

June
2025

FFY 2026-2030

Transportation Improvement Program (TIP)

The Five-year Program 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.



85 Civic Center Plaza, Suite 107
Poughkeepsie, NY 12601
(845) 486-3600
dctc@dutchessny.gov
dutchessny.gov/dctc

ADOPTION OF THE DUTCHESS COUNTY TRANSPORTATION COUNCIL (DCTC) FEDERAL FISCAL YEAR (FFY) 2026-2030 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 portion of the Poughkeepsie-Newburgh NY Urban Area; and

WHEREAS, the federal surface transportation programs that are the responsibility of the DCTC are authorized by the Infrastructure Investment and Jobs Act (IIJA or 'Infrastructure Act') (PL 117-58, November 15, 2021); and

WHEREAS, Section 11201 of the Infrastructure Act establishes requirements for metropolitan transportation planning in 23 U.S.C. 134 and 49 U.S.C. 5303; 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 IIJA; 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 through electronically accessible formats and means such as the internet; and

WHEREAS, the Dutchess County Transportation Council held a 15-day public comment period for the proposed TIP starting June 9, 2025 and ending June 23, 2025, which included a virtual public meeting held on June 18, 2025; 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; and

WHEREAS, the Dutchess County Transportation Council held a 15-day public comment period for the draft conformity statement starting June 9, 2025 and ending June 23, 2025; now therefore be it

RESOLVED, that the Dutchess County Transportation Council adopts the attached five-year 2026-2030 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 2026-2029 Statewide Transportation Improvement Program (STIP); and be it further

RESOLVED, that projects identified as obligated in Federal Fiscal Year 2025 are automatically incorporated in the Federal Fiscal Year 2026 annual element, if they are not obligated prior to September 30, 2025; 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 25, 2025.

6/25/2025
Date

for BY Schubert
James Rusak, P.E., Assistant Commissioner for Regional
Affairs & Asset Management-NYS DOT/Acting Secretary-
Dutchess County Transportation Council

Sandra Johnson, NYSDOT RPPM Region 8

Table of Contents

1. Background.....	1
DCTC Organization	1
Mid-Hudson Valley Transportation Management Area	2
2. TIP Development	5
Overview	5
Relationship to the MTP	5
Federal Planning Factors.....	6
TIP Project Selection	7
3. Transportation Funding.....	8
Highway Programs	10
Highway Funding Targets.....	13
Transit Programs.....	17
Transit Funding Targets	20
4. Programmed Funding.....	23
5. Environmental Mitigation	25
6. Transportation Conformity & Energy Analysis	27
7. Title VI	28
8. Congestion Management Process.....	31
9. Performance Planning & Targets	31

10. Public Involvement.....	33
11. DCTC Adoption	33
12. Future Revisions.....	33
13. Annual Listing of Obligated Projects	34
14. Final Thoughts.....	35

Appendices

Appendix A: Definitions	A-1
Appendix B: Performance Management	B-1
Appendix C: Self-Certification	C-1
Appendix D: How to Read the TIP Listings.....	D-1
Appendix E: Project Categories.....	E-1
Appendix F: Project Phases.....	F-1
Appendix G: Air Quality Codes.....	G-1
Appendix H: Fund Sources	H-1
Appendix I: Public Comments	I-1
Appendix J: DCTC Local Project Listing	J-1
Appendix K: NYSDOT Multi-County Project Listing.....	K-1

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

Federal transportation law requires that a U.S. Census-designated 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.

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

- **Metropolitan Transportation Plan (MTP or Plan)** – the long-range multimodal transportation plan for Dutchess County. The Plan is updated every five years and addresses no less than a 20-year planning horizon. Our current Plan, [Moving Dutchess Forward](#), serves as the strategic guiding document for improving transportation in the county through 2045.

Adopted in 2021, the Plan outlines the policies and infrastructure needed to improve access, considering safety, reliability, basic needs, and equity. It also establishes this vision: By 2045, Dutchess County’s transportation system will be safer, more reliable, resilient, and equitable.

- **Transportation Improvement Program (TIP or Capital Program)** – the Capital Program for federally funded transportation projects in Dutchess County, covering a period of no less than four years. The Capital Program implements the recommendations from the Plan and includes funding sources, schedules, and responsible agencies for programmed highway, transit, and active transportation projects. We adopted our current [Federal Fiscal Year \(FFY\) 2023-2027 TIP](#) in 2022.
- **Unified Planning Work Program (UPWP or Planning Program)** – our annual work plan, identifying the federally funded planning activities we will undertake. The Planning Program includes descriptions of planning tasks and resulting products, a schedule for completing tasks, the cost of the work, funding sources, and the organizations working on each task. We adopted our current [State Fiscal Year \(SFY\) 2025-2026 UPWP](#) in 2025.

DCTC Organization

The DCTC, acting as the local MPO decision-making body, is comprised of 15 voting members and permanently chaired by the Dutchess County Executive. Voting membership is based on a municipality’s urban area classification, with the nine urban cities and towns serving as permanent voting members, the two

urban villages serving as rotating members, and the remaining non-urban towns and villages represented by two members 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 \(MTA\)](#) also serve as voting members, while the [Federal Highway Administration \(FHWA\)](#), [Federal Transit Administration \(FTA\)](#), [New York State Bridge Authority \(NYSBA\)](#), [Dutchess County Planning Department](#), [Dutchess County Public Works](#), and [Dutchess County Public Transit](#) serve as non-voting advisory members. Figure 1 shows our membership structure.

Voting members are supported by a Planning Committee that reviews documents and plans prior to formal adoption. The Planning Committee provides agency, municipal, and public input during the development of the Plan, Capital Program, Planning Program, and other products. Membership on the Planning Committee is open to all municipalities in Dutchess County. We also rely on subcommittees to assist with specific issues; these include a [Bicycle Pedestrian Advisory Committee](#), open to the public, and a Dutchess County [Complete Streets Committee](#), comprised of County staff from various departments.

Day-to-day activities are performed by staff hosted by the [Dutchess County Planning Department](#) located in Poughkeepsie, NY. The Dutchess County staff includes a Transportation Program Administrator, Senior Planner, and Planner. As needed, the DCTC also receives support from County Planning staff.

Mid-Hudson Valley Transportation Management Area

In addition to carrying out the metropolitan transportation planning process within Dutchess County, we also address regional transportation needs through our participation in the [Mid-Hudson Valley Transportation Management Area \(TMA\)](#). The TMA is a federal designation used to classify Urban Areas with populations of 200,000 or more. The Poughkeepsie-Newburgh NY Urban Area, with a population of about 315,000, includes parts of Dutchess, Orange, and Ulster Counties in New York (see Figure 2). Figure 3 shows the portion of the Urban Area in Dutchess County. The [Orange County Transportation Council \(OCTC\)](#) and [Ulster County Transportation Council \(UCTC\)](#) manage the metropolitan transportation planning processes for their respective counties.

The TMA classification requires that the MPOs prioritize and agree upon the allocation of [FTA Section 5307 \(Urbanized Area\)](#) and [Section 5339 \(Bus and Bus Facilities\)](#) transit funding in the region. As part of a TMA, the MPOs must also develop a Congestion Management Process (CMP) to identify strategies to reduce traffic congestion and improve operations. The MPOs must further undergo a formal federal certification review every four years. The TMA completed its most recent certification in 2021, with a final report issued in 2022. The review did not identify any corrective actions for the DCTC, but recommended items such as completing a climate vulnerability assessment of our transportation system (done in 2024), updating our Public Participation Plan (done in 2022), and coordinating more with tribal nations that have a historical and cultural interest in our area (which is ongoing).

Figure 1. Transportation Council Membership

Permanent Voting Members

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

One Member from the Urban Villages (Rotating)

Village of Fishkill Mayor
 Village of Wappingers Falls Mayor

Non-Voting Members

Federal Highway Administration
 Federal Transit Administration
 NYSDOT Regional Director (Permanent Secretary)
 NYS Bridge Authority Director
 Dutchess County Department of Planning & Development
 Dutchess County Department of Public Works
 Dutchess County Division of Public Transit

Two Members from the Non-Urban Towns & Villages*

Town of Amenia Supervisor
 Town of Clinton Supervisor
 Town of Dover Supervisor
 Town of Milan Supervisor
 Town of North East Supervisor
 Town of Pawling Supervisor
 Town of Pine Plains Supervisor
 Town of Pleasant Valley Supervisor
 Town of Red Hook Supervisor
 Town of Rhinebeck Supervisor
 Town of Stanford Supervisor
 Town of Union Vale Supervisor
 Town of Washington Supervisor
 Village of Millbrook Mayor
 Village of Millerton Mayor
 Village of Pawling Mayor
 Village of Red Hook Mayor
 Village of Rhinebeck Mayor
 Village of Tivoli Mayor

* As nominated by the Dutchess County Supervisors & Mayors Association.

