & EAST HARTSDALE IN GREENBURGH, & NY 138 @ JFK HIGH SCHOOL, TOWN OF SOMERS.	CMAQ 06/2019 SDF 06/2019 STBG FLEX 06/2019 SDF 06/2019 STBG LG URB 06/2019 SDF 06/2019 CMAQ 06/2019 SDF 06/2019 STBG LG URB 06/2019 SDF 06/2019	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST	0.120 0.030 0.049 0.012 0.072 0.018 1.000 0.250 0.600 0.150							
AQC:D2	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>	0.000		2.301	0.000	0.000	0.000	0.000	0.000	0.000
METRO-NORTH <b>882218</b> TRANSIT <Exempt>	HAVERSTRAW-OSSINING FERRY: CONTINUE THE LEASE OF EXISTING PARKING AND/OR IMPROVEMENTS TO EXISTING DOCK FACILITIES. ROCKLAND AND WESTCHESTER COUNTIES.	STBG FLEX 01/2019 MTA 01/2019 STBG FLEX 01/2021 MTA 01/2021 STBG FLEX 01/2023 MTA 01/2023	0.000 0.000 1.600 0.400 1.600 0.400	MISC MISC MISC MISC MISC MISC	1.600 0.400			1.600 0.400		1.600 0.400		
AQC:B1	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>	4.000		2.000	0.000	2.000	0.000	2.000	0.000	0.000
NYSDOT <b>882264</b> TRANSIT <Exempt>	HOUSATONIC AREA REGIONAL TRANSIT (HART) SHUTTLES: DANBURY, CT TO BREWSTER, RIDGEFIELD-KATONAH, & NEW FAIRFIELD TO SOUTHEAST NY TRAIN STATION BUS SERVICE. WEEKDAY SHUTTLE BUS SERVICE CO-FUNDED BY NYSDOT AND CONN DOT. OPERATED BY HOUSATONIC AREA TRANSIT (HART) ORIENTED TO GRAND CENTRAL TERMINAL COMMUTERS	STBG LG URB 01/2019 SDF 01/2019 STBG LG URB 01/2020 SDF 01/2020 STBG LG URB 01/2021 SDF 01/2021 STBG LG URB 01/2022 SDF 01/2022 STBG LG URB 01/2023 SDF 01/2023 STBG LG URB 01/2024 SDF 01/2024 STBG LG URB 01/2025 SDF 01/2025	0.000 0.000 0.464 0.116 0.464 0.116 0.464 0.116 0.464 0.116 0.464 0.116 0.000 0.000	OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER	0.464 0.116		0.464 0.116		0.464 0.116		0.464 0.116	0.464 0.116
AQC:B1	MULTI	TPC: \$3.3-\$5.6 M	<b>TOTAL 5YR COST :</b>	2.900		0.580	0.580	0.580	0.580	0.580	0.580	0.580

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
WESTCHESTER CO  882303 TRANSIT <Exempt>	ROUTE 77 BUS SERVICE (FORMERLY KNOW AS TACONIC EXPRESS BUS SERVICE): COMMUTER BUS SERVICE BETWEEN SOUTHERN PUTNAM COUNTY / NORTHERN WESTCHESTER COUNTY (FDR PARK) AND WHITE PLAINS. FUNDS ARE FOR THE CAPITAL COST OF CONTRACTING.	STBG FLEX 10/2018	0.000	MISC	0.344							
		LOCAL 10/2018	0.000	MISC	0.731							
		STBG FLEX 10/2019	0.344	MISC		0.344						
		LOCAL 10/2019	0.731	MISC		0.731						
		STBG FLEX 10/2020	0.344	MISC			0.344					
		LOCAL 10/2020	0.731	MISC			0.731					
		STBG FLEX 10/2021	0.344	MISC				0.344				
		LOCAL 10/2021	0.731	MISC				0.731				
		STBG FLEX 10/2022	0.344	MISC					0.344			
		LOCAL 10/2022	0.731	MISC					0.731			
STBG FLEX 10/2023	0.344	MISC							0.344			
LOCAL 10/2023	0.731	MISC							0.731			
AQC:B1	MULTI	TPC: \$6-\$9.4 M	TOTAL 5YR COST :		5.375							
						1.075	1.075	1.075	1.075	1.075	1.075	0.000
METRO-NORTH  882315 MOBIL <Exempt>	NEWBURGH-BEACON FERRY SERVICE OPERATIONS INCLUDING PARKING , LEASING OF THE VESSEL, AND DOCK IMPROVEMENTS.	STBG FLEX 10/2020	1.501	OPER				1.501				
		MTA 10/2020	0.375	OPER				0.375				
		STBG FLEX 10/2022	1.501	OPER						1.501		
		MTA 10/2022	0.375	OPER						0.375		
		STBG FLEX 10/2024	0.000	OPER							1.501	
MTA 10/2024	0.000	OPER							0.375			
AQC:B1P	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		3.752							
						0.000	0.000	1.876	0.000	1.876	0.000	1.876
NYSDOT  882323 TRANSIT <Exempt>	TRAILWAYS COMMUTER SERVICE: FEDERAL/STATE FUNDING TO BE PROVIDED TO TRAILWAYS BY NYSDOT UNDER THE CAPITAL COST OF CONTRACTING CONCEPT FOR COMMUTER SERVICE BETWEEN KINGSTON AND MANHATTAN WITH STOPS IN ROSENDALE & NEW PALTZ. TOTAL PROJECT COST INCLUDING FAREBOX RECEIPTS IS \$6.347M. ORANGE, ULSTER, WESTCHESTER COUNTIES.	STBG FLEX 10/2018	0.000	OPER	0.220							
		SDF 10/2018	0.000	OPER	0.055							
		STBG FLEX 10/2019	0.220	OPER			0.220					
		SDF 10/2019	0.055	OPER			0.055					
		STBG FLEX 10/2020	0.220	OPER				0.220				
		SDF 10/2020	0.055	OPER				0.055				
		STBG FLEX 10/2021	0.220	OPER					0.220			
		SDF 10/2021	0.055	OPER					0.055			
		STBG FLEX 10/2022	0.220	OPER						0.220		
		SDF 10/2022	0.055	OPER						0.055		
