

March
2023

SFY 2023-2024

Unified Planning Work Program (UPWP)

The Annual Program of Federally Funded Transportation
Planning Activities 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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ADOPTION OF THE DUTCHESS COUNTY TRANSPORTATION COUNCIL (DCTC) STATE FISCAL YEAR (SFY) 2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the Dutchess County Transportation Council (DCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Dutchess County 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, Section 11201 of the Infrastructure Act establishes requirements for metropolitan transportation planning in 23 U.S.C. 134, and Section 11104 of the Act provides for the apportionment of Metropolitan Planning funds in 23 U.S.C. 104; and

WHEREAS, the Draft 2023-2024 UPWP, developed in accordance with federal and state requirements and guidelines, serves as the formal statement of work of the DCTC, identifying the planning priorities and activities to be carried out within the metropolitan planning area from April 1, 2023 to March 31, 2024; and

WHEREAS, the Draft 2023-2024 UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the sources of funds, including the use of Federal Highway Administration (PL) and Federal Transit Administration (MPP) planning funds; and

WHEREAS, the New York State Department of Transportation has agreed to apply necessary State match funding for Federal Highway Administration (PL) and Federal Transit Administration (MPP) planning funds, in the amounts consistent with the Draft 2023-2024 UPWP; and

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

WHEREAS, the DCTC held a 15-day public comment period for the Draft 2023-2024 UPWP, starting February 14, 2023 and ending February 28, 2023; now therefore be it

RESOLVED, that the attached Draft 2023-2024 UPWP is hereby approved by the DCTC; and be it further

RESOLVED, that the DCTC approves the Federal Highway Administration (PL) Program 2023-2024 and FTA Section 5303 (MPP) Program 2023-2024 budget statements outlined in the Draft 2023-2024 UPWP.

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 by ballot on March 3, 2023.

2/27/2023
Date

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



Table of Contents

| | | | |
|--|-----------|--|-----------|
| Background | 1 | 2023-2024 UPWP Tasks | 16 |
| Our Organization | 1 | Program Support and Administration..... | 17 |
| Supporting Documents | 2 | Data Development and Analysis..... | 20 |
| Transportation Management Area | 4 | Long-Range Transportation Planning (System Level) . | 24 |
| 2022-2023 Program Accomplishments | 6 | Long-Range Transportation Planning (Project Level) . | 31 |
| 2023-2024 UPWP Overview | 7 | Short-Range Transportation Planning | 37 |
| Funding Overview | 8 | Transportation Improvement Program (TIP) | 38 |
| FHWA (PL) Funds | 8 | Other Activities | 39 |
| FTA (MPP) Funds | 8 | Public Participation Process | 40 |
| State & Local Match | 9 | 2023-2024 Program Budgets | 40 |
| Carryover Funds | 9 | List of Tables: | |
| Total Funding..... | 10 | Table 1: Available Funds for 2023-2024 UPWP | 11 |
| National & Statewide Organizations | 10 | Table 2: 2023-2024 UPWP FHWA Task Budget | 41 |
| Association of Metropolitan Planning Organizations . | 10 | Table 3: 2023-2024 UPWP FTA Task Budget | 41 |
| New York State Association of MPOs..... | 10 | Table 4: 2023-2024 UPWP FHWA Object Budget..... | 42 |
| Statewide & Regional Planning Initiatives | 12 | Table 5: 2023-2024 UPWP FTA Object Budget | 42 |
| Consultant & Inter-Departmental Support | 13 | Table 6: 2023-2024 UPWP FTA Detailed Budget | 43 |
| IIJA Planning Factors | 13 | Table 7: 2023-2024 UPWP Task Budget Estimates..... | 44 |
| Local Planning Priorities | 14 | List of Figures: | |
| Planning Emphasis Areas | 14 | Figure 1: Transportation Council Membership..... | 3 |



Figure 2: Mid-Hudson Valley TMA 5

Figure 3: DCTC Adjusted Urbanized Area 5

Figure 4: DCTC FHWA (PL) Savings Backlog 9

Figure 5: UPWP Tasks & IIJA Planning Factors 15

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

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

- **Metropolitan Transportation Plan (MTP 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, bicycle, and pedestrian 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 the current [State Fiscal Year \(SFY\) 2022-2023 UPWP](#) in 2022.