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

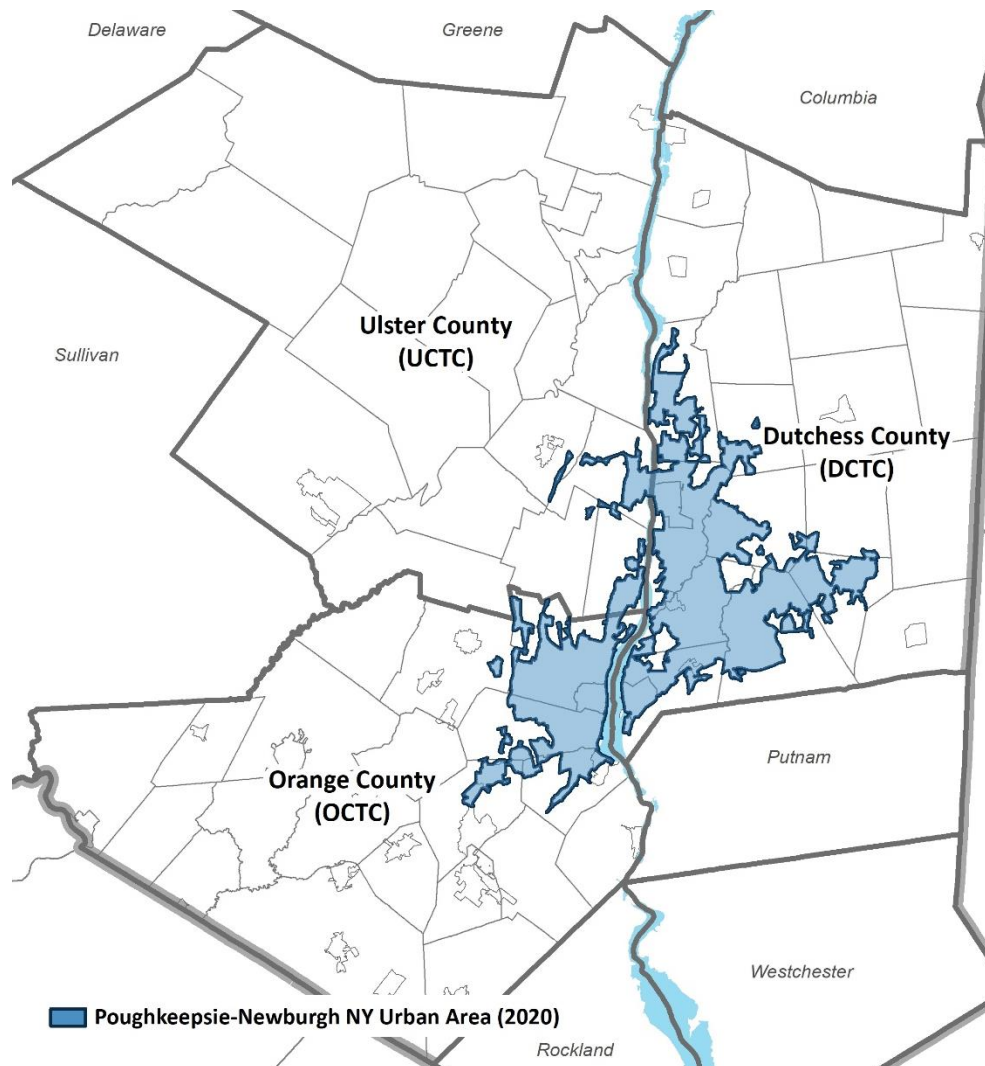
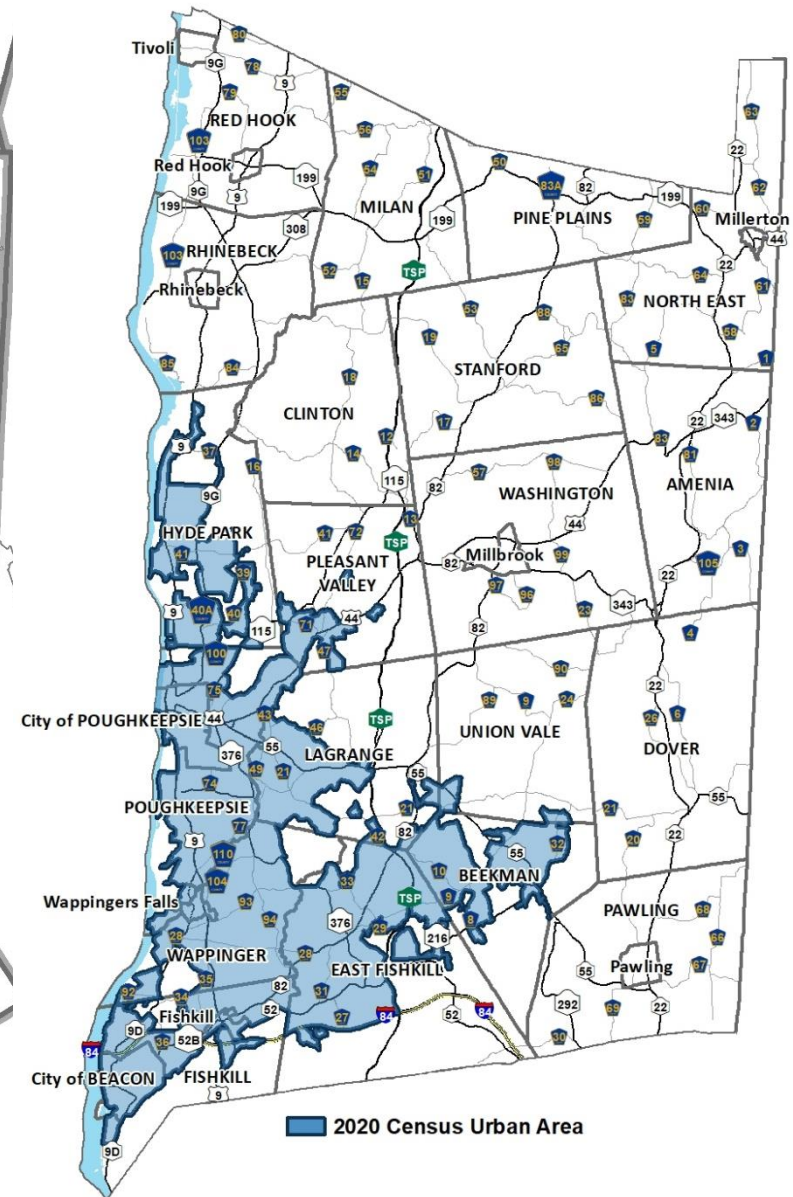


Figure 3. DCTC Urban Area Detail



2. TIP Development

Overview

The TIP serves as our prioritized listing of federally funded transportation projects in Dutchess County and is developed and adopted by the DCTC 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 every four years and approved by both the MPO and Governor. In New York, our TIP update coincides with the [Statewide Transportation Improvement Program \(STIP\)](#) update, which is typically done every three years.

Federal transportation law requires that we develop the TIP in cooperation with applicable State, regional, County, and local road owners and transit operators. The TIP must include projects that are consistent with the current Transportation Plan – [Moving Dutchess Forward](#) – and reflect its recommended investment priorities. The TIP must also include a description of its anticipated effect on achieving performance management targets established in the Plan, linking investment priorities to desired performance goals.

When developing the TIP, we are also required to provide an opportunity for participation by the public and other stakeholders. For us, this occurs at monthly Planning Committee meetings and through formal public comment periods. We must also use estimates of funds that are reasonably expected to be available to allow projects to

progress. We do this through a financial plan that demonstrates how the TIP can be implemented using available funding.

For each project, the TIP includes descriptions that identify the type of work, project length, location, and extent. The TIP also shows the estimated total project cost and amount of federal funds proposed to be obligated during each program year for the project by phase, as well as 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 to provide a complete picture of transportation improvement in the region.

The FFY 2026-2030 TIP covers the period of October 1, 2025 - September 30, 2030, and coincides with the Federal Fiscal Year (FFY) budget calendar. The FFY 2026-2030 TIP will be incorporated into the new STIP, which we expect to be approved by FHWA and FTA by the close of FFY 2025 (September 2025).

Relationship to the Metropolitan Transportation Plan

The TIP is an essential product of our transportation planning process, since it is through the TIP that we commit to the actual funding and implementation of transportation projects. Once programmed on the TIP, a sponsor may proceed with work on a project. For a highway project, this can include work such as preliminary and detailed design, right-of-way acquisition, and construction. For a transit project, this can include the purchase of buses or making improvements to transit facilities. Regardless, projects must be consistent with our Transportation Plan, [Moving Dutchess Forward](#).

Serving as our 25-year Plan for improving transportation in the county, [Moving Dutchess Forward](#) looks at the policies and infrastructure needed to remove barriers and expand access, considering safety, reliability, and basic needs. It also evaluates how access may be different for some population groups and identifies communities where we should consider the effects of our transportation decisions and investments. The Plan establishes the following vision: **By 2045, Dutchess County's transportation system will be safer, more reliable, resilient, and equitable.** It is organized around four goals:

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

To focus future investment on addressing identified barriers, the plan recommends a series of Transformative Packages, meant to be holistic and ongoing projects and programs, and Transformative Projects, meant to be location-specific and especially beneficial to removing barriers and expanding access. See our [Invest Section](#) for more information.

The new TIP includes phases of two Transformative Projects recommended in [Moving Dutchess Forward](#): the redesign of Main Street-CR 114 in Arlington (Town of Poughkeepsie) and the redesign of Route 82 in Hopewell Junction (Town of East Fishkill), which both focus on improving the safety and reliability of these key corridors. The TIP also includes projects that support various Transformative Packages recommended in the Plan such as Road & Bridge Maintenance & Operations, Safety Improvements at High Crash Locations, Walking & Bicycling Improvements, and Bus Service Improvements.

For our highway program, the 'Road & Bridge Maintenance & Operations' package supports a broad range of maintenance work to keep our roads and bridges functioning. This work includes repaving roads, repairing bridges and culverts, upgrading traffic signals, and improving roadway signage and markings. This focus on roads and bridges reflects their importance in providing safe and reliable access across the county. It also mirrors the focus of our transportation investment strategy in the plan, particularly for federal-aid eligible roads and bridges.

For our transit program, the 'Bus Service Improvements' package supports a variety of basic bus service needs such as replacing vehicles, providing operating assistance, and conducting preventive maintenance.

Federal Planning Factors

In addition to addressing our own strategic goals, we must operate under the tenets of the federal Infrastructure Act, which provides the funding for transportation projects and

establishes federal transportation priorities. The law requires that the metropolitan transportation planning process, which results in core products such as the Transportation Plan and TIP, address the following ten planning factors or strategic focus areas:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
10. Enhance travel and tourism

TIP Project Selection

We developed the 2026-2030 TIP in coordination with State, County, and local officials, as well as regional and County transit providers. Using the previous 2023-2027 TIP as the basis, we began work on the new TIP in late 2024, upon receiving federal funding targets from NYSDOT.

We started our update by first determining if federal funds would be available in the new TIP, reconciling our funding targets (by program and year) with projects being carried over from the previous TIP. We focused on those projects using formula federal funding versus those using discretionary funding, since the latter are not subject to the targets. Based on this assessment, we found a substantial amount of our FHWA funding targets would be available for new projects and/or to support additional funding needs for existing projects. In contrast, our FTA funding targets would need to support existing projects.