		STBG FLEX 10/2023	0.220	OPER							0.220	
		SDF 10/2023	0.055	OPER							0.055	
STBG FLEX 10/2024	0.000	OPER								0.220		
SDF 10/2024	0.000	OPER								0.055		
AQC:B1	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		1.375							
						0.275	0.275	0.275	0.275	0.275	0.275	0.275

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT <b>882349</b> TRANSIT <Exempt>	HUDSON LINK TRANSIT SERVICE: PUBLIC BUS SERVICE DEVELOPED TO REPLACE THE TAPPAN ZEE EXPRESS BUS SERVICE. THE HUDSON LINK WILL SERVE THE I-287 CORRIDOR CROSSING THE GOVERNOR MARIO M. CUOMO BRIDGE BETWEEN ROCKLAND AND WESTCHESTER COUNTIES.	STATE 04/2019 STATE 04/2020 STATE 04/2021 STATE 04/2022 STATE 04/2023 STATE 04/2024 STATE 04/2025	0.000 11.000 11.000 11.000 11.000 11.000 0.000	OPER OPER OPER OPER OPER OPER OPER	11.000	11.000	11.000	11.000	11.000	11.000	11.000
AQC:B1	MULTI	TPC: \$70-\$130 M	<b>TOTAL 5YR COST :</b>		11.000	11.000	11.000	11.000	11.000	11.000	11.000
NYSDOT <b>882366</b> TRANSIT <Exempt>	NEWBURGH-BEACON SHUTTLE BUS SERVICE INCLUDING STEWART INTERNATIONAL AIRPORT. CITY OF BEACON, DUTCHESS COUNTY AND CITY OF NEWBURGH, ORANGE COUNTY. (FORMERLY PIN: 895007)	STBG FLEX 10/2018 SDF 10/2018 STBG FLEX 10/2019 SDF 10/2019 STBG FLEX 10/2020 SDF 10/2020 STBG FLEX 10/2021 SDF 10/2021 STBG FLEX 10/2022 SDF 10/2022 STBG FLEX 10/2023 SDF 10/2023 STBG FLEX 10/2024 SDF 10/2024	0.000 0.000 0.320 0.080 0.320 0.080 0.320 0.080 0.320 0.080 0.320 0.080 0.000 0.000	OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER	0.320 0.080	0.320 0.080	0.320 0.080	0.320 0.080	0.320 0.080	0.320 0.080	0.320 0.080
AQC:B1P	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		0.400	0.400	0.400	0.400	0.400	0.400	0.400
NYSDOT <b>882367</b> TRANSIT <Exempt>	ROUTE 9W BUS SERVICE: OPERATING SUBSIDY FOR ALL-DAY BUS SERVICE BETWEEN THE ROUTE 9W CORRIDOR IN ROCKLAND COUNTY AND THE PORT AUTHORITY OF NY & NJ BUS TERMINAL ON 41ST STREET IN MANHATTAN. (FORMERLY PIN: 882219)	STBG LG URB 10/2018 SDF 10/2018 STBG LG URB 10/2019 SDF 10/2019 STBG LG URB 10/2020 SDF 10/2020 STBG LG URB 10/2021 SDF 10/2021 STBG LG URB 10/2022 SDF 10/2022 STBG LG URB 10/2023 SDF 10/2023 STBG LG URB 10/2024 SDF 10/2024	0.000 0.000 0.280 0.070 0.280 0.070 0.280 0.070 0.280 0.070 0.280 0.070 0.000 0.000	OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER	0.280 0.070	0.280 0.070	0.280 0.070	0.280 0.070	0.280 0.070	0.280 0.070	0.280 0.070
AQC:B1	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		0.350	0.350	0.350	0.350	0.350	0.350	0.350

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019							
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024	
AQ CODE	COUNTY	TOTAL PROJECT COST										
METRO-NORTH  882369 TRANSIT <Exempt>	MTA METRO-NORTH RAILROAD MARKETING AND CONNECTING SERVICES PROGRAM: PROMOTES THE USE OF BUSES, CAR/VANPOOLING, FERRIES, ETC., TO ACCESS MAJOR METRO-NORTH RAIL CORRIDORS. PROGRAM ALSO INCLUDES FUNDING FOR UNI-TICKET USE. DUTCHESS, ORANGE, PUTNAM, ROCKLAND, WESTCHESTER. (FORMERLY PIN: 880690)	CMAQ 10/2018 SDF 10/2018 CMAQ 10/2019 SDF 10/2019 CMAQ 10/2020 SDF 10/2020 CMAQ 10/2021 SDF 10/2021 CMAQ 10/2022 SDF 10/2022 CMAQ 10/2023 SDF 10/2023 CMAQ 10/2024 SDF 10/2024	0.000 0.000 0.452 0.113 0.452 0.113 0.452 0.113 0.452 0.113 0.452 0.113 0.000 0.000	OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER	0.292 0.073	0.452 0.113	0.452 0.113	0.452 0.113	0.452 0.113	0.452 0.113	0.452 0.113	
AQC:C1	MULTI	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :		2.825	0.365	0.565	0.565	0.565	0.565	0.565	0.565
NYSDOT  882371 TRAFFIC <Exempt>	COACH BUS MARKETING AND PARKING CONTRACT: COACH USA PROMOTES ITS BUS SERVICES IN ORANGE AND ROCKLAND COUNTIES AS WELL AS LEASES / MAINTAINS PARK & RIDE LOTS FOR TRAVELERS. (FORMERLY PIN: 895009)	CMAQ 10/2018 SDF 10/2018 CMAQ 10/2019 SDF 10/2019 CMAQ 10/2020 SDF 10/2020 CMAQ 10/2021 SDF 10/2021 CMAQ 10/2022 SDF 10/2022 CMAQ 10/2023 SDF 10/2023 CMAQ 10/2024 SDF 10/2024	0.000 0.000 0.240 0.100 0.240 0.100 0.240 0.100 0.240 0.100 0.240 0.100 0.000 0.000	OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER	0.240 0.100	0.240 0.100	0.240 0.100	0.240 0.100	0.240 0.100	0.240 0.100	0.240 0.100	