2. Our Organization

The DCTC, acting as the local MPO decision-making body, is comprised of 16 voting members. Voting membership is based on a municipality’s urbanized area classification, with the urbanized cities and towns serving as permanent voting members and the remaining towns and villages serving on a

rotating basis or as nominated by the Dutchess County Supervisors and Mayors Association. In addition, Dutchess County, the [New York State Department of Transportation \(NYSDOT\)](#), and the [Metropolitan Transportation Authority \(MTA\)](#) 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.

The 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 our 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 (BPAC) and a County Complete Streets Committee.

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.

3. Supporting Documents

We rely on several agreements to carry out the federally prescribed metropolitan transportation planning process in Dutchess County:

- [NYSDOT-DCTC Master Agreement \(November 19, 1982\)](#): the original agreement between NYSDOT and Dutchess County; establishes the DCTC and identifies its responsibilities and procedures for seeking reimbursement for MPO related expenses.
- [Mid-Hudson Valley Transportation Management Area \(TMA\) Memorandum of Understanding \(March 7, 2006\)](#): provides a common understanding and structure for coordination and communication among the MPOs responsible for the Mid-Hudson Valley TMA: the DCTC, the [Orange County Transportation Council \(OCTC\)](#), and the [Ulster County Transportation Council \(UCTC\)](#).
- [Air Quality Conformity Memorandum of Understanding \(August 20, 2010\)](#): establishes the planning process for determining air quality conformity for the former Poughkeepsie Ozone Non-attainment Area, which the Council shared with the [New York Metropolitan Council \(NYMTC\)](#) and the [OCTC](#). In 2013, the [Environmental Protection Agency \(EPA\)](#) designated Dutchess County as being in attainment of the 2008 ozone air quality standard of 0.075 parts per million (ppm), and in 2018, the EPA designated Dutchess as being in attainment of the stricter 2015 standard of 0.070 ppm.
- [DCTC Written Agreement \(March 16, 2011\)](#): identifies the roles, responsibilities, and cooperative procedures for carrying out the metropolitan transportation planning process in Dutchess County, as agreed to by the DCTC, Dutchess County, City of Poughkeepsie, NYSDOT, MTA/Metro-North Railroad, and NYS Bridge Authority.
- [DCTC Bylaws \(January 1, 2015\)](#): establishes the roles, responsibilities, and structure of the DCTC, including our meeting protocols, decision-making process, and

Figure 1. Transportation Council Membership

| | |
|---|--|
| <p>Permanent Voting Members</p> <p>Dutchess County Executive (Permanent Chairperson) NYSDOT Commissioner Metropolitan Transportation Authority Chairman and CEO City of Beacon Mayor City of Poughkeepsie Mayor Town of Beekman Supervisor Town of East Fishkill Supervisor Town of Fishkill Supervisor Town of Hyde Park Supervisor Town of LaGrange Supervisor Town of Poughkeepsie Supervisor Town of Wappinger Supervisor</p> <p>One Member from the Partially Urbanized Towns (rotating)</p> <p>Town of Pawling Supervisor Town of Pleasant Valley Supervisor Town of Union Vale Supervisor</p> <p>One Member from the Urbanized Villages (rotating)</p> <p>Village of Fishkill Mayor Village of Pawling Mayor Village of Wappingers Falls Mayor</p> | <p>Two Members from the Non-Urban Towns and Villages¹</p> <p>Town of Amenia Supervisor Town of Clinton Supervisor Town of Dover Supervisor Town of Milan Supervisor Town of North East Supervisor Town of Pine Plains Supervisor Town of Red Hook Supervisor Town of Rhinebeck Supervisor Town of Stanford Supervisor Town of Washington Supervisor Village of Millbrook Mayor Village of Millerton Mayor Village of Red Hook Mayor Village of Rhinebeck Mayor Village of Tivoli Mayor</p> <p>Non-Voting Members</p> <p>Federal Highway Administration Federal Transit Administration NYSDOT Regional Director (Permanent Secretary) NYS Bridge Authority Director Dutchess County Department of Planning & Development Dutchess County Department of Public Works Dutchess County Division of Public Transit</p> |
|---|--|

¹ As nominated by the Dutchess County Supervisors and Mayors Association.

procedures for adding new projects and changing existing projects on the TIP. The Bylaws codify voting membership based on the 2010 Census-defined Urbanized Area and were modified in 2016 to allow for written ballots.