We accordingly developed an application process for the available FHWA funding, issuing a call for projects on December 4, 2024, with applications due January 24, 2025. The call focused on programming \$9.8 million in available funding for projects on federal-aid eligible roads and \$6.7 million for bridges on non-federal-aid eligible roads. In a first for the DCTC, we used an online platform for the applications, modelled after a system used by the Capital Region Transportation Council (CRTC) in Albany. The call for projects was complemented by an online workshop held on December 18, 2024 (also recorded and posted online), where staff reviewed the TIP process, federal-aid program, and the application itself.

Our project call stressed the need for proposals to align with the DCTC's long-range transportation plan, [Moving Dutchess Forward](#), by improving transportation safety, improving system reliability, and expanding access. We evaluated project proposals using the DCTC's adopted [Project Selection Framework](#), first screening proposals for their federal eligibility, local support, and constructability, and then for their capacity to advance the DCTC's strategic goals.

We received 11 proposals from the County and local municipalities (see Table 1). These ranged from relatively simple bridge and pavement projects to more transformative projects like intersection redesigns and new pedestrian/bicycle infrastructure, and included a mix of new and existing projects. Based on our screening and evaluation process, with due consideration of available funding by program and year of expenditure, we ranked five proposals as top priorities and warranting inclusion on the TIP:

- [Dutchess County](#): CR 114 (Main St) at North/South Grand Ave intersection improvements in the Town of Poughkeepsie (\$3.5 million federal)
- [City of Beacon](#): Beekman Street complete streets improvements from Red Flynn Dr to NYS Route 9D (Wolcott Ave) (\$3 million federal)
- [Town of East Fishkill](#): NYS Route 82/Route 376 intersection improvements in Hopewell Junction (\$1.2 million federal)
- [Town of Red Hook](#): Saw Kill/Aspinwall Rd over the Saw Kill Creek bridge replacement (\$560,000 federal)
- [Town of Rhinebeck](#): Parsonage St over the Landsman Kill bridge replacement (\$2.6 million federal)

In total, these projects total almost \$11 million in FHWA funding, fully programming our funding targets for the STBG Large Urban Program and Carbon Reduction Program (CRP), and a large share of the STBG Off System Bridge program. Additionally, we added block funding for the Highway Safety Improvement Program (HSIP) to support future safety projects, particularly those stemming from our pending [Safety Action Plan](#). For the local transit program, our core federal transit funds were fully programmed for the entire TIP period.

3. Transportation Funding

The Infrastructure Act authorizes a variety of funding programs that support projects across all forms of travel, with a focus on traditional highway and transit projects. The law also requires that the TIP be financially constrained by using estimates of current and reasonably available future revenues to program projects. The 2026-2030 TIP includes only projects for which construction or operating funds are reasonably expected to be available during the five-year period. We estimated funds from four main sources:

1. Federal-aid highway funding provided under Title 23, administered by FHWA
2. Federal transit funding provided under Title 49, administered by FTA
3. State funds, used either as a match for federally funded projects or standalone State projects, administered by NYSDOT
4. Local funds, provided by Dutchess County or applicable city, town, or village, as a match for federally funded projects

Table 1. Project Proposals for the DCTC FFY 2026-2030 TIP

Project	Project Sponsor	Status	Total Project Cost (\$-millions)	Total TIP Request (\$-millions)	DCTC Priority
Beekman St Pedestrian & Bicycle Improvements	City of Beacon	New	\$3.8	\$3.0	High
Grand Ave Improvements	City of Poughkeepsie	Existing	\$4.6	\$3.0	Low
Mansion St Bridge Replacement	City of Poughkeepsie	Existing	\$7.1	\$5.7	Low
Main St/Grand Ave Intersection Improvements	Dutchess County	New	\$4.1	\$3.3	High
Route 82/Route 376 Intersection Improvements	Town of East Fishkill	Existing	\$7.8	\$1.2	High
Route 376 Realignment	Town of East Fishkill	New	\$7.5	\$6.0	Medium
Main St Pedestrian Lighting & Connectivity	Town of Hyde Park	New	\$1.3	\$1.0	Low
Route 113-Spackenkill Rd Sidewalks	Town of Poughkeepsie	New	\$7.5	\$5.5	High
Saw Kill/Aspinwall Rd Bridge Replacement	Town of Red Hook	Existing	\$3.1	\$0.6	High
Parsonage St Bridge Replacement	Town of Rhinebeck	New	\$3.0	\$2.4	High
Merritt Blvd Pavement Rehabilitation	Village of Fishkill	New	\$1.8	\$1.5	Low

To reflect Year of Expenditure (YOE) dollars (the future estimated value of the dollar after accounting for inflation), NYSDOT applied a four percent inflation factor to the costs of projects and phases in FFY 2026, and two percent annually for FFY 2027 and beyond. Our hope is that inflation will indeed stay at the two percent annual rate for most of the TIP period, but regardless, incorporating an inflation factor allows us to demonstrate financial constraint in the TIP and STIP, accounting for some level of rising labor, equipment, and material costs.

Highway Programs

The Infrastructure Act continues many of the long-standing highway funding programs that we've relied on in the past. Much of the funding for our highway projects comes from formula programs that flow from FHWA, through state DOTs, and then to MPOs. Besides these formula funds, the law continues several discretionary programs such as the INFRA program and creates new ones such as the Bridge Investment Program and the resiliency-focused PROTECT program. The various federal highway programs, administered by the FHWA, are outlined below:

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 NYSDOT 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 Forward](#). NHPP eligible activities include the following:

- Construction, rehabilitation, preservation, and operational improvements on NHS facilities, including bridges
- Bicycle transportation and pedestrian walkways on the NHS
- Highway safety improvements on the NHS
- Capital and operating costs for traffic and traveler information monitoring and management on NHS facilities
- Reconstruction and rehabilitation of bridges on a non-NHS Federal-aid highway (if Interstate System and NHS bridge condition requirements are satisfied)

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

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

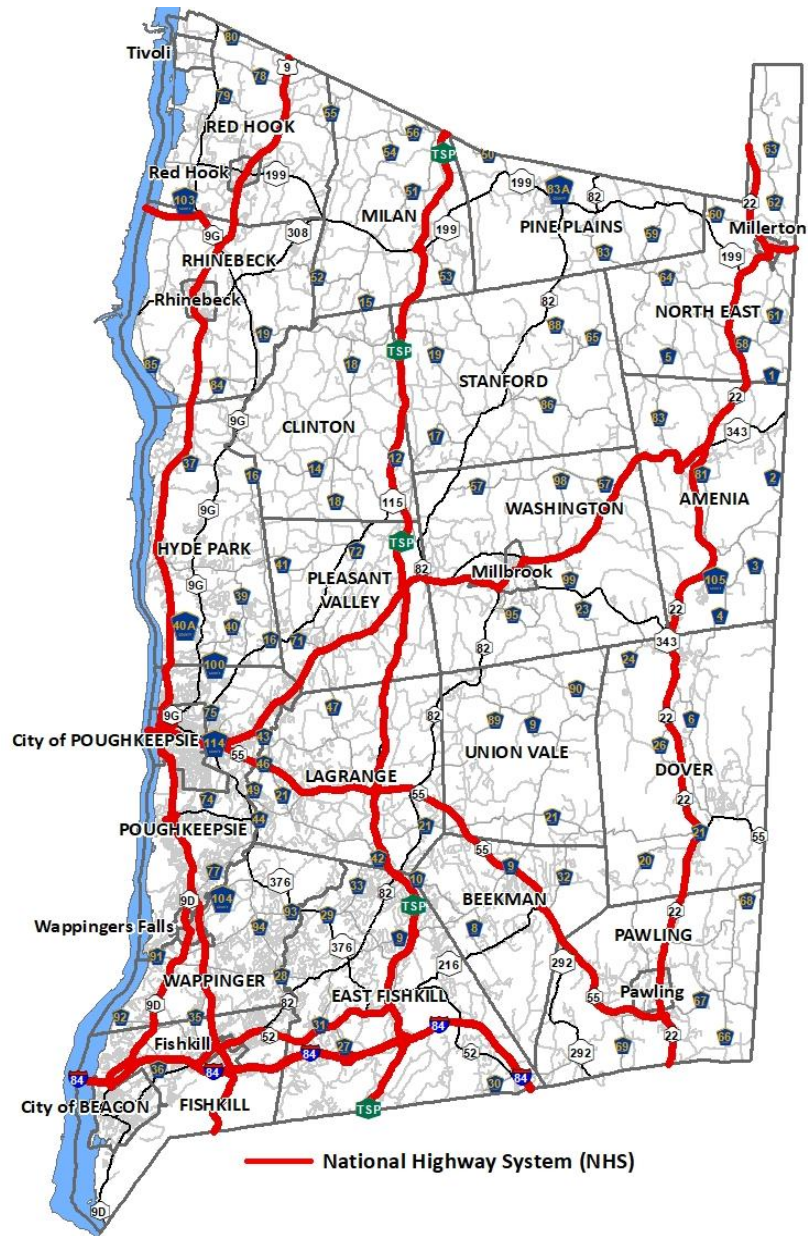
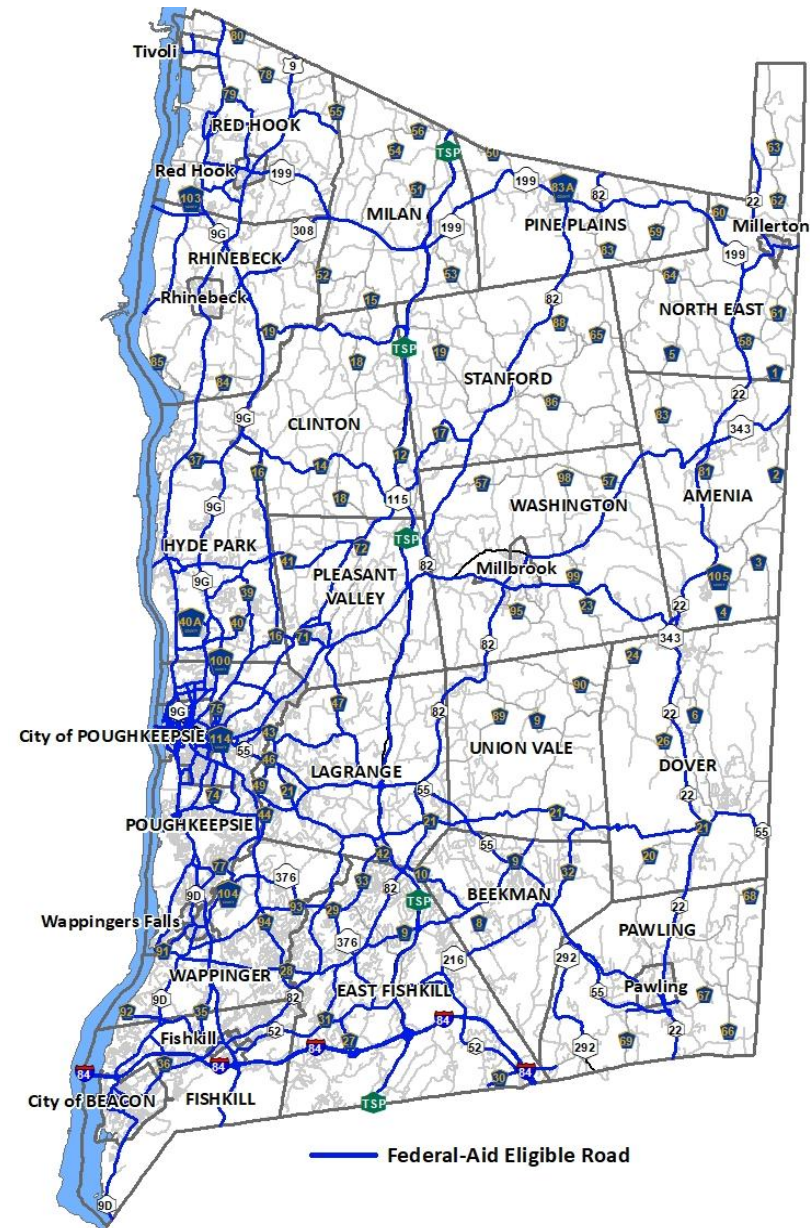


