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FFY 2025 Annual Listing of Obligated Projects

The Annual Listing of Federally Funded Transportation Projects in Dutchess County

DUTCHESS COUNTY
TRANSPORTATION COUNCIL

Better ways from here to there

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, 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 of its programs, policies, and other activities do not have disproportionate adverse effects on minority and low income populations. Additionally, the DCTC will provide meaningful access to services for persons with Limited English Proficiency.



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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 [Infrastructure Investment and Jobs Act \(IIJA\)](#) (PL 117-58) – and 23 U.S.C. 134 and 49 U.S.C. 5303, we are tasked with carrying out a cooperative and comprehensive multimodal transportation planning process.

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

Purpose

The Transportation Improvement Program (TIP) serves as the five-year capital program of transportation projects that are wholly or partially paid for with funding from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). To ensure that the public has an accurate understanding of how federal funds are spent on transportation

projects, IIJA requires that organizations responsible for approving a TIP publish an Annual Listing of Obligated Projects for the most recently completed fiscal year. This report covers federal obligations for Federal Fiscal Year (FFY) 2025 (October 1, 2024 – September 30, 2025) from the [FFY 2023-2027 TIP](#), which was adopted by the DCTC on August 31, 2022.

The TIP lists the intended schedule and estimated cost for each phase of a transportation project. However, project schedules and costs often change. The TIP is updated to reflect current project schedules and costs prior to obligating phases but does not provide precise accounting-level costs and schedules.

What are project obligations?

One might think of obligating funds as setting up a checking account for a purchase and then making an initial deposit. To begin work on any phase of a transportation project, federal funds must be obligated. This means that the funds are reserved for the project and can be drawn by the project sponsor to pay for project expenses as they occur. These expenses may include paying an engineering consultant to design the project, purchasing right-of-way, paying construction contractors to do the actual work, or reimbursing payroll costs for agency employees managing the project.

Do project obligations mean the work is underway?

Not always. Project obligations are made to allow a project phase to begin, but it takes time to start work once each phase is obligated. For example, once the construction phase is obligated, the project can be advertised for bids. The

advertisement period can vary depending on the size and complexity of the project. Bids are then opened, evaluated, and the project awarded to a contractor. This process can create a long and variable lag between initial obligation and noticeable work performed by a contractor at the site.

There are instances when a project phase is obligated, but work is not started or completed in a timely manner; these are generally due to competing priorities of the project sponsor. If there is a question on the status of a specific project, we recommend contacting the project sponsor.

Project Listing

The following tables identify projects that had federal funds obligated during FFY 2025 (October 1, 2024 – September 30, 2025) and the phases for which those funds were obligated. The tables are split into two parts: FHWA-funded projects and FTA-funded projects, and include the following data about each project:

- **PIN (Project Identification Number):** A NYSDOT-derived number, unique to the project, which is used by agencies to identify and track the project.
- **Project Description:** A summary of the project, generally limited to its category, scope, and location. Project descriptions and locations can be viewed online using our [TIP Viewer](#).
- **Project Sponsor:** The agency responsible for managing the project.
- **Total Project Cost:** The total amount of federal, state, and local funds budgeted for the project (in millions of dollars).
- **Federal Funds Programmed on the TIP:** The total amount of federal funds (in millions of dollars) programmed for the project on the current TIP.
- **Project Phases Obligated in FFY 2025:** The phases of work for which federal funding was obligated. Only those phases that had federal funds obligated during the FFY are listed. Note that FTA-funded projects do not identify individual phases as for FHWA-funded projects. Most transit agencies use federal funds to purchase capital equipment or operate services and do not use them to build infrastructure projects. Below are the typical phases included in the TIP:
 - **Scoping:** Includes meetings with project developers and designers, local government representatives, and other involved parties. Decisions are made about the specific elements that will be included in the project and the range of design alternatives that will be investigated.
 - **Preliminary Design:** Covers basic engineering work on each alternative, traffic studies, and environmental and other analyses. This also includes outreach to gather community input on the project. This phase ends with the selection and approval of a preferred design alternative.
 - **Detailed Design:** Development of the plans and specifications that the construction team will use for the project.