- [DCTC Title VI Policy & Complaint Procedures](#) (June 8, 2018): outlines the procedures we use to process complaints under [Title VI of the Civil Rights Act](#).
- DCTC Performance Monitoring Agreement (June 8, 2018): establishes the process for sharing data and setting targets among state and local transportation agencies in support of federal performance-based planning and programming requirements.
- [DCTC Project Selection Framework](#) (February 28, 2022): establishes guidelines to evaluate and prioritize transportation projects, consistent with the goals and recommendations in *Moving Dutchess Forward*.
- NYSDOT-DCTC Host Agency Agreement (April 1, 2022): reauthorizes the host agency relationship between Dutchess County and NYSDOT and provides a ten-year schedule for funding the DCTC through SFY 2031-2032. This new agreement, updated as part of the new Infrastructure Act, builds upon similar agreements made for previous federal transportation laws such as [SAFETEA-LU](#) and the [FAST Act](#).
- [DCTC Public Participation Plan](#) (December 23, 2022): establishes a new outreach strategy to better connect with the public and encourage their involvement in the transportation planning process. The Participation Plan offers a menu of virtual, in-person, and hybrid tools to engage people with our work. It also seeks to engage populations that have historically been excluded from the transportation planning process.

4. Transportation Management Area (TMA)

In addition to carrying out the metropolitan transportation planning process within Dutchess County, we also address regional transportation needs through our participation in the [Mid-Hudson Valley Transportation Management Area \(TMA\)](#).

The TMA is a federal designation used to classify Urbanized Areas with populations of 200,000 or more. The Poughkeepsie-Newburgh NY 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 vulnerability/climate resiliency study of our transportation system (which is in progress), updating our public participation plan (done in 2022), and coordinating more with tribal nations that have a historic and cultural interest in our area (which has begun and is ongoing).