Figure 5. Federal-aid Eligible Roads in Dutchess County



conditions and operations on federal-aid highways, all bridges and tunnels, and walking and bicycling facilities. The Infrastructure 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 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 Infrastructure 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
- Capital projects for the construction of bus rapid transit corridors or dedicated bus lanes

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 26 percent or 655 miles of total centerline mileage. Figure 5 shows federal-aid roads in Dutchess County.

The STBG program includes special funding set asides for large, urbanized areas such as in Dutchess County (STBG Large Urban), road bridges that carry non-federal-aid roads (STBG-Off-System Bridge), and transportation alternatives such as walking and bicycling infrastructure (see STBG-TAP below).

STBG Transportation Alternatives Program (STBG-TAP)

The Infrastructure Act reinstated the Transportation Alternatives Program (TAP) as a set-aside of the [STBG](#) program. These funds support projects and activities that create safer, more walkable streets, including walking and bicycling infrastructure, Safe Routes to School, and other local community projects. Eligible activities include the following:

- Planning, design, and construction of infrastructure related projects that 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 walking, bicycling, and other non-motorized transportation
- Conversion and use of abandoned railroad corridors for trails for walking, bicycling, and other non-motorized transportation
- Environmental mitigation for stormwater and habitat connectivity

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

Carbon Reduction Program (CRP)

The [CRP](#) program provides a flexible funding source to state and local governments for transportation projects that reduce greenhouse gas emissions to include improvements related to public transit, technology, traffic signalization, Electric Vehicle charging, and truck stop electrification.

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. CMAQ funds can also support transit focused improvements. Based on State guidance, eligible projects located in Dutchess County may access CMAQ funds.

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 \(SHSP\)](#) and address a highway safety problem. The federal share for most HSIP activities is 90 percent of the total project cost. HSIP eligible activities 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 walking or bicycling safety or safety of people 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

Highway Funding Targets

The Infrastructure Act, supported in part by the [Highway Trust Fund \(HTF\)](#), provides federal highway funding to states. In New York, federal highway funds are administered by NYSDOT. For the 2026-2030 TIP, NYSDOT estimated the amount of future federal highway authorizations and then established federal funding targets for each of its 11 regions. This included set asides for statewide discretionary programs.

Based on estimates provided by FHWA, NYSDOT established a statewide federal highway target of almost \$10.9 billion for the four-year STIP period or approximately \$2.7 billion annually. Overall, the statewide target reflects a six percent decrease from the previous 2023-2027 TIP. The NHPP program, which applies only to NHS roads, makes up 43 percent of the State's entire target, totaling almost \$4.7 billion over the four years and represents the largest FHWA program in the State. From a regional perspective, NYSDOT-Region 11 (i.e., New York City) typically sees the largest regional share of the State's target (17 percent for this TIP cycle).

Regional Highway Funding Targets

In late 2024, NYSDOT issued federal highway targets to its 11 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 MPO.

The NYSDOT-Region 8 (Hudson Valley) planning targets total \$858 million in federal highway funding over the four-year STIP period (2026-2029). This reflects a 23 percent increase from the 2023-2026 STIP. On an annual basis, Region 8's target averages over \$214 million each year. The NHPP program accounts for 53 percent of the total target, while the STBG program (Large Urban, Flex, and Off-System combined) accounts for most of the remaining share (24 percent). These shares are consistent with the allocation rates seen at the national level and reflect a federal focus on maintaining and improving the NHS. Table 2 shows Region 8's highway funding targets by year and FHWA

program, while Figure 5 (see next page) shows the total funding for each FHWA program.

MPO/County Highway Funding Targets

Region 8 uses a prescribed 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](#)). The formula incorporates population and highway system data such as bridge conditions and lane miles to calculate program targets for each MPO or county.

Figure 6. NYSDOT-Region 8 Counties

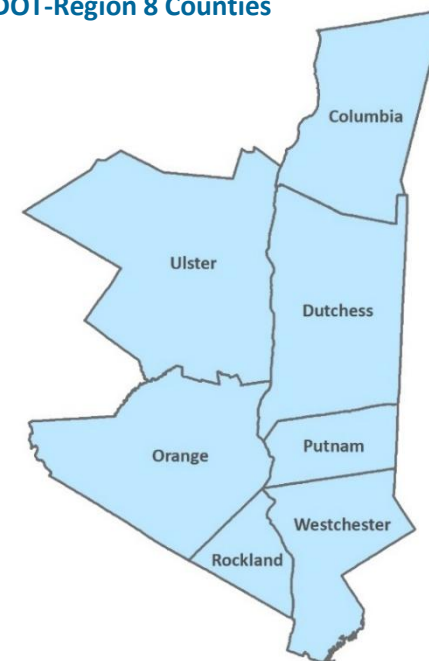


Table 2. NYSDOT-Region 8 Highway Funding Targets by Federal Fiscal Year (\$-millions)¹

Federal Funding Source	2026	2027	2028	2029	2030	Total
FHWA National Highway Performance Program (NHPP)	\$114.2	\$114.2	\$114.2	\$114.2	\$114.2	\$571.2
FHWA STBG Program-FLEX	\$18.0	\$18.0	\$18.0	\$18.0	\$18.0	\$89.9
FHWA STBG Program-Large Urban	\$25.8	\$25.8	\$25.8	\$25.8	\$25.8	\$129.2
FHWA STBG Program-Off System Bridge	\$8.2	\$8.2	\$8.2	\$8.2	\$8.2	\$40.9
FHWA Carbon Reduction Program (CRP)	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$17.1
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$77.5
FHWA Highway Safety Improvement Program (HSIP)	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$50.0
Total Federal Funds	\$195.2	\$195.2	\$195.2	\$195.2	\$195.2	\$975.8

¹ FFY 2026 includes rollover balances from the previous STIP period. Rollover can be positive or negative.