AQC:B1	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :		1.700	0.340	0.340	0.340	0.340	0.340	0.340	0.340
NYSDOT  882377 TRANSIT <Exempt>	POUGHKEEPSIE-WHITE PLAINS COMMUTER BUS: WEEKDAY PEAK-HOUR SERVICE ALONG THE ROUTE 9 CORRIDOR SERVING RESIDENTS OF DUTCHESS, PUTNAM, AND WESTCHESTER COUNTIES.	STBG FLEX 10/2019 SDF 10/2019 STBG FLEX 10/2020 SDF 10/2020 STBG FLEX 10/2021 SDF 10/2021 STBG FLEX 10/2022 SDF 10/2022 STBG FLEX 10/2023 SDF 10/2023 STBG FLEX 10/2024 SDF 10/2024	1.056 0.264 1.056 0.264 1.056 0.264 1.056 0.264 1.056 0.264 0.000 0.000	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC	1.056 0.264	1.056 0.264	1.056 0.264	1.056 0.264	1.056 0.264	1.056 0.264	1.056 0.264	
AQC:B1	MULTI	TPC: \$7.5-\$12 M	TOTAL 5YR COST :		6.600	0.000	1.320	1.320	1.320	1.320	1.320	1.320

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AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT  <b>882380</b> TRANSIT <Exempt>	ULSTER COUNTY (KINGSTON)-POUGHKEEPSIE BUS SERVICE (FORMERLY PIN: 882324)	STBG FLEX 01/2020	0.288	OPER		0.288						
		SDF 01/2020	0.072	OPER		0.072						
		STBG FLEX 01/2021	0.288	OPER			0.288					
		SDF 01/2021	0.072	OPER			0.072					
		STBG FLEX 01/2022	0.288	OPER				0.288				
		SDF 01/2022	0.072	OPER				0.072				
		STBG FLEX 01/2023	0.288	OPER					0.288			
		SDF 01/2023	0.072	OPER					0.072			
STBG FLEX 01/2024	0.288	OPER						0.288				
SDF 01/2024	0.072	OPER						0.072				
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>	1.800		0.000	0.360	0.360	0.360	0.360	0.360	0.000
NYSDOT  <b>882386</b> MOBIL <Exempt>	HIGHWAY EMERGENCY LOCAL PATROL (HELP) FREEWAY INCIDENT MANAGEMENT. PROJECT INCLUDES PAY FOR THE CONTRACT OPERATORS, THE TRUCKS, ALL EQUIPMENT ON BOARD, GASOLINE, AND OTHER OPERATIONAL NEEDS AT VARIOUS LOCATIONS IN THE HUDSON VALLEY. (FORMERLY PIN: 881033)	NHPP 01/2022	3.200	MISC				3.200				
		SDF 01/2022	0.800	MISC				0.800				
		NHPP 01/2023	3.200	MISC					3.200			
		SDF 01/2023	0.800	MISC					0.800			
		NHPP 01/2024	3.200	MISC						3.200		
		SDF 01/2024	0.800	MISC						0.800		
AQC:A6	MULTI	TPC: \$9.5-15.5 M	<b>TOTAL 5YR COST :</b>	12.000		0.000	0.000	0.000	4.000	4.000	4.000	0.000
PUTNAM  <b>882388</b> TRANSIT <Exempt>	PUTNAM MOVES SHUTTLE NETWORK: OPERATIONAL ASSISTANCE FOR FEEDER BUS SERVICE BETWEEN CARMEL/MAHOPAC IN PUTNAM COUNTY AND METRO-NORTHS CROTON FALLS STATION IN NORTHERN WESTCHESTER COUNTY. (FORMERLY PIN: 882244)	STBG FLEX 01/2019	0.000	OPER	0.300							
		SDF 01/2019	0.000	OPER	0.075							
		STBG FLEX 01/2020	0.300	OPER		0.300						
		SDF 01/2020	0.075	OPER		0.075						
		STBG FLEX 01/2021	0.300	OPER			0.300					
		SDF 01/2021	0.075	OPER			0.075					
		STBG FLEX 01/2022	0.300	OPER				0.300				
		SDF 01/2022	0.075	OPER				0.075				
		STBG FLEX 01/2023	0.300	OPER					0.300			
		SDF 01/2023	0.075	OPER					0.075			
STBG FLEX 01/2024	0.300	OPER						0.300				
SDF 01/2024	0.075	OPER						0.075				
STBG FLEX 01/2025	0.000	OPER							0.300			
SDF 01/2025	0.000	OPER							0.075			
AQC:B1	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>	1.875		0.375	0.375	0.375	0.375	0.375	0.375	0.375

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024		
AQ CODE	COUNTY	TOTAL PROJECT COST											
NYSDOT <b>894007</b> MISC <Exempt>	ITS FIELD OPERATIONS: THIS PROJECT ENCOMPASSES THE TROUBLESHOOTING, DIAGNOSIS, REPAIR, OR DAMAGE ASSESSMENT OF THE VARIOUS COMPONENTS OF THE INTELLIGENT TRANSPORTATION SYSTEM (ITS). COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	NHPP 04/2019	0.000	OPER	1.198								
		SDF 04/2019	0.000	OPER	0.300								
		NHPP 04/2020	0.480	OPER		0.480							
		SDF 04/2020	0.120	OPER		0.120							
		NHPP 04/2021	0.480	OPER			0.480						
		SDF 04/2021	0.120	OPER			0.120						
		NHPP 04/2022	0.480	OPER				0.480					
		SDF 04/2022	0.120	OPER				0.120					
		NHPP 04/2023	0.480	OPER					0.480				
		SDF 04/2023	0.120	OPER					0.120				
		NHPP 04/2024	0.480	OPER							0.480		
		SDF 04/2024	0.120	OPER							0.120		