- **Right-of-Way (ROW) Incidentals:** Preparatory work done prior to the acquisition of right-of way (property).
 - **Right-of-Way (ROW) Acquisition:** Acquisition of right-of-way (property) necessary to complete the project, through the purchase of property or easements.
 - **Construction:** Includes construction and related activities, beginning with the letting of the contract, through the award of the contract, actual construction, and acceptance of all construction work.
 - **Construction Inspection:** Ongoing inspection activities to ensure that construction conforms to accepted specifications. This work is often contracted out to a separate entity.
 - **Miscellaneous:** Often associated with transit projects, this can include the purchase of buses or support vehicles, operating bus services, and conducting preventative maintenance. In some cases, such as a train station improvement or bus garage expansion, this phase can represent the construction of facilities.
- **Federal Funding Program:** The specific federal funding program that the obligated funds originate from. Below are the most common programs included in the TIP:
- **Carbon Reduction Program (CRP):** Funds projects that support the reduction of transportation emissions such as new walking and bicycling facilities, alternative fuel infrastructure, and transit services.
 - **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Funds projects that improve air quality and reduce congestion, such as signal improvements, intersection improvements, new turning lanes, and other operational improvements.
 - **High Priority Project (HPP):** Funds projects explicitly identified by Congress outside of the routine TIP project selection or planning process. Also known as earmarks.
 - **Highway Safety Improvement Program (HSIP):** Funds projects that reduce fatalities and serious injuries on highway facilities.
 - **Highway Safety Improvement Program-Rail (HSIP RAIL):** Funds projects that improve safety at railroad crossings.
 - **National Highway Performance Program (NHPP):** Funds projects that maintain or improve the performance of the [National Highway System \(NHS\)](#). Eligible activities include the reconstruction and rehabilitation of NHS roads and bridges, as well as safety improvements on the NHS.
 - **Surface Transportation Block Grant Program-Flex (STBG Flex):** Funds projects that preserve and improve highways, bridges, and walking and bicycling facilities on [federal-aid eligible roads](#).
 - **Surface Transportation Block Grant Program-Large Urban (STBG Large Urban):** Funds projects that preserve and improve highways, bridges, and walking and

bicycling facilities on [federal-aid eligible roads](#) in urban areas over 200,000 in population.

- **Surface Transportation Block Grant Program-Off System Bridge (STBG Off System Bridge):** Funds the construction and rehabilitation of bridges not located on a federal-aid highway (also known as off-system bridges).
- **Transportation Alternatives Program (TAP):** Funds projects that improve non-motorized transportation, such as new walking and bicycling facilities (e.g., sidewalks and multi-use trails), safe routes to school improvements, crosswalks, traffic control devices, and lighting.
- **FTA Section 5307 (FTA 5307):** Funds capital and operating assistance for transit in large urban areas. Eligible activities include capital investments such as replacing buses, purchasing safety and security equipment, constructing passenger facilities, conducting preventative maintenance, and providing mobility management services.
- **FTA Section 5310 (FTA 5310):** Funds projects that address the mobility needs of older adults and persons with disabilities, especially where public transportation services are unavailable or not sufficient. Funds are available to non-profit organizations or public agencies to purchase and operate vehicles or for mobility management services.
- **FTA Section 5311 (FTA 5311):** Funds projects to support transit operations in rural areas.
- **FTA Section 5337 (FTA 5337):** Funds capital projects that support fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus systems such as those operating in High Occupancy Vehicle (HOV) lanes. Projects are focused on improvements needed to maintain a state of good repair.
- **FTA Section 5339 (FTA 5339):** Funds the purchase and rehabilitation of buses and related equipment, and the construction of bus-related facilities.
- **Federal Funds Obligated in FFY 2025:** The total amount of federal funds (in millions of dollars) obligated for a project in FFY 2025.
- **Federal Funds Remaining for Obligation:** The total amount of federal funds (in millions of dollars) that remain to be obligated for the project in future years.

Summary

In FFY 2025, project sponsors obligated \$19.5 million in federal transportation funding for a variety of State, County, and local transportation projects in Dutchess County. This included almost \$7.8 million in FHWA funding for road, bridge, and sidewalk projects, and more than \$11.7 million in FTA funding for bus transit projects.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) FUNDS (\$-MILLIONS)