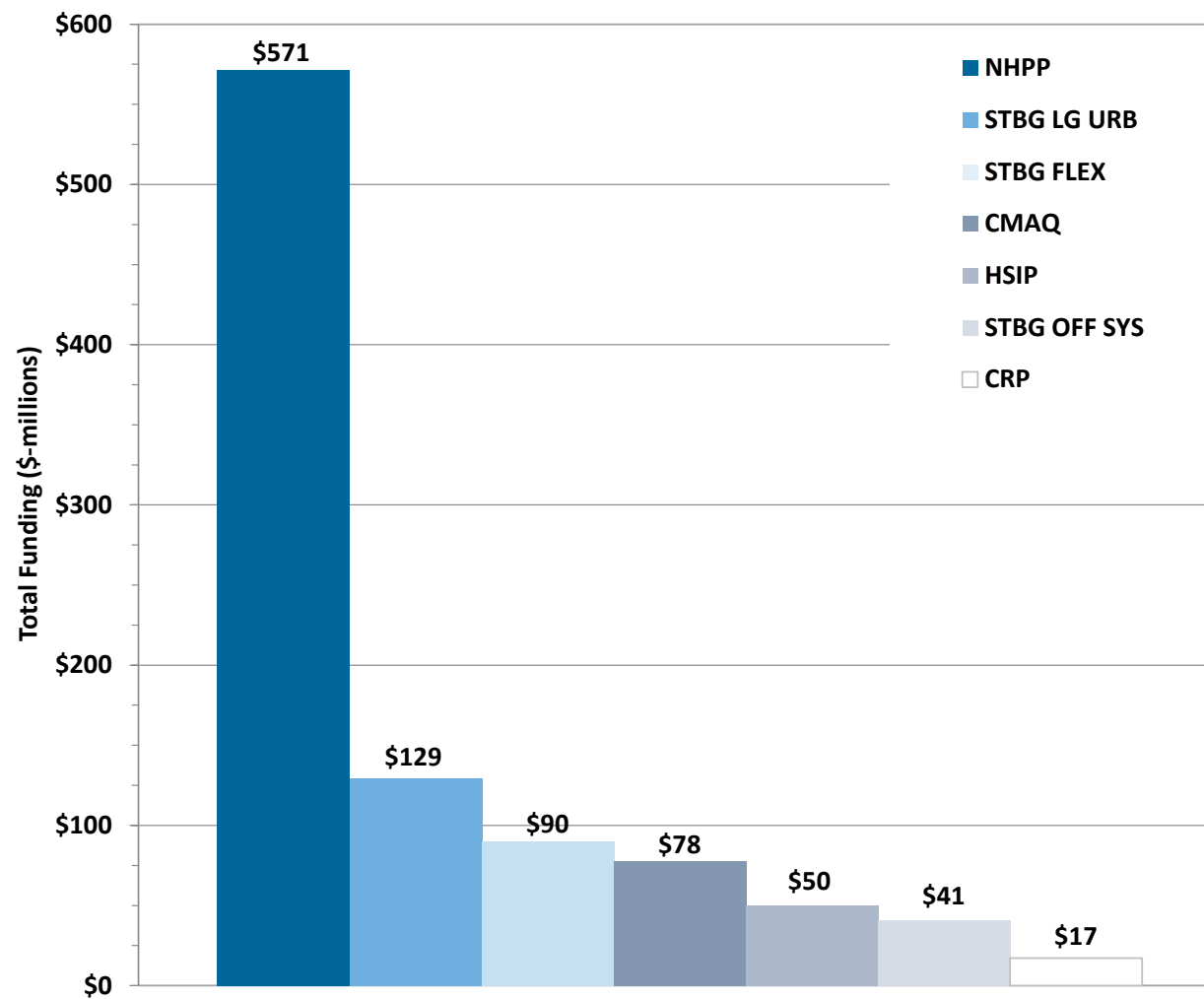
Table 3. Federal Highway Funding Targets (Local-Aid Only) by MPO/County (FFY 2026-2030) (\$-millions)¹

Federal Funding Source	DCTC	OCTC	UCTC	Columbia	MHSTCC ²	Total
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	\$5.4	\$8.6	\$0.0	\$14.0
FHWA STBG Program-Large Urban	\$8.5	\$11.5	\$0.0	\$0.0	\$103.0	\$123.0
FHWA STBG Program-Off System Bridge	\$8.1	\$8.5	\$13.8	\$7.8	\$8.4	\$46.7
FHWA Carbon Reduction Program (CRP)	\$1.3	\$3.1	\$1.3	\$0.0	\$15.0	\$20.6
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$0.0	\$17.2	\$0.0	\$0.0	\$61.7	\$78.9
FHWA Highway Safety Improvement Program (HSIP)	\$2.5	\$3.1	\$1.8	\$1.1	\$8.8	\$17.3
Total Federal Funds	\$20.3	\$43.4	\$22.3	\$17.6	\$196.8	\$300.5

¹ FFY 2026 includes rollover balances from the previous STIP period. Rollover can be positive or negative.

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

Figure 5. NYSDOT-Region 8 FHWA Total Funding Targets by Program (FFY 2026-2030)



Based on this formula, Region 8 provides each MPO with highway funding targets (or an estimate of anticipated funds) for their respective areas. For FFY 2026-2029, the DCTC's share of the region's highway target is about \$87 million or 11 percent for all federal highway funding programs – this includes the NHPP program that NYSDOT uses to maintain NHS roads and bridges, and others such as the STBG-Flex program that support NYSDOT priorities across the federal-aid system. As expected, the NHPP program represents the highest share of our target at almost \$43 million or about half of all federal highway funding, followed by the STBG-Off System Bridge programs at over \$14 million.

For the 2026-2030 TIP, we made STBG Large Urban, STBG Off-System Bridge, CRP, and HSIP funds available for eligible highway projects sponsored by Dutchess County and local municipalities (i.e., local federal-aid formula program). For the four programs, our combined target totals \$20.3 million or about \$4 million annually from FFY 2026-2030. The program targets include roll-in amounts (both positive and negative) from FFY 2025 that are added or removed from FFY 2026.

Our combined local federal-aid target for the 2026-2030 TIP is 25 percent higher than the combined federal target in the previous 2023-2027 TIP – the product of an increased focus on improving transportation safety and maintaining infrastructure, notably bridges. Table 2 shows the distribution of federal-aid highway targets across NYSDOT Region 8 by year. Table 3 shows the distribution of total five-year federal-aid targets by MPO and/or county. Table 4 shows the distribution of local federal-aid targets for the DCTC by year.

Transit Programs

The Infrastructure Act supports a variety of funding programs that provide bus and rail transit services, improve transit safety, and maintain an overall state of good repair. The Act emphasizes the restoration of public transportation infrastructure by establishing needs-based formula programs. 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 transit 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:

1. Replacement of buses and bus fleet expansions

Table 4. DCTC Federal Highway Funding Targets (Local-Aid Only) by Federal Fiscal Year (FFY 2026-2030) (\$-millions)¹

Federal Funding Source	2026	2027	2028	2029	2030	Total
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	\$1.0	\$1.9	\$1.9	\$1.9	\$1.9	\$8.5
FHWA STBG Program-Off System Bridge	\$2.4	\$1.4	\$1.4	\$1.4	\$1.4	\$8.1
FHWA Carbon Reduction Program (CRP)	\$0.6	\$0.2	\$0.2	\$0.2	\$0.2	\$1.3
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA Highway Safety Improvement Program (HSIP)	\$1.0	\$0.4	\$0.4	\$0.4	\$0.4	\$2.5
Total Federal Funds	\$5.0	\$3.8	\$3.8	\$3.8	\$3.8	\$20.3

¹ FFY 2026 includes rollover balances from the previous STIP period. Rollover can be positive or negative.

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 (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 people 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-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 must have participated in the planning process.

[FTA Section 5311 \(Rural Areas\) Program](#)

This program provides funding to support capital, planning, and operating assistance for public transportation services in rural areas with populations of less than 50,000. [FTA Section 5311](#) can also be used for the acquisition of public transportation services. The federal share for operating assistance is 50 percent, while capital projects have an 80 percent federal share.

[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 the construction of bus-related facilities (e.g., a bus garage). Each urbanized area is allocated [FTA Section 5339](#) funds based on their share of the national allocation; 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 Urban Area as a whole, based on statistics reported by each designated recipient (i.e., transit operator) through the [National Transit Database \(NTD\)](#). The FTA does not directly allocate transit funding to designated recipients or transit operators. Instead, this responsibility rests with the MPOs located within the Poughkeepsie-Newburgh NY-NJ Urban Area. For the three MPOs in the Mid-Hudson Valley TMA, the NYSDOT-Public Transportation Bureau assists in determining fair share targets for the MPOs/counties and transit operators.

We received transit funding targets from NYSDOT in March 2025. These were provided for each Urban Area and included targets for FTA Section 5307 (Urbanized Area Formula), Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities), Section 5337 (State of Good Repair), and Section 5339 (Buses & Bus Facilities). The targets assumed flat funding during the five-year TIP period.

The combined five-year funding target for all four FTA programs totals almost \$198 million for the TMA, or about \$39.6 million

annually. The Section 5307 program makes up much of this funding at almost 62 percent or \$122 million. Table 5 shows the estimated transit targets by FTA program and fiscal year for the Poughkeepsie-Newburgh NY-NJ Urban Area. Figure 7 (see next page) shows the total five-year targets for each FTA program.

Local Transit Funding Targets

Local transit funding targets were calculated by taking the regional Poughkeepsie-Newburgh Urban Area targets and using past sub-allocation shares to estimate the amounts available to the DCTC's two designated recipients: [Dutchess County Public Transit](#) and the [Metropolitan Transportation Authority \(MTA\)](#).

These shares or sub-allocation rates were applied to the TMA funding targets for each program and each fiscal year. For example, Dutchess County typically receives about 12 percent of the Section 5307 funding allocated to the TMA. We accordingly applied this rate to the \$24.4 million in 5307 funds expected to be available to the TMA in 2025, which produced an annual target of approximately \$3 million for Dutchess County Public Transit. Similarly, the MTA typically receives almost 15 percent of the TMA's annual 5307 funds, which produced a 2025 target of \$3.6 million. A similar process was used to calculate a sub-allocation target for the Section 5339 program, totaling about \$1.6 million annually for the TMA and \$600,000 annually for Dutchess County Public Transit. The Poughkeepsie-Newburgh Urban Area is also expected to receive about \$66 million in Section 5337 funds and \$2.2 million in Section 5310 funds over the five-year period (see Table 5).

Table 5. Poughkeepsie-Newburgh Urban Area Transit Funding Targets by Federal Fiscal Year (\$-millions) (FFY 2026-2030)

Poughkeepsie-Newburgh Urban Area	2026	2027	2028	2029	2030	Total
FTA Section 5307/5340 (Urbanized Area) Program	\$24.4	\$24.4	\$24.4	\$24.4	\$24.4	\$121.8
FTA Section 5310 (Enhanced Mobility) Program	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$2.2
FTA Section 5337 (State of Good Repair) Program	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$66.0
FTA Section 5339 (Bus & Bus Facilities) Program	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$7.9
Total Estimated Allocation	\$39.6	\$39.6	\$39.6	\$39.6	\$39.6	\$197.8

Table 6. FTA Section 5307/5340 Funding Targets for Local Designated Recipients (\$-millions) (FFY 2026-2030)¹

Designated Recipient Suballocation	2026	2027	2028	2029	2030	Total
Dutchess County	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$14.9
Metropolitan Transportation Authority (MTA) ²	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$18.1
Total Estimated Allocation	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$33.0

¹ Targets do not include available carryover funds from previous years.