AQC:A7	MULTI	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :		3.000								
NYSDOT <b>894008</b> SAFETY <Exempt>	PORTABLE VARIABLE MESSAGE SIGNS (PVMS): PROJECT WILL REPLACE 20 EXISTING PVMS IN FFY 2018 AND 10-12 EXISTING PVMS IN FFY 2019 WITH NEW ONES FOR THE HUDSON VALLEY TRANSPORTATION MANAGEMENT CENTER. PROJECT WILL TAKE PLACE REGION-WIDE IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 01/2019	0.000	MISC	0.240								
		SDF 01/2019	0.000	MISC	0.060								
AQC:A7	MULTI	TPC: <\$0.75 M	TOTAL 5YR COST :		0.000								
NYSDOT <b>894009</b> SAFETY <Exempt>	ITS ENGINEERING SERVICES: PROJECT WILL PROVIDE INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING AND ENGINEERING SERVICES IN ORDER TO IMPROVE THE EFFICIENT USE OF STATE RESOURCES. PROJECT WILL TAKE PLACE IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 10/2018	0.000	MISC	0.800								
		SDF 10/2018	0.000	MISC	0.200								
		NHPP 10/2019	0.800	MISC		0.800							
		SDF 10/2019	0.200	MISC		0.200							
		NHPP 10/2020	0.800	MISC			0.800						
		SDF 10/2020	0.200	MISC			0.200						
		NHPP 10/2021	0.800	MISC				0.800					
		SDF 10/2021	0.200	MISC				0.200					
		NHPP 10/2022	0.400	MISC					0.400				
		SDF 10/2022	0.100	MISC					0.100				
		NHPP 10/2023	0.400	MISC						0.400			
		SDF 10/2023	0.100	MISC						0.100			
NHPP 10/2024	0.000	MISC							0.400				
SDF 10/2024	0.000	MISC							0.100				
AQC:A7	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		4.000								

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AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT  <b>8HSIPB</b> SAFETY <Exempt>	REGION 8 HSIP BLOCK FUNDING FOR SAFETY IMPROVEMENTS ON FEDERAL AID ELIGIBLE STATE HIGHWAYS AS NEEDED THROUGHOUT COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	HSIP 04/2019	0.000	MISC	4.574						
		SDF 04/2019	0.000	MISC	0.508						
		HSIP 04/2020	3.412	MISC		3.412					
		SDF 04/2020	0.379	MISC		0.379					
		HSIP 04/2021	4.761	MISC			4.761				
		SDF 04/2021	0.529	MISC			0.529				
		HSIP 04/2022	3.413	MISC				3.413			
		SDF 04/2022	0.379	MISC				0.379			
		HSIP 04/2023	0.677	MISC					0.677		
		SDF 04/2023	0.075	MISC					0.075		
		HSIP 04/2024	1.677	MISC						1.677	
SDF 04/2024	0.186	MISC							0.186		
AQC:J1	MULTI	TPC: \$15-\$25 M	<b>TOTAL 5YR COST :</b>		5.082	3.791	5.290	3.792	0.752	1.863	0.000
LOCAL  <b>8T0713</b> MISC <Exempt>	MID HUDSON SOUTH BLOCK FUNDING FOR FUTURE CMAQ PROJECTS IN PUTNAM, ROCKLAND & WESTCHESTER COUNTIES	CMAQ 01/2020	1.830	MISC		1.830					
		CMAQ 01/2024	6.266	MISC						6.266	
AQC:J1	MULTI	TPC: \$7.5-\$12 M	<b>TOTAL 5YR COST :</b>		0.000	1.830	0.000	0.000	0.000	6.266	0.000
NYSBA  <b>B0005</b> BRIDGE <Exempt>	BEAR MOUNTAIN MAIN CABLE EVALUATION. MAIN CABLE INVESTIGATION - 10 YEAR CYCLE TO MAINTAIN STATE OF GOOD REPAIR.	OTHER 02/2019	0.000	MISC	0.025						
AQC:A19	MULTI	TPC: < \$0.75 M	<b>TOTAL 5YR COST :</b>		0.025	0.000	0.000	0.000	0.000	0.000	0.000
NYSBA  <b>B0006</b> BRIDGE <Exempt>	BEAR MOUNTAIN - BRIDGE APPROACH PAVING. DECK REPAIRS, MILL, PAVE AND NEW PAVEMENT MARKINGS TO MAINTAIN STATE OF GOOD REPAIR.	OTHER 01/2020	3.000	MISC		3.000					
		OTHER 01/2022	0.500	CONST				0.500			
AQC:A19	MULTI	TPC: \$3.3-\$5.6 M	<b>TOTAL 5YR COST :</b>		0.000	3.000	0.000	0.500	0.000	0.000	0.000
NYSTA  <b>B07451</b> BRIDGE <Exempt>	2021/22 ON-DEMAND BRIDGE REPAIR CONTRACT NEW YORK DIVISION: TO ADDRESS STRUCTURAL AND SAFETY DEFICIENCIES AS NEEDED. VARIOUS COUNTIES	TWY 08/2020	0.100	CONINSP		0.100					
		TWY 08/2020	2.000	CONST		2.000					
AQC:A19	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		0.000	2.100	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSTA <b>H03431</b> R&P <Exempt>	CONCRETE PAVEMENT REPAIR AND SEAL JOINTS (MP NE 0.17 TO NE 14.1): I-95 PAVEMENT REPAIRS DUE TO EXCESSIVE WEAR. BRONX & WESTCHESTER COUNTIES.	TWY 02/2020 TWY 02/2020	3.600 60.000	CONINSP CONST		3.600 60.000					
AQC:A10	MULTI	TPC: \$50-\$85 M	<b>TOTAL 5YR COST :</b>		63.600	0.000	63.600	0.000	0.000	0.000	0.000