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

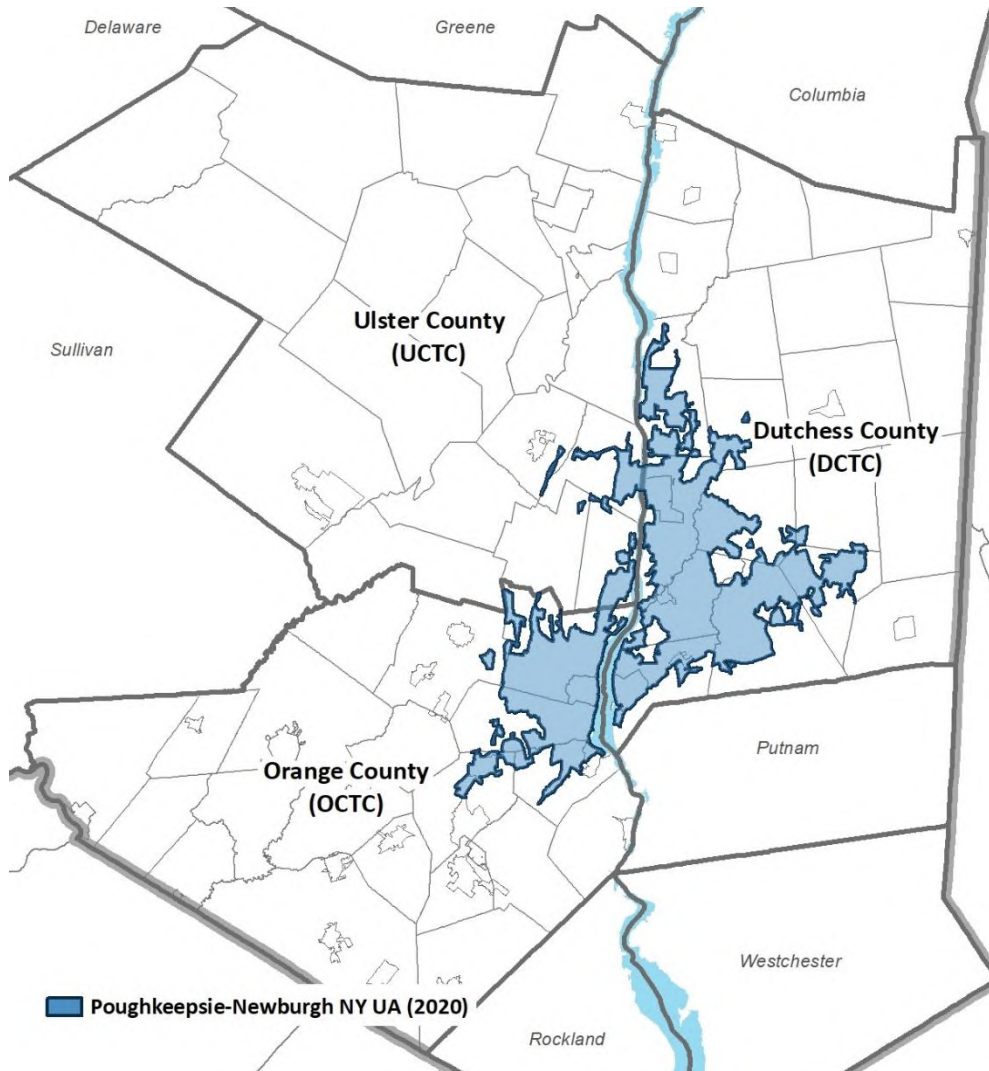
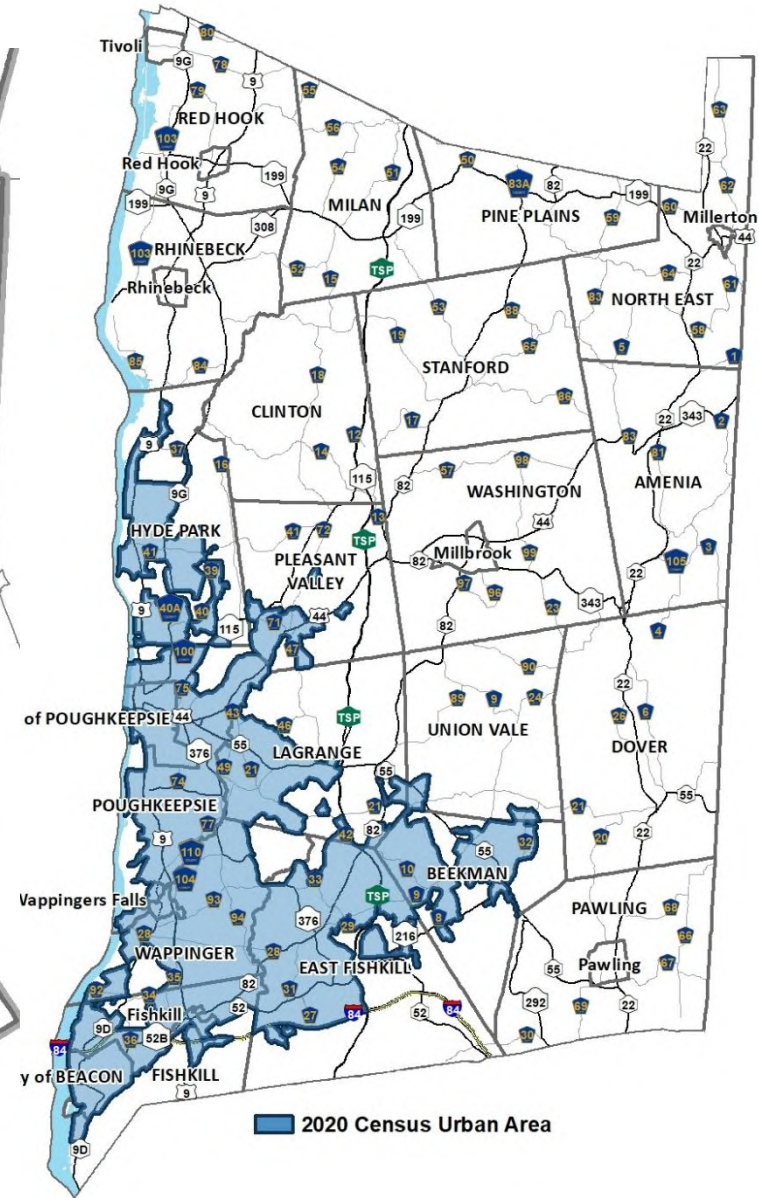