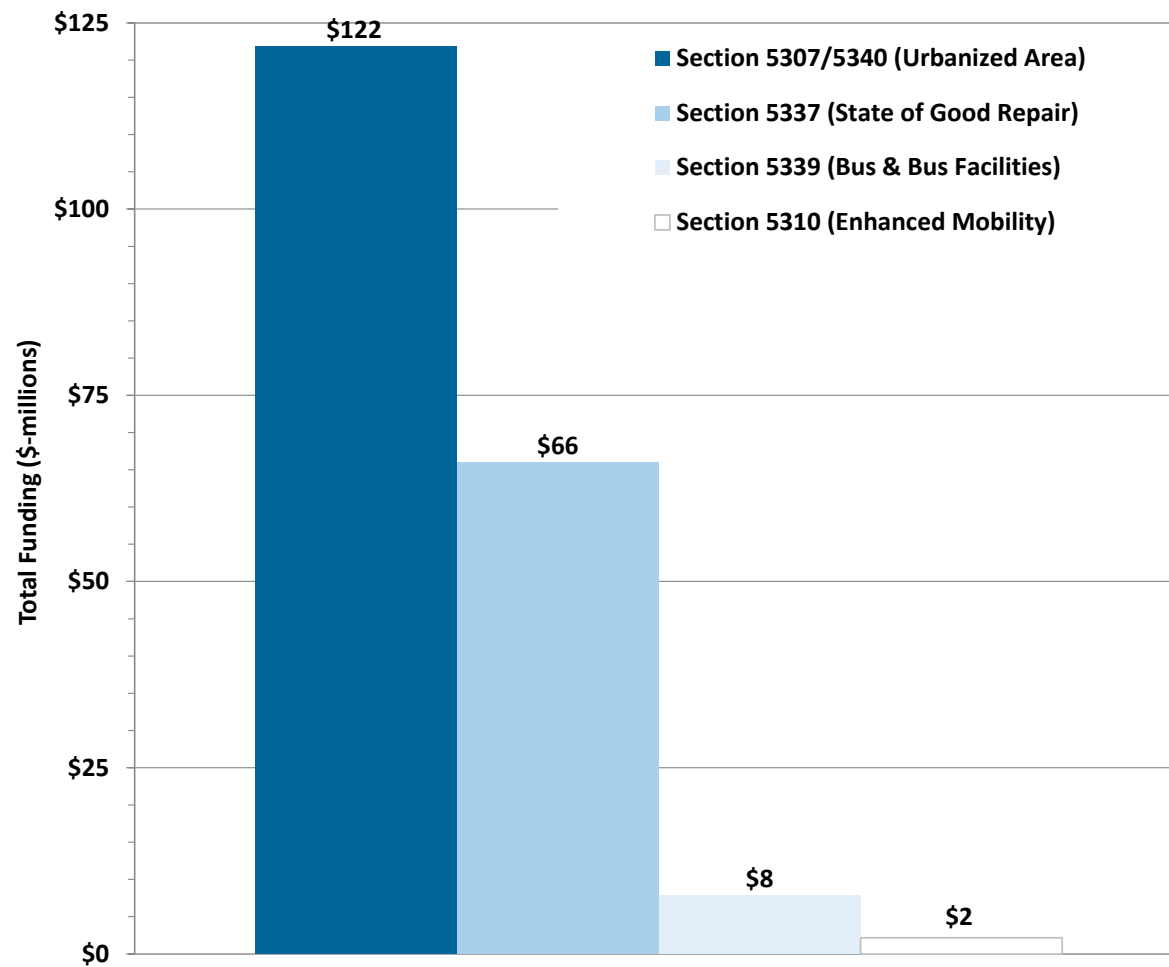
² MTA suballocation for projects in Dutchess and Orange counties.

Table 7. FTA Section 5339 Funding Targets for Dutchess County Public Transit (\$-millions) (FFY 2026-2030)¹

Designated Recipient Suballocation	2026	2027	2028	2029	2030	Total
Dutchess County	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$3.1
Total Estimated Allocation	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$3.1

¹ Targets do not include available carryover funds from previous years.

Figure 7. Mid-Hudson Valley TMA FTA Total Funding Targets by Program (FFY 2026-2030)



Besides the sub-allocations to each designated recipient, the TMA also sets aside a portion of its annual 5307 funding to support regional transit projects (16 percent in 2024). This set-aside supports capital project that improve the delivery of transit services in the region. The TMA typically issues a call for projects to identify these projects, and Dutchess County Public Transit has been successful in securing a share of these funds in the past; we expect this to continue during the TIP period.

Based on our estimates, we expect about \$33 million in Section 5307 and \$3.1 million in Section 5339 funding will be available from FFY 2026-2030 in Dutchess County; about 55 percent of Section 5307 funds will support commuter rail services, while the remaining 45 percent will support public bus operations. Table 6 shows the estimated targets for FTA Section 5307 funds to Dutchess County and the MTA, while Table 7 shows the estimated targets for Section 5339 funds to Dutchess County.

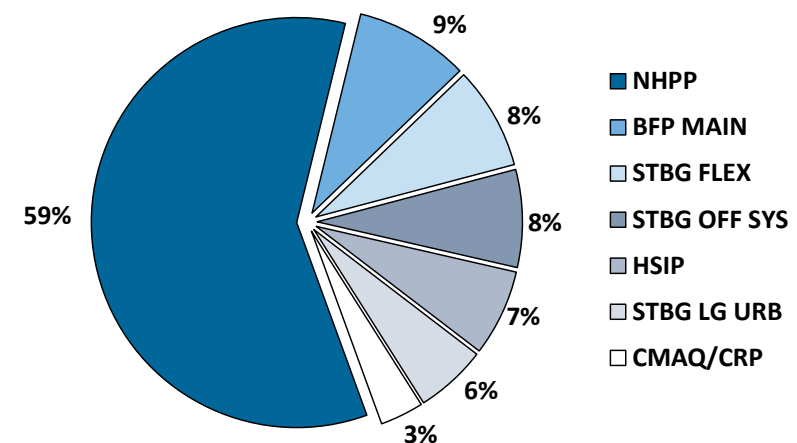
4. Programmed Funding

The 2026-2030 TIP programs over \$175 million in federal transportation funding across Dutchess County, with \$151 million for State and local highway projects and over \$24 million for local transit projects. This works out to an annual average federal program of almost \$35 million in Dutchess County (\$30 million for highway projects and about \$5 million for transit).

The FHWA's NHPP program, which is limited to maintaining roads on the National Highway System (NHS), provides the largest share of programmed transportation funding in Dutchess County, accounting for almost \$69 million for the four-year STIP period, or over 59 percent of all federal highway

funding. The FTA's Section 5307 program provides the largest share of federal transit funding at \$17 million or 81 percent of all non-rail transit funding. These funds are used to support county bus operations and bus purchases. Table 8 shows the distribution of programmed highway and transit funding in Dutchess County by Federal Fiscal Year and program. Figure 8 below shows the share of federal highway funding by program. We also show the locations of federal-aid projects in our [online TIP Viewer](#).

Figure 8. FFY 2026-2030 TIP: Federal Highway Funding by Program



Beyond projects located solely in Dutchess County, the 2026-2030 TIP includes multi-county projects that support routine highway maintenance across 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 benefit locations in Dutchess County.

Table 8. Programmed Federal Transportation Funding in Dutchess County (\$-millions) (FFY 2026-2030)

Federal Highway Administration (FHWA)	2026	2027	2028	2029	2030	Total
National Highway Performance Program (NHPP)	\$26.9	\$8.4	\$17.5	\$16.0	\$20.8	\$89.7
Congestion Mitigation & Air Quality (CMAQ)	\$3.9	\$0.0	\$0.0	\$0.0	\$0.0	\$3.9
Highway Safety Improvement Program (HSIP)	\$2.3	\$5.2	\$0.4	\$0.7	\$1.7	\$10.3
STBG Program-FLEX	\$4.7	\$1.5	\$2.0	\$2.8	\$1.2	\$12.2
STBG Program-Large Urban	\$0.5	\$0.0	\$3.3	\$2.8	\$1.9	\$8.5
STBG Program-Off System Bridge ¹	\$3.5	\$3.3	\$2.3	\$1.2	\$1.4	\$11.6
Carbon Reduction Program (CRP)	\$1.1	\$0.0	\$0.0	\$0.0	\$0.2	\$1.3
Bridge Formula Program (BFP MAIN)	\$5.5	\$0.2	\$1.7	\$4.9	\$1.3	\$13.6
Total FHWA Funding	\$48.4	\$18.6	\$27.2	\$28.3	\$28.5	\$151.0

Federal Transit Administration (FTA)	2026	2027	2028	2029	2030	Total
Section 5307/5340 (Urbanized Area) Program	\$3.3	\$7.9	\$3.0	\$3.0	\$3.0	\$20.2
Section 5310 (Enhanced Mobility) Program ²	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.1
Section 5311 (Rural Areas) Program	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.6
Section 5339 (Bus & Bus Facilities) Program	\$0.0	\$2.3	\$0.0	\$0.0	\$0.0	\$2.3
Total FTA Funding	\$3.7	\$10.6	\$3.3	\$3.3	\$3.3	\$24.2

Total Federal Funding	\$52.1	\$29.2	\$30.5	\$31.7	\$31.8	\$175.3
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¹ Includes a BRIDGE NY project, which is shown under STBG Program-Off System Bridge.

² FTA Section 5310 and 5337 amounts reflect TMA-wide totals and are shown on the DCTC TIP for informational purposes only.

Financial Constraint Background

The Infrastructure 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 our program, but also for NYSDOT Region 8 -- we must both show that funding programs are fiscally constrained by year and fund type for the four-year STIP period. FHWA, FTA, and NYSDOT consider years beyond the STIP, such as FFY 2030, 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 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 entire four-year STIP period.