NYSBA <b>K0002</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: KINGSTON-RHINECLIFF BRIDGE PAINTING- LEAD ABATEMENT AND RE-PAINTING OF THE WEST AND EAST APPROACH GIRDER SPANS. DUTCHESS AND ULSTER COUNTIES	OTHER 09/2022	6.000	CONST				6.000			
AQC:A10P	MULTI	TPC: \$4.6-\$7.5 M	<b>TOTAL 5YR COST :</b>		6.000	0.000	0.000	0.000	6.000	0.000	0.000
NYSBA <b>K0003</b> R&P <Exempt>	REMOVE EXISTING DECK OVERLAY AND PAVE WITH NOVACHIP. KINGSTON-RHINECLIFF. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	3.000	CONST		3.000					
AQC:N/A	MULTI	TPC: \$2-\$4 M	<b>TOTAL 5YR COST :</b>		3.000	0.000	3.000	0.000	0.000	0.000	0.000
NYSBA <b>K0004</b> SAFETY <Exempt>	KINGSTON-RHINECLIFF ELECTRICAL UPGRADE. PROJECT WILL REPLACE BRIDGE POWER AND LIGHTING CABLES. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	2.000	CONST		2.000					
AQC:N/A	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		2.000	0.000	2.000	0.000	0.000	0.000	0.000
NYSBA <b>K0006</b> MOBIL <Exempt>	KINGSTON-RHINECLIFF PEDESTRIAN WALKWAY. PROJECT WILL PROVIDE A SAFE PEDESTRIAN CROSSING BETWEEN ULSTER AND DUTCHESS COUNTIES. WORK WILL FURNISH AND INSTALL CONCRETE BARRIER, PAVEMENT MARKINGS, AND APPROACH ROADWAY SIDEWALKS.	OTHER 09/2019 OTHER 09/2019 OTHER 09/2023 OTHER 09/2024	0.000 0.000 10.000 20.000	CONST MISC CONST CONST	1.500 0.300				10.000	20.000	
AQC:N/A	MULTI	TPC: \$26-\$40 M	<b>TOTAL 5YR COST :</b>		30.000	1.800	0.000	0.000	0.000	10.000	20.000
NYSBA <b>M0002</b> BRIDGE <Exempt>	BRIDGE MAINTENANCE PAINTING: POWER TOOL CLEAN AND SPOT PAINT STIFFENING TRUSS AND TOWERS OF THE MID-HUDSON BRIDGE. TO EXTEND SERVICE LIFE. DUTCHESS AND USLTER COUNTIES.	OTHER 02/2022	2.000	CONST				2.000			
AQC:A19P	MULTI	TPC: \$1.2-\$2.5 M	<b>TOTAL 5YR COST :</b>		2.000	0.000	0.000	0.000	2.000	0.000	0.000

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NYSBA M0003 BRIDGE <Exempt>	BRIDGE MAINTENANCE: MID-HUDSON BRIDGE MAIN SPAN OVERLAY: MILL AND FILL MAIN SPAN OVERLAY WITH ASPHALT WATER PROOFING MEMBRANE. DUTCHESS AND USLTER COUNTIES.	OTHER 02/2021	3.000	CONST			3.000				
AQC:A19P	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :	3.000		0.000	0.000	3.000	0.000	0.000	0.000
NYSBA M0005 BRIDGE <Exempt>	BRIDGE MAINTENANCE: MID-HUDSON BRIDGE -EAST APPROACH VIADUCT SPANS. LEAD ABATEMENT OF APPROACH SPANS INCLUDING ARCH TRUSS OVER THE METRO-NORTH RAIL LINE. DUTCHESS AND ULSER COUNTIES.	OTHER 01/2021	3.000	CONST			3.000				
AQC:A19P	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :	3.000		0.000	0.000	3.000	0.000	0.000	0.000
NYSBA M0006 BRIDGE <Exempt>	MID-HUDSON BRIDGE MAIN CABLE INSPECTION. DUTCHESS AND ULSTER COUNTIES.	OTHER 09/2019	0.000	MISC	0.050						
AQC:A19P	MULTI	TPC: < \$0.75 M	TOTAL 5YR COST :	0.000		0.050	0.000	0.000	0.000	0.000	0.000
NYSBA M0010 MISC <Exempt>	MID-HUDSON BRIDGE EAST ANCHORAGE REHABILITATION. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	0.500	CONST		0.500					
AQC:A19P	MULTI	TPC: < \$0.75 M	TOTAL 5YR COST :	0.500		0.000	0.500	0.000	0.000	0.000	0.000
NYSBA M0014 R&P <Exempt>	MID-HUDSON BRIDGE CURBING AND RAILING REPLACEMENTS. PROJECT WILL REMOVE AND REPLACE EXISTING BRIDGE CURBING AND BOX BEAM RAILING. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	10.000	CONST		10.000					
AQC:A19P	MULTI	TPC: \$7.5-\$12 M	TOTAL 5YR COST :	10.000		0.000	10.000	0.000	0.000	0.000	0.000
NYSBA M0015 BRIDGE <Exempt>	MID-HUDSON BRIDGE CABLE SUSPENDER REPLACEMENT. PROJECT WILL REMOVE AND REPLACE MAIN CABLE SUSPENDERS. DUTCHESS AND ULSTER COUNTIES.	OTHER 09/2024	10.000	CONST						10.000	
AQC:A19P	MULTI	TPC: \$7.5-\$12 M	TOTAL 5YR COST :	10.000		0.000	0.000	0.000	0.000	0.000	10.000

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METRO-NORTH  M702-02-03 2-STATIONS <Exempt>	UPPER HUDSON STATION IMPROVEMENTS – PRIORITY REPAIRS AT THE FOLLOWING STATIONS: POUGHKEEPSIE, NEW HAMBURG, BEACON, COLD SPRING, GARRISON AND CORTLANDT TO BRING TO A STATE OF GOOD REPAIR.	LOCAL 01/2019 MTA 01/2019	0.000 0.000	MISC MISC	0.069 15.000						
AQC:B8	MULTI	TPC: \$12.5-\$19 M	TOTAL 5YR COST :		15.069	0.000	0.000	0.000	0.000	0.000	0.000