Figure 3. DCTC Urban Area

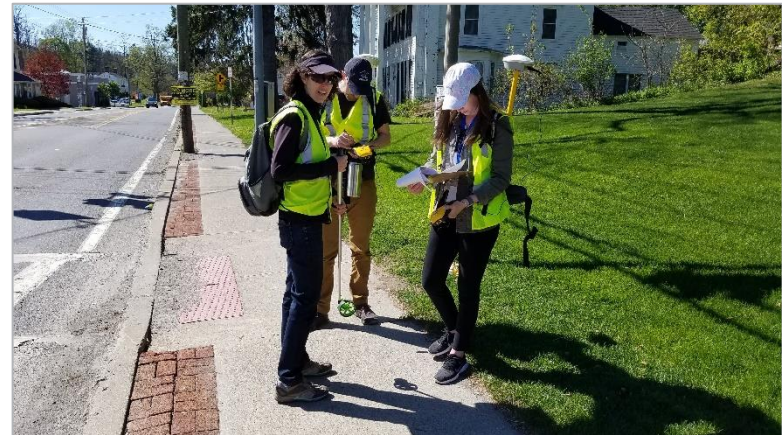


5. 2022-2023 Program Accomplishments

We worked with our member agencies, local communities, and stakeholders on a variety of transportation planning activities during the 2022-2023 program year. Highlights are listed below:

- Recognized by the [Association of Metropolitan Planning Organizations](#) as its 2022 honorable mention winner for Outstanding Overall Achievement for a large-area MPO for our work on [Moving Dutchess Forward](#).
- Unveiled a new logo and style guide in concert with our 40th anniversary as the MPO for Dutchess County.
- Adopted a new capital program (TIP), identifying new and existing projects using federal highway and transit funding in Dutchess County. The new TIP programs almost \$191 million in federal funding during a five-year period (FFY 2023-2027).
- Adopted a new project selection framework that incorporates the themes presented in [Moving Dutchess Forward](#), with a focus on addressing future trends, safety, reliability, access to basic needs, and transportation equity. The framework will be used to select future capital projects.
- Adopted a new Public Participation Plan to better define outreach activities, with an emphasis on reaching focus equity populations, coordinating with tribal nations, and integrating virtual and web-based engagement tools in our planning process.
- Completed a Complete Streets assessment of Route 9 in the Village of Rhinebeck, identifying ways to improve comfort and safety for people walking and bicycling, calm traffic, and create clear gateways into the village.
- Completed substantial work on a pedestrian plan for the

Dover Plains hamlet in the Town of Dover, including an inventory and analysis of existing pedestrian infrastructure, a package of recommendations to improve walking in the hamlet, and conceptual designs for key locations.



Our pedestrian plans rely on extensive fieldwork to collect data and assess walking conditions, such as in Dover Plains above.

- Initiated a climate vulnerability assessment of the transportation system in Dutchess County, which will identify the impacts of climate change on our system and help us prioritize steps to improve resiliency.
- Initiated a sidewalk feasibility study of Route 113-Spackenkill Rd in the Town of Poughkeepsie. The study will determine the potential for installing a sidewalk on Spackenkill Rd from Croft Rd (near Todd Middle School) to CR 74 (Cedar Ave).
- Continued to lend planning support to County Public Works as they implement their Universal Accessibility program, including sidewalk improvements on CR 75 (Innis Ave) in the Town of Poughkeepsie and CR 62 (Maple Ave) in Millerton.
- Continued to lead the County's inter-departmental

[Complete Streets Committee](#). This work included progressing the County’s traffic safety education campaign, [Watch Out For Me](#), and continuing the County’s GTSC-funded pedestrian safety education program for children, older adults, and transit customers in the Poughkeepsie area.



We continued to partner with county agencies and others to promote pedestrian safety, such as at this National Night Out event in the City of Poughkeepsie.