Fiscal constraint for FTA programs relies on the transit planning target estimates that project apportionments through FFY 2030. Congress enacts annual appropriations bills, and the FTA

publishes actual apportionments in the Federal Register. To maintain and document fiscal constraint, FTA funds programmed on the TIP and STIP need to be 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

Based on our financial constraint analysis, we estimate that adequate federal funds will be available across the state, region, and MPO to carry out the 2026-2030 TIP and four-year STIP as programmed. The FHWA and FTA programs show relatively minor positive and negative balances between targeted amounts and amounts programmed in the TIP. Though shortfalls exist in certain years for some programs, they are balanced by available funds in other programs at the State, regional, and MPO level. Table 9 shows the FHWA and FTA funding targets by fund source for the five-year TIP period, compared with the amounts programmed by the DCTC and NYSDOT.

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 the environmental, scenic, aesthetic, historic, and natural resource values of the area in which they are located. Though environmental mitigation is

Table 9. DCTC Fiscal Constraint Table for FHWA and FTA Programs (\$-actual) (FFY 2026-2030 TIP)

Federal Highway Administration (FHWA)	DCTC/ Statewide	2026 ¹		2027		2028		2029		2030		Total for STIP Years		Total for 5-Year TIP	
		Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed
National Highway Performance Program (NHPP)	DCTC	19,976,963	26,940,199	16,382,685	8,380,009	16,382,685	17,510,861	16,382,685	15,994,262	16,382,685	20,849,786	69,125,018	68,825,331	85,507,703	89,675,117
Congestion Mitigation Air Quality (CMAQ)	Statewide	3,883,000		0		0		0		0		3,883,000		3,883,000	
Highway Safety Improvement Program (HSIP)	DCTC	1,041,379	1,041,000	358,476	358,000	358,476	358,000	358,476	358,000	358,476	358,000	2,116,807	2,115,000	2,475,283	2,473,000
	DCTC NYSDOT	3,124,215	1,297,053	1,075,456	4,817,165	1,075,456	6,453	1,075,456	371,048	1,075,456	1,329,318	6,350,583	6,491,719	7,426,039	7,821,037
Surface Transportation Block Grant Program (STBG FLEX) ²	DCTC	1,882,449	4,729,762	2,241,842	1,503,090	2,241,842	2,043,737	2,241,842	2,760,307	2,241,842	1,182,190	8,607,975	11,036,896	10,849,817	12,219,086
Surface Transportation Block Grant Program-Large Urban (STBG LG URBAN)	DCTC Local	972,828	521,000	1,878,665	40,000	1,878,665	3,280,000	1,878,665	2,768,800	1,878,665	1,879,000	6,608,823	6,609,800	8,487,488	8,488,800
Surface Transportation Block Grant Program-Off System Bridge (STBG OFF)	DCTC Local	1,417,261	2,093,600	1,417,261	76,000	1,417,261	2,285,600	1,417,261	1,213,000	1,417,261	1,417,000	5,669,044	5,668,200	7,086,305	7,085,200
	Statewide	1,362,610		3,184,000		0		0		0		4,546,610		4,546,610	
Carbon Reduction Program (CRP)	DCTC Local	550,063	1,101,000	183,533	0	183,533	0	183,533	0	183,533	183,533	1,100,662	1,101,000	1,284,195	1,284,533
Bridge Formula Program (BFP MAIN)	DCTC	3,534,447	5,467,538	2,579,813	241,262	2,579,813	1,669,161	2,579,813	4,864,127	2,579,813	1,319,807	11,273,886	12,242,088	13,853,699	13,561,895
Total FHWA Funding		37,745,215	48,436,762	29,301,731	18,599,526	26,117,731	27,153,812	26,117,731	28,329,544	26,117,731	28,518,634	119,282,408	122,519,644	145,400,139	151,038,278

Federal Transit Administration (FTA)	DCTC/ Statewide	2026		2027		2028		2029		2030		Total for STIP Years		Total for 5-Year TIP	
		Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed
Section 5307/5340 (Urbanized Area) Program ³	DCTC	2,982,000	3,335,000	2,982,000	7,935,000	2,982,000	3,000,000	2,982,000	3,000,000	2,982,000	3,000,000	11,928,000	17,270,000	14,910,000	20,270,000
Section 5310 (Enhanced Mobility) Program	DCTC	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	900,000	900,000	1,125,000	1,125,000
Section 5311 (Rural Areas) Program	Statewide	117,000		117,000		117,000		117,000		117,000		468,000		585,000	
Section 5339 (Bus & Bus Facilities) Program ³	DCTC	611,385	0	611,385	2,300,000	611,385	0	611,385	0	611,385	0	2,445,540	2,300,000	3,056,925	2,300,000
Total FTA Funding		3,935,385	3,677,000	3,935,385	10,577,000	3,935,385	3,342,000	3,935,385	3,342,000	3,935,385	3,342,000	15,741,540	20,938,000	19,676,925	24,280,000

Total Federal Funding		41,680,600	52,113,762	33,237,116	29,176,526	30,053,116	30,495,812	30,053,116	31,671,544	30,053,116	31,860,634	135,023,948	143,457,644	165,077,064	175,318,278
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¹ FFY 2026 includes rollover balances from the previous STIP period. Rollovers can be positive or negative.

² STBG-FLEX includes STBG Rural and STBG Small Urban programs.

³ Anticipated funds for FTA Section 5307 and 5339 do not include unobligated balances from previous years that are available for programming. Amounts do not include available transit funding from pandemic relief packages.

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 is lost when a transportation project is constructed.

Examples of mitigation activities or project elements can include stormwater 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 or can be supported with FHWA funding for stand-alone projects.

6. Transportation Conformity & Energy Analysis

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

Transportation Conformity

As part of the TIP development process, we completed a modified air quality conformity process for the 2026-2030 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).

We completed a draft determination statement for the TIP, which was released for public comment on June 9, 2025. The conformity statement demonstrated that the Draft TIP met the requirements of the Clean Air Act and Transportation Conformity Rule for the 1997 ozone NAAQS. The conformity statements were subsequently approved by the DCTC on June 25, 2025, OCTC on August 14, 2025, and NYMTC on August 21, 2025.

Energy Analysis

Energy use in transportation is a combination of distance traveled (vehicle miles traveled) and fuel efficiency (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 several 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. Support for local transit services
3. New bicycling and walking facilities
4. Alternative fuels for transit vehicles
5. Intelligent Transportation Systems (ITS) projects – signal improvements and travel information services
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 Forward](#) and the 2026-2030 TIP and will assist Dutchess County and the State in achieving the goals of the NYS Energy Plan.

7. Title VI

The [Civil Rights Act of 1964](#), one of our nation's landmark achievements, and specifically [Title VI](#), prohibits federally funded entities such as ours from discriminating against people based on race, color, and national origin. Other federal laws expanded upon these nondiscrimination requirements to

protect people based on gender ([Title VII](#)), age (the [Age Discrimination Act of 1975](#)), and disability (the [Americans with Disabilities Act of 1990](#)). As a recipient of federal funding, we must demonstrate compliance with these laws.

Title VI Policy

Our [Title VI Policy](#) establishes the DCTC's organizational policy on Title VI. It assures that no person conducting business with us will be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any of our programs or activities based on the grounds of race, color, national origin, gender identity, sexual orientation, disability, age, language, income, or veteran status. The policy also establishes a formal process to address Title VI complaints.

Measuring Impacts

Our transportation plan, *Moving Dutchess Forward*, includes a detailed analysis of our population that is summarized for this TIP discussion. We encourage readers to refer to the Plan's [Transportation Equity](#) section to learn more about our process and findings.

For *Moving Dutchess Forward*, we used data from the Census Bureau to locate focus populations in Dutchess County. These focus populations cover a range of characteristics including race, ethnicity, age, ability, income, and language. We looked at census tracts to account for high margins of error in smaller geographies like block groups, and we relied on federal guidance and best practices to understand how we should identify focus areas and populations. For each tract, we created

scores based on how much each focus population exceeded the county average. We then combined these scores into a single index. See our [Transportation Equity Map](#) and [Methodology](#) document for more information.

Where are our focus populations?

We looked at our focus populations separately and collectively. When viewed separately, we found the following:

- **Minority & Hispanic Populations:** The highest shares of Black residents live in the cities of Beacon and Poughkeepsie, followed by the towns of Fishkill, Poughkeepsie, and Wappinger. For Asian residents, we find high shares in the towns of Fishkill and Wappinger. And for Hispanic residents, we find the highest shares in the cities of Beacon and Poughkeepsie, Village of Wappingers Falls, and the Harlem Valley.
- **Older Adults & Youth:** The highest shares of older adults (65 and over) live in Rhinebeck (town and village), the City of Poughkeepsie's southside, and parts of Hyde Park and Pawling (town). We find the highest shares of youth (under 18) in parts of the City of Poughkeepsie and the towns of Poughkeepsie, Beekman, East Fishkill, and Red Hook.
- **Persons with a Disability:** The highest shares of persons living with a disability are in the City of Poughkeepsie and Town of Dover – each have areas where almost a quarter of residents live with a disability.
- **Low-Income Populations:** The highest rates of poverty are in the City of Poughkeepsie – especially the northside, where almost a third of residents live in poverty. High rates

of poverty are also found in parts of Amenia, Beacon, Dover, Hyde Park, Pleasant Valley, and Wappingers Falls.