NYSBA  N0005 BRIDGE <Exempt>	I-84/ROUTE 9W OVERPASS REHABILITATION PROJECT: DECK REPLACEMENT IN KIND AND RAISING THE FLOOR SYSTEM FOR VERTICAL CLEARANCE. ORANGE AND DUTCHESS COUNTIES.	OTHER 09/2019 OTHER 07/2019	0.000 0.000	CONST DETLDES	8.850 0.450						
AQC:A19Z	MULTI	TPC: \$7.5-\$12 M	TOTAL 5YR COST :		9.300	0.000	0.000	0.000	0.000	0.000	0.000
NYSBA  N0008 BRIDGE <Exempt>	NEWBURGH-BEACON BRIDGE NORTH SPAN DECK REPLACEMENT. WORK INCLUDES REPLACE DECK IN KIND , UPGRADE ELECTRICAL SYSTEM, INSTALL WATER PROOFING OVERLAY.	OTHER 01/2019 OTHER 01/2020 OTHER 10/2019 OTHER 01/2021 OTHER 01/2021 OTHER 01/2022 OTHER 01/2022 OTHER 01/2023 OTHER 01/2023	0.000 5.000 0.750 40.000 1.500 35.000 1.500 5.000 0.750	MISC CONST MISC CONST MISC CONST MISC CONST MISC	0.500  5.000 0.750  40.000 1.500  35.000 1.500  5.000 0.750						
AQC:A19Z	MULTI	TPC: \$70-\$130 M	TOTAL 5YR COST :		89.500	0.500	5.750	41.500	36.500	5.750	0.000
NYSBA  N0012 BIKE/PED <Exempt>	NEWBURGH BEACON BRIDGE PEDESTRIAN WALKWAY REPAIRS. PROJECT WILL REMOVE AND REPLACE SIDEWALK STRINGERS AND PLATES ON THE SOUTH SPAN PEDESTRIAN WALKWAY. ORANGE AND DUTCHESS COUNTIES.	OTHER 01/2019 OTHER 01/2019 OTHER 01/2020 OTHER 01/2020	0.000 0.000 1.000 0.250	CONST MISC CONST MISC	1.750 0.250  1.000 0.250			1.000 0.250			
AQC:A19Z	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :		2.000	1.250	0.000	0.000	0.000	0.000	0.000
NYSBA  S0001 BRIDGE <Exempt>	BIENNIAL BRIDGE INSPECTION - GENERAL CONSULTANT: DETAILED INSPECTION OF APPROACHES, STRUCTURES, AND DECKS WITH HANDS ON INSPECTION OF ALL FRACTURE CRITICAL MEMBERS TO MAINTAIN STATE OF GOOD REPAIR. ODD YEAR: KRB & NBB(S) EVEN YEAR: RVWB, MHB AND BMB	OTHER 03/2019 OTHER 03/2019 OTHER 03/2020 OTHER 03/2020 OTHER 03/2021 OTHER 03/2021 OTHER 03/2022 OTHER 03/2022 OTHER 03/2023 OTHER 03/2023	0.000 0.000 0.650 0.090 0.700 0.090 0.750 0.090 0.800 0.090	CONINSP MISC CONINSP MISC CONINSP MISC CONINSP MISC CONINSP MISC	0.600 0.090  0.650 0.090  0.700 0.090  0.750 0.090  0.800 0.090						
AQC:A19	MULTI	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :		3.260	0.690	0.740	0.790	0.840	0.890	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSBA S0002 BRIDGE <Exempt>	PERIODIC UNDERWATER BRIDGE INSPECTIONS: DIVER AND, VIDEO TAPE INSPECTIONS OF ALL AUTHORITY IN WATER PIERS BELOW THE WATER SURFACE TO INCLUDE ANALYSIS & RECOMMENDATIONS BY PROFESSIONAL ENGINEERS, 5 YR CYCLE TO MAINTAIN STATE OF GOOD REPAIR	OTHER 03/2022	0.150	CONINSP				0.150			
AQC:A19	MULTI TPC: <\$0.75 M	TOTAL 5YR COST :	0.150		0.000	0.000	0.000	0.150	0.000	0.000	0.000
NYSBA S0003 BRIDGE <Exempt>	SYSTEMWIDE MISCELLANEOUS MAINTENANCE: POTHOLE REPAIRS, SPOT RESURFACING, GUIDE RAIL REPLACEMENT AND REPAIR, DRAINAGE AND SHOULDER UPGRADES WHERE AND WHEN NEEDED TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES	OTHER 03/2019 OTHER 03/2019 OTHER 03/2020 OTHER 03/2020 OTHER 03/2021 OTHER 03/2021 OTHER 03/2022 OTHER 03/2022 OTHER 03/2023 OTHER 03/2023	0.000 0.000 1.000 0.310 1.000 0.310 1.000 0.310 1.000 0.310	CONST DETLDES CONST DETLDES CONST DETLDES CONST DETLDES CONST DETLDES	1.000 0.310		1.000 0.310		1.000 0.310		
AQC:A19	MULTI TPC: \$6-\$9.4 M	TOTAL 5YR COST :	5.240		1.310	1.310	1.310	1.310	1.310	0.000	0.000
NYSBA S0004 BRIDGE <Exempt>	CAPITAL MAINTENANCE PROJECTS: STANDBY READINESS CONTRACT FOR URGENT BRIDGE AND HIGHWAY REPAIRS. VARIOUS COUNTIES	OTHER 03/2019 OTHER 03/2020 OTHER 03/2021 OTHER 03/2022 OTHER 03/2023	0.000 0.500 0.500 0.500 0.500	CONST CONST CONST CONST CONST	0.500	0.500	0.500	0.500	0.500		
AQC:A19	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.000		0.500	0.500	0.500	0.500	0.500	0.000	0.000
NYSBA S0005 BRIDGE <Exempt>	SYSTEMWIDE, RIVER PIER BASE REPAIRS: MASONRY PIER POINTING, CONCRETE REPAIRS AND RIP-RAP PLACEMENT AS RECOMMENDED FROM UNDERWATER AND VISUAL INSPECTIONS.	OTHER 03/2019	0.000	MISC	0.750						
AQC:A19	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		0.750	0.000	0.000	0.000	0.000	0.000	0.000
NYSBA S0007 BRIDGE <Exempt>	SYSTEMWIDE - EQUIPMENT PURCHASES-AQUISITION OF MAJOR EXTRAORDINARY VEHICLES AND EQUIPMENT NECESSARY TO OPERATE AND MAINTAIN THE BRIDGE SYSTEM. VARIOUS LOCATIONS	OTHER 03/2019 OTHER 03/2020 OTHER 03/2021 OTHER 03/2022 OTHER 03/2023	0.000 0.500 0.750 0.500 0.500	MISC MISC MISC MISC MISC	0.500	0.500	0.750	0.500	0.500		