- Completed the 2022 Traffic Count Program, collecting volume, classification, and speed data at approximately 235 locations throughout the county as well as video counts of people walking and bicycling at priority locations.
- Completed an [analysis of speeding patterns](#) on county and local roads using data collected from our annual traffic count program.

6. 2023-2024 UPWP Overview

The 2023-2024 UPWP identifies the federally funded planning activities that we will undertake between April 1, 2023 and March 31, 2024 (the State Fiscal Year). The UPWP serves as our annual statement of work and includes a variety of planning activities that address ongoing and emerging issues related to maintaining and improving the region’s transportation system and overall quality of life. We have identified the following key tasks for the 2023-2024 program year:

- Complete our Vulnerability Assessment of the transportation system in Dutchess County.
- Complete local planning studies including the Route 113-Spackenkill Rd sidewalk feasibility study and Dover Plains Pedestrian Plan.
- Initiate the Beacon-Hopewell Rail Trail Study, which will evaluate the challenges, needs, and priorities associated with developing a 13-mile trail along the former Beacon Line. The study will also offer design concepts for the trail and key crossings such as Route 9 and 52.
- Update our new capital program (TIP), identifying project opportunities as new federal infrastructure funding becomes available.
- Continue to lend planning support to County Public Works as they implement various projects across the county, to include improvements along CR 62 (Maple Ave) in the Village of Millerton, CR 103 (Annandale Rd) in the Town of Red Hook, and at the CR 114 (Main St)/Grand Ave intersection in the Town of Poughkeepsie.



We will continue to work with County Public Works to explore safety and operational improvements for the CR 114 (Main St)/Grand Ave intersection in the Town of Poughkeepsie.

- Complete our annual vehicle, pedestrian, and bicycle count program.
- Complete our annual analysis of speeding patterns on county and local roads using data collected from our annual traffic count program.
- Review and update the Functional Classifications of state, county, and local roads throughout Dutchess County, informed by changes from the new 2020 Census-based Urbanized Area boundary.
- Continue our [Watch Out For Me](#) campaign to increase awareness of transportation safety issues in Dutchess County, in coordination with the [County’s Complete Streets Committee](#).
- Provide planning support to Dutchess County Public Transit as they implement recommendations from their countywide transit plan, focusing on improving both fixed route and demand response services. This support may also include

evaluating the potential for electrifying the County’s bus system.

- Update our bylaws and voting membership based on changes to our Urbanized Area population from the 2020 Census.

7. Funding Overview

We rely on federal planning funds to carry out the metropolitan transportation planning process. These funds – allocated on an annual basis and programmed through the UPWP – stem from two primary sources: the Federal Highway Administration (FHWA) Planning Program (PL) and Federal Transit Administration (FTA) Section 5303 Metropolitan Planning Program (MPP).

Federal planning funds are authorized through each federal surface transportation program authorization, the most recent being the [Infrastructure Investment and Jobs Act \(IIJA\)](#), and 23 U.S.C. 134 and 49 U.S.C. 5303. For the SFY 2023-2024 program year, the federal allocation for New York State is estimated to total almost \$44 million.

Federal planning funds, like most other federal transportation programs, are administered through NYSDOT on a reimbursement basis. We, through our host agency relationship with [Dutchess County](#), must first perform the planning work, after which we are reimbursed for the federal share of the activity. DCTC staff, housed under the [Dutchess County Planning Department](#), administers UPWP activities and submits quarterly reimbursement requests and reports to NYSDOT.

FHWA (PL) Funds

NYSDOT, in consultation with New York's 14 MPOs, distributes the statewide apportionment of PL funds through an FHWA approved formula. In developing the formula, NYSDOT considers various factors such as population, lane miles, and agreed upon set-asides, using four steps:

1. Set-aside funds for Shared Cost Initiatives (SCIs) – planning tasks of statewide significance – are reserved prior to the formula distribution of funds. For SFY 2023-2024, this set-aside totals \$150,000 statewide.
2. Each MPO is then provided an equal base allocation of PL funds to ensure an adequate funding level regardless of size. For SFY 2023-2024, this totals \$250,000 per MPO.
3. NYSDOT then distributes 20 percent of PL funds proportionally to MPOs in TMAs, based on their total population and lane miles. For the DCTC, this totals \$69,302 for SFY 2023-2024.
4. The remaining funds are distributed to all MPOs proportionally by total population and lane miles. For the DCTC, this totals \$410,125 for SFY 2023-2024.