PIN	PROJECT DESCRIPTION	PROJECT SPONSOR	TOTAL ESTIMATED PROJECT COST	TOTAL FEDERAL FUNDS PROGRAMMED ON TIP	FEDERALLY FUNDED PHASES OBLIGATED IN FFY 2025	FEDERAL FUNDING PROGRAM	FEDERAL FUNDS OBLIGATED IN FFY 2025	FEDERAL FUNDS REMAINING FOR OBLIGATION
814169	REPAVE US ROUTE 44 FROM BOWER RD TO QUAKER HILL RD IN THE TOWN OF PLEASANT VALLEY, AND FROM PLEASANT VIEW RD TO SHARON TPKE IN THE TOWN OF WASHINGTON	NYS DOT	\$5.400	\$4.240	CONSTRUCTION	NHPP	\$0.478	\$0.000
875780	RECONSTRUCT TELLER AVE FROM MAIN ST TO WOLCOTT AVE IN THE CITY OF BEACON	CITY OF BEACON	\$2.350	\$1.900	CONSTRUCTION INSPECTION	STBG LG URBAN	\$0.020	\$0.000
875983	REPLACE THE WASHINGTON ST BRIDGE (BIN 2262670) OVER THE FALLKILL CREEK IN THE CITY OF POUGHKEEPSIE	CITY OF POUGHKEEPSIE	\$13.229	\$10.951	CONSTRUCTION & CONSTRUCTION INSPECTION	STBG LG URBAN	\$3.274	\$0.000
876125	PEDESTRIAN IMPROVEMENTS ON MAIN ST IN THE CITY OF BEACON TO INCLUDE NEW SIDEWALKS, CROSSWALKS, AND ADA CURB RAMPS	CITY OF BEACON	\$1.085	\$0.766	CONSTRUCTION & CONSTRUCTION INSPECTION	TAP	\$0.037	\$0.000
876196	REPLACE THE GARDEN ST BRIDGE (BIN 2262680) OVER THE FALLKILL CREEK IN THE CITY OF POUGHKEEPSIE	CITY OF POUGHKEEPSIE	\$4.833	\$4.041	CONSTRUCTION	STBG OFF SYSTEM BRIDGE	\$1.944	\$0.000
876265	REPLACE THE SAW KILL RD BRIDGE (BIN 2262850) OVER THE SAW KILL CREEK IN THE TOWN OF RED HOOK	TOWN OF RED HOOK	\$2.406	\$2.179	RIGHT-OF-WAY ACQUISITION	STBG OFF SYSTEM BRIDGE	\$0.246	\$1.933
876309	REPLACE THE CR 103 (RIVER RD) BRIDGE (BIN 3343710) OVER THE SAW KILL CREEK IN THE TOWN OF RED HOOK	DUTCHESS COUNTY	\$4.858	\$4.615	PRELIMINARY DESIGN & DETAILED DESIGN	STBG OFF SYSTEM BRIDGE	\$0.017	\$4.011
876345	PEDESTRIAN IMPROVEMENTS IN THE VILLAGE OF RHINEBECK TO INCLUDE NEW OR IMPROVED SIDEWALKS, CROSSWALKS, AND ADA CURB RAMPS ALONG KNOLLWOOD RD AND PARSONAGE ST	VILLAGE OF RHINEBECK	\$2.000	\$1.600	PRELIMINARY DESIGN, DETAILED DESIGN, & RIGHT-OF-WAY INCIDENTALS	TAP	\$0.332	\$1.268
876354	REPLACE THE WARREN RD BRIDGE (BIN 2268710) OVER THE WICCOPEE CREEK IN THE TOWN OF EAST FISHKILL	TOWN OF EAST FISHKILL	\$4.011	\$3.810	PRELIMINARY DESIGN, DETAILED DESIGN, & RIGHT-OF-WAY INCIDENTALS	STBG OFF SYSTEM BRIDGE	\$0.599	\$3.212
881528	REPLACE THE CULVERT CARRYING US ROUTE 9 OVER LANDSMAN KILL IN THE VILLAGE OF RHINEBECK (C083248)	NYS DOT	\$7.002	\$5.601	CONSTRUCTION & CONSTRUCTION INSPECTION	NHPP	\$0.040	\$0.000
881625	OPTIMIZE SIGNALS AT SELECT STATE HIGHWAY LOCATIONS IN DUTCHESS, ORANGE, AND ULSTER COUNTIES	NYS DOT	\$1.500	\$0.960	DETAILED DESIGN & CONSTRUCTION	STBG FLEX	\$0.807	\$0.153
TOTAL FHWA FUNDED PROJECTS IN DUTCHESS COUNTY			\$48.674	\$40.663			\$7.793	\$10.577

FEDERAL TRANSIT ADMINISTRATION (FTA) FUNDS (\$-MILLIONS)

PIN	PROJECT DESCRIPTION	PROJECT SPONSOR	TOTAL ESTIMATED PROJECT COST	TOTAL FEDERAL FUNDS PROGRAMMED ON TIP	FEDERAL FUNDING PROGRAM	FEDERAL FUNDS OBLIGATED IN FFY 2025	FEDERAL FUNDS REMAINING FOR OBLIGATION
8TD031	PURCHASE FIFTEEN (15) HEAVY-DUTY BUSES AND THREE (3)MEDIUM BUSES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM (DUTCHESS COUNTY MEP PROJECT)	DUTCHESS	\$10.066	\$7.442	FTA 5307 & FTA 5339	\$7.442	\$0.000
8TD038	PURCHASE A NEW FARE COLLECTION SYSTEM FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM	DUTCHESS	\$1.850	\$1.480	FTA 5339	\$0.554	\$0.000
8TD046	PREVENTIVE MAINTENANCE ACTIVITIES TO SUPPORT TRANSIT SERVICES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM	DUTCHESS	\$1.624	\$1.300	FTA 5307	\$1.300	\$0.000
8TRD91	OPERATING ASSISTANCE FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM TO SUPPORT TRANSIT SERVICE IN DUTCHESS COUNTY	DUTCHESS	\$4.304	\$2.152	FTA 5307 & FTA 5311	\$1.200	\$0.952
876340	DUTCHESS COUNTY COMMUTER EXPRESS BUS PROJECT (FUNDING FLEXED FROM CMAQ)	DUTCHESS	\$1.515	\$1.212	FTA 5307	\$1.212	\$0.000
TOTAL FTA FUNDED PROJECTS IN DUTCHESS COUNTY			\$19.359	\$13.586		\$11.708	\$0.952