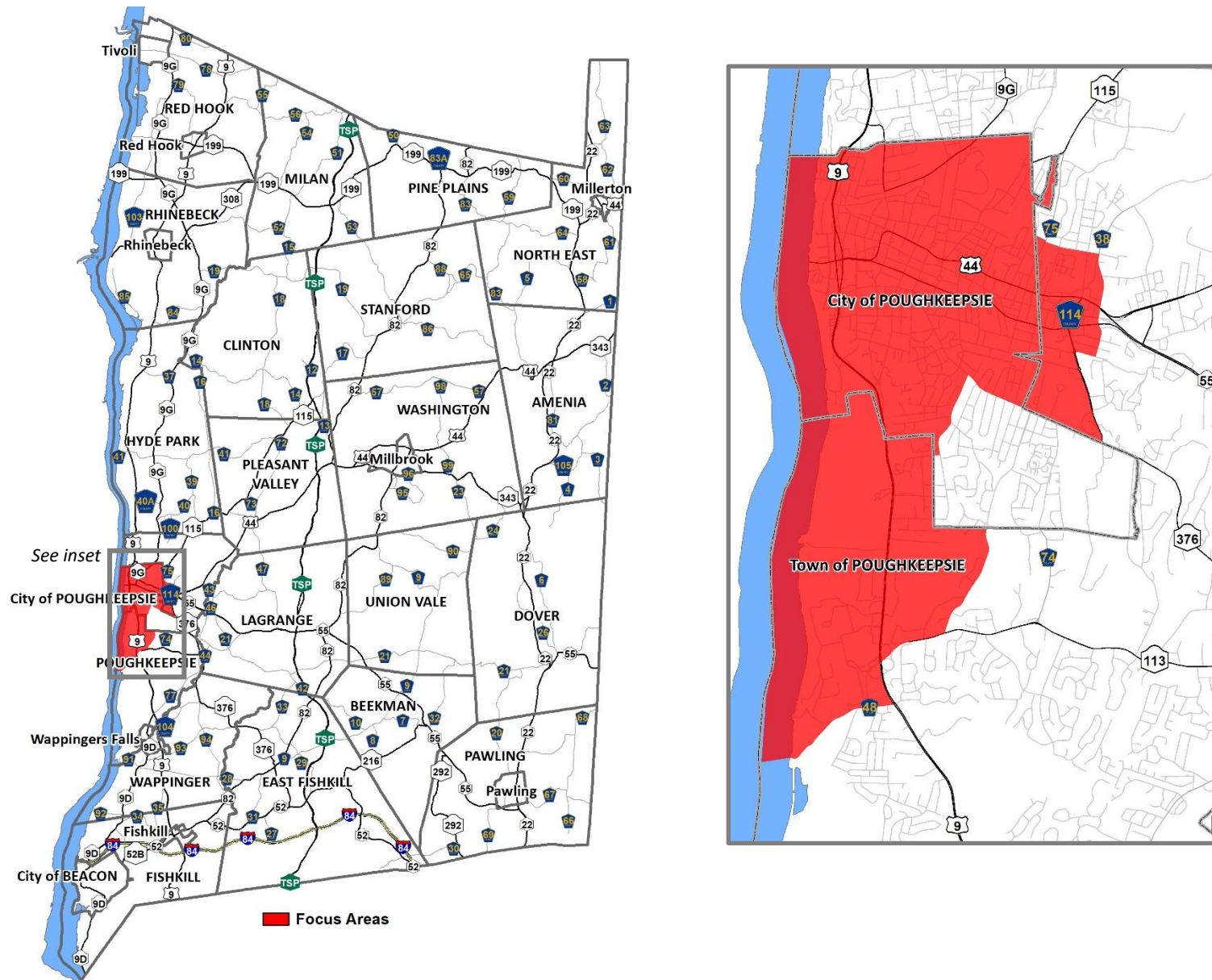
- **Foreign Born & Limited English Populations:** Six areas have high shares of foreign-born residents: the towns of Dover, Fishkill, North East, Poughkeepsie, and Wappinger, and the City of Poughkeepsie. Three areas have high shares of limited English proficiency households: the City of Poughkeepsie and towns of Fishkill and Wappinger.

Knowing that people may share more than one focus characteristic, we use an index to assess the cumulative vulnerability of populations and to better identify focus areas. Doing so, we find the following:

- Ten tracts have an index of 10 or higher, double the county average of 5.
- Eight of these tracts are in the City of Poughkeepsie, one is in the Arlington area of the Town of Poughkeepsie (just east of the City), and one is in the central-west portion of the Town of Poughkeepsie (just south of the City).
- Four tracts in the northeast portion of the City of Poughkeepsie have the highest index values in the county (16 and 15).
- Other areas above the county average include the Village of Wappingers Falls and Town of Dover, and portions of the towns of Poughkeepsie and Fishkill and City of Beacon.

See Figure 9 for the location of these focus areas in Dutchess County.

Figure 9. Focus Areas in Dutchess County (i.e., Census Tracts with Index Scores of 10 or more)



Assessment of Transportation Investment

To assess the distribution of transportation investment across Dutchess County, projects programmed in the 2026-2030 TIP were analyzed against findings from Moving Dutchess Forward. For mapping purposes, only projects with a specific geographic location were analyzed, which excluded transit projects, though we know our transit projects serve many of our focus populations. Understanding this limitation, the analysis provides a glimpse of how our highway program might affect these groups. Accordingly, it indicates that about 30 percent of mapped highway investment (over \$22 million in total funding) is in DCTC identified focus areas (i.e., one or more of the ten Census Tracts with the highest index scores).

We know that not all projects may benefit local populations. For example, a reconstructed intersection may reduce vehicle congestion and increase travel time reliability, but it might also impede walking and bicycling if certain design features are not included (e.g., sidewalks and crosswalks). Quantifying such effects can be difficult, so we work with project sponsors to evaluate quality of life impacts on a project-by-project basis, mindful of how a project will impact focus populations. A good example of this is our use and promotion of a [Complete Streets Checklist](#) that we developed with the County's [Complete Streets Committee](#). The checklist helps County agencies assess the applicability of Complete Streets elements when designing projects or reviewing projects from outside applicants.

8. Congestion Management Process (CMP)

In 2019, we 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 MPOs began work on the CMP by publishing a technical memorandum that uses a macro-level analysis to identify the most congested areas in the region. For Dutchess County, we followed this with a second technical memorandum that describes our micro-level investigation of the congested areas identified in the region-wide screening. Due to limitations of available data, the CMP focuses on the NHS network.

9. Performance Planning & Targets

Federal law requires states and MPOs to establish and approve performance measures and targets related to transportation

safety, highway operations, and transit systems. Chapter 23 part 150(b) of the United States Code [23USC §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. 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 & 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 practices.

For public transportation, the law states that performance management shall be used to advance the general policy and purposes of the public transportation program as included in 49 USC §5301(a) and (b). These federal requirements also require

MPOs to provide information on how projects in the TIP will contribute to meeting established performance measure targets, including those in approved plans.

Performance Planning & TIP Development

We developed the TIP in cooperation with our member agencies, including Dutchess County, the MTA, and NYSDOT. It reflects the investment priorities established in our Transportation Plan, [Moving Dutchess Forward](#), 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.” Plans and TIPs adopted or amended after the following dates must include performance targets for the following measures:

1. May 27, 2018: Highway Safety Improvement Program (HSIP) and Highway Safety
2. October 1, 2018: Transit Asset Management
3. May 20, 2019: Pavement and Bridge Condition
4. May 20, 2019: System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program
5. July 20, 2021: Transit Safety

We adopted [Moving Dutchess Forward](#), our current Metropolitan Transportation Plan, on July 27, 2021. The Plan

includes a [system performance report](#) that describes the condition and performance of the transportation system with respect to the required performance measures and targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous system performance reports. The system performance report in our plan serves as the basis of the performance report required for this TIP. 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

We provide members of the public, private organizations, and public agencies with the opportunity to participate and comment on our planning products, including the 2026-2030 TIP. These opportunities range from participating at our public meetings, submitting written comments, or communicating directly with staff. All Council meetings are open to the public and have time reserved for public participation.

As required by our [Public Participation Plan](#), we held a 15-day public comment period for the Draft 2026-2030 TIP from June 9-23, 2025. A virtual public meeting was also held on June 17, 2025, with an announcement distributed to our public information list. The Draft 2026-2030 TIP was posted on our [website](#) and we also used our online [TIP Viewer application](#) to provide information on proposed TIP projects.

11. DCTC Adoption

We adopted the 2026-2030 TIP on June 25, 2025; it was then transmitted to NYSDOT for inclusion in the Draft STIP: the TIPs from the 13 other New York State MPOs and the capital programs for the State's rural counties. NYSDOT held a 30-day public comment period for the Draft STIP from September ##-September ##, 2025. It was then submitted to FHWA and FTA for their review and approval.

12. Future Revisions

The 2026-2030 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, with approval processes based on our [Bylaws](#).

Amendments

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 approval.

Administrative Modifications

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 approval. Administrative Modifications are usually requested by the project sponsor to the Local Projects Unit of NYSDOT-Region 8, which then notifies the DCTC of the action. NYSDOT or another transportation agency may also inform us 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 typically must find 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 across the region or state.

13. Annual Listing of Obligated Projects

To track the progress of projects, we publish 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

We must complete an Obligation Report no later than 90 days after the end of each Federal Fiscal Year (i.e., September 30th). Each annual report not only provides us with a picture what's been spent, but also a record of what projects have been completed that year or are near completion. For example, the FFY 2023 and 2024 reports tell us that since our last TIP update in 2022, project sponsors have obligated over \$52 million in federal funding between FFY 2023-2024, with more expected in FFY 2025. Of this total, sponsors obligated over \$25.5 million in FHWA funding and over \$27 million in FTA funding. These federal expenditures supported work on several major projects:

- PIN 814169: Repaving of Route 44 in Pleasant Valley and Washington (\$5.3 million)
- PIN 839326: Construction of a roundabout at Route 376 and Raymond Ave in Poughkeepsie (\$5 million)
- PIN 875780: Reconstruction of Teller Ave in Beacon (\$1.8 million)
- PIN 875983: Replacing the Washington St Bridge in the City of Poughkeepsie (\$6.7 million)
- PIN 876196: Replacing the Garden St Bridge in the City of Poughkeepsie (\$3.1 million)
- PIN 881427: Repair of catch basins on Route 9 in Hyde Park and Poughkeepsie (City and Town) (\$1.9 million)

A full list of recently obligated projects is available in our latest [Obligation Report](#).

14. Final Thoughts

The 2026-2030 TIP serves as one piece of a broader strategy to address our transportation needs. It provides a project-specific approach to meet our near-term maintenance and improvement goals, balancing State, County, and local priorities with estimates of available federal funding over the next five years. As a working document, the TIP will undergo minor changes before the next comprehensive update in three years. Until then, we hope to have additional opportunities to increase federal investment in our roads and bridges, buses and trains, sidewalks and trails, and all the other components that make for a safe and reliable transportation system.