AQC:B4	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.250		0.500	0.500	0.750	0.500	0.500	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSBA S0008 BRIDGE <Exempt>	SYSTEMWIDE BRIDGE STEEL REPAIRS. WORK INCLUDES STEEL REPAIRS, CLEANING AND PAINTING OF BRIDGES TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS LOCATIONS	OTHER 03/2020	1.000	MISC		1.000					
AQC:A19	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	1.000	0.000	0.000	0.000	0.000	0.000
NYSBA SA-0001 BRIDGE <Exempt>	SYSTEMWIDE - EQUIPMENT PURCHASES, ADMINISTRATION; OPERATING FUND EQUIPMENT PURCHASES (FURNITURE, ETC.) TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES.	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.020 0.020 0.020 0.020	MISC MISC MISC MISC MISC	0.020	0.020	0.020	0.020	0.020		
AQC:B4	MULTI	TPC: < \$0.75 M	TOTAL 5YR COST :		0.020	0.020	0.020	0.020	0.020	0.000	0.000
NYSBA SA-0002 BRIDGE <Exempt>	SYSTEMWIDE - BUSINESS APPLICATION ENHANCEMENT: 1) DOCUMENT IMAGING & WORK FLOW; AND 2) BUSINESS APPLICATION ENHANCEMENT UPGRADE. VARIOUS COUNTIES	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.100 0.050 0.020 0.020	MISC MISC MISC MISC MISC	0.020	0.100	0.050	0.020	0.020		
AQC:B4	MULTI	TPC: < \$0.75 M	TOTAL 5YR COST :		0.020	0.100	0.050	0.020	0.020	0.000	0.000
NYSBA SI-0001 BRIDGE <Exempt>	SYSTEMWIDE - EQUIPMENT PURCHASES, OPERATIONS: 1) OFFICE EQUIPMENT (COPIER, PRINTERS, PLOTTER); ID CARD SYSTEM.	OTHER 01/2019	0.000	MISC	0.035						
AQC:B4	MULTI	TPC: < \$0.75 M	TOTAL 5YR COST :		0.035	0.000	0.000	0.000	0.000	0.000	0.000
NYSBA SI-0002 BRIDGE <Exempt>	SYSTEMWIDE -PC UPGRADE (SYSTEM HARDWARE), ENHANCEMENTS TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.030 0.022 0.030 0.032	MISC MISC MISC MISC MISC	0.040	0.030	0.022	0.030	0.032		
AQC:A7	MULTI	TPC: < \$0.75 M	TOTAL 5YR COST :		0.040	0.030	0.022	0.030	0.032	0.000	0.000
NYSBA SI-0003 BRIDGE <Exempt>	MID-HUDSON-NECKLACE LIGHTS UPGRADES. UPGRADE TO MAINTAIN STATE OF GOOD REPAIR. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023 OTHER 01/2024	0.000 0.005 0.005 0.005 0.005 0.005	MISC MISC MISC MISC MISC MISC	0.005	0.005	0.005	0.005	0.005	0.005	
AQC:A7P	MULTI	TPC: < \$0.75 M	TOTAL 5YR COST :		0.005	0.005	0.005	0.005	0.005	0.005	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSBA SI-0005 BRIDGE <Exempt>	SYSTEMWIDE - ID CARD SYSTEM UPGRADES. UPGRADES TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.015 0.015 0.015 0.015	MISC MISC MISC MISC MISC	0.015	0.015	0.015	0.015	0.015	0.000	0.000
AQC:A7	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.060		0.015	0.015	0.015	0.015	0.015	0.000	0.000
NYSBA SI-0010 BRIDGE <Exempt>	SYSTEMWIDE -ITS COMPONENTS UPGRADES: EQUIPMENT PURCHASES OF MULTIPLEXER, MODEMS, AND CABINETS. TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES.	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.015 0.015 0.015 0.015	MISC MISC MISC MISC MISC	0.015	0.015	0.015	0.015	0.015	0.000	0.000
AQC:A7	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.060		0.015	0.015	0.015	0.015	0.015	0.000	0.000
NYSBA SI-0013 BRIDGE <Exempt>	IT UPGRADES: ELECTRONIC DATA PROCESSING (EDP) UPGRADE-WINDOWS FILE SERVER AND WEB FILTER. SYSTEM ENHANCEMENTS TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.121 0.117 0.165 0.134	MISC MISC MISC MISC MISC	0.165	0.121	0.117	0.165	0.134	0.000	0.000
AQC:A7	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.537		0.165	0.121	0.117	0.165	0.134	0.000	0.000
NYSBA SI-0015 BRIDGE <Exempt>	ITS UPGRADES-DATA CABLING UPGRADES TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.035 0.035 0.035 0.035	MISC MISC MISC MISC MISC	0.035	0.035	0.035	0.035	0.035	0.000	0.000
AQC:A7	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.140		0.035	0.035	0.035	0.035	0.035	0.000	0.000
NYSBA SO-0003 MOBIL <Exempt>	SYSTEMWIDE - ALL ELECTRONIC TOLLING (AET): CONVERSION TO AET WITH ELECTRONIC TOLLING HARDWARE. VARIOUS COUNTIES	OTHER 01/2020 OTHER 01/2021 OTHER 01/2022	7.000 5.000 5.000	MISC MISC MISC		7.000	5.000	5.000	0.000	0.000	0.000
AQC:A7	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.000		0.000	7.000	5.000	5.000	0.000	0.000	0.000
NYSBA SO-0004 BRIDGE <Exempt>	SYSTEMWIDE TOLL SYSTEM UPGRADE TO MAINTAIN STATE OF GOOD REPAIR. WORK INCLUDES REPLACE TOLL GATES & MONITORS. VARIOUS COUNTIES.	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.100 0.100 0.100 0.100	MISC MISC MISC MISC MISC	0.100	0.100	0.100	0.100	0.100	0.000	0.000
AQC:A19	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.400		0.100	0.100	0.100	0.100	0.100	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSBA SO-0006 BRIDGE <Exempt>	MID-HUDSON-COMMAND CENTER & ITS EQUIPMENT UPGRADE-TO MAINTAIN STATE OF GOOD REPAIR. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2019	0.000	MISC	0.725						
AQC:B4P	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		0.725	0.000	0.000	0.000	0.000	0.000	0.000
NYSBA SO-0007 BRIDGE <Exempt>	LANE USE SIGNALS (LUS), MISCELLANEOUS ITS COMPONENTS REPLACEMENT TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.025 0.025 0.025 0.025	MISC MISC MISC MISC MISC	0.025	0.025	0.025	0.025	0.025		
AQC:A19	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.100		0.025	0.025	0.025	0.025	0.025	0.000	0.000
NYSBA SO-0008 BRIDGE <Exempt>	SYSTEMWIDE PLAZA & CENTRAL SERVER UPGRADES- TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS LOCATIONS	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.015 0.015 0.015 0.015	MISC MISC MISC MISC MISC	0.015	0.015	0.015	0.015	0.015		
AQC:B4	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.060		0.015	0.015	0.015	0.015	0.015	0.000	0.000
NYSBA SO-0011 BRIDGE <Exempt>	IT UPGRADES: UPS (UN-INTERRUPTABLE POWER SYSTEM) SYSTEMWIDE MAINTENANCE & BATTERIES - MAIN UPS BATTERY REPLACEMENT TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES.	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.010 0.010 0.010 0.010	MISC MISC MISC MISC MISC	0.010	0.010	0.010	0.010	0.010		
AQC:A19	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.040		0.010	0.010	0.010	0.010	0.010	0.000	0.000
NYSBA SO-0012 BRIDGE <Exempt>	ANNUAL MAINTENANCE: SUICIDE CALL BOXES REPLACEMENT & UPGRADE TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES.	OTHER 01/2019 OTHER 01/2020 OTHER 01/2021 OTHER 01/2022 OTHER 01/2023	0.000 0.005 0.005 0.005 0.005	MISC MISC MISC MISC MISC	0.005	0.005	0.005	0.005	0.005		
AQC:A19	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.020		0.005	0.005	0.005	0.005	0.005	0.000	0.000
NYSBA SO-0033 BRIDGE <Exempt>	SYSTEMWIDE - GASBOY FUEL DISPENSING UPGRADE. UPGRADES TO MAINTAIN STATE OF GOOD REPAIR. VARIOUS COUNTIES	OTHER 01/2019 OTHER 01/2020	0.000 0.015	MISC MISC	0.015	0.015					
AQC:A7	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.015		0.015	0.015	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2019						
					PRE FFY 2020	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	POST FFY 2024
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSBA <b>SO-0034</b> BRIDGE <Exempt>	SYSTEMWIDE CAMERA REPLACEMENTS. REPLACEMENT OF CAMERAS THAT HAVE REACHED THEIR USEFUL LIFE. VARIOUS LOCATIONS.	OTHER 01/2019 OTHER 01/2020	0.000 0.200	MISC MISC	0.200	0.200					
AQC:A7	MULTI	TPC: \$0.6-\$1.5 M	<b>TOTAL 5YR COST :</b>		0.200	0.200	0.000	0.000	0.000	0.000	0.000
NYSBA <b>W0001</b> BRIDGE <Exempt>	WALKWAY-OVER-THE-HUDSON BRIDGE INSPECTION: DETAILED INSPECTION OF THE BRIDGE STRUCTURE WITH HANDS ON INSPECTION OF ALL FRACTURE CRITICAL MEMBERS TO MAINTAIN STATE OF GOOD REPAIR. DUTCHESS AND ULSTER COUNTIES.	OTHER 01/2020	0.400	CONINSP		0.400					
AQC:A19P	MULTI	TPC: < \$0.75 M	<b>TOTAL 5YR COST :</b>		0.400	0.400	0.000	0.000	0.000	0.000	0.000
NYSBA <b>W0007</b> BRIDGE <Exempt>	WALKWAY-OVER-THE-HUDSON RIVER PIER BASE REPAIRS: RECONSTRUCT CONCRETE PIER BASE UNITS. RIVER PIER RE-POINTING TO MAINTAIN STATE OF GOOD REPAIR. DUTCHESS AND ULSTER COUNTIES	OTHER 01/2019	0.000	CONST	0.300						
AQC:A19P	MULTI	TPC: < \$0.75 M	<b>TOTAL 5YR COST :</b>		0.300	0.000	0.000	0.000	0.000	0.000	0.000