The formula is required to be reviewed and revised as applicable after each decennial Census. It is also updated when there are significant changes in federal law or when there is a change in the number of MPOs. Based on the NYSDOT formula, our 2023-2024 UPWP FHWA PL funding estimate totals \$728,228. This amount includes a federally required 2.5 percent set-aside for work on Complete Streets studies and projects, which for FFY 2023 totals \$18,748 for the DCTC.

FTA (MPP) Funds

FTA planning funds are secured annually through the Section 5303 Metropolitan Planning Program (MPP) and distributed using a formula similar to the one that NYSDOT applies to FHWA PL funds, except that lane mileage is not used. Based on the NYSDOT formula, our FTA MPP funding estimate for SFY 2023-2024 is \$167,551.

State & Local Matches

As required by most federal transportation programs, a non-federal match of 20 percent is required for the federal planning funds programmed in the UPWP. For PL funds, NYSDOT provides a 15 percent match to the combined federal share of 80 percent and Dutchess County share of five percent; for MPP funds, the state and local matches are based on the total project cost. The state match for PL funding is met through [toll credits](#): revenues generated by toll authorities (toll receipts and bonds) that are used to build and maintain highways and bridges that serve interstate commerce in a state. The NYSDOT match for MPP funding is provided through in-kind services.

Carryover Funds

In addition to our annual federal funding allocation, we have \$730,735 in FHWA (PL) funding available from previous program budgets. This savings backlog primarily stems from host agency budgetary limitations and staff capacity to manage multiple consultant contracts. Regardless, these funds are available for programming now and in future years.

As in previous years, we will program our entire savings backlog for the 2023-2024 program year. These funds will support projects that require additional staff support from the Dutchess County Planning Department, other County Departments such as the Office of Central and Information Services (OCIS) and County Public Works, or private consultant services. We have dedicated a portion of our PL backlog to fund consultant-supported studies, including the Vulnerability Assessment of our transportation system, Beacon-Hopewell Rail Trail Study, and on-call planning support for the Route 113-Spackenkill Rd Sidewalk Feasibility Study in the Town of Poughkeepsie.

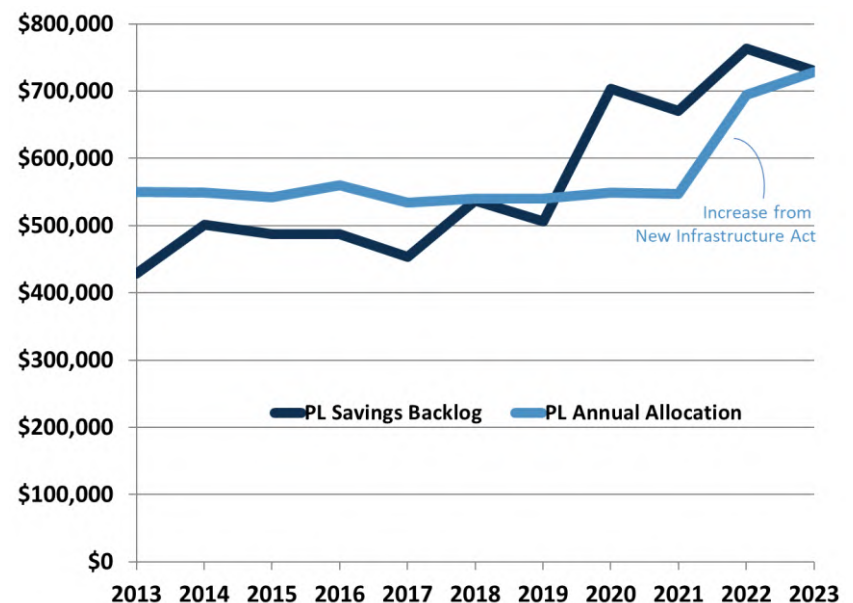
The available backlog amount includes adjustments that were made after reconciling the 2021-2022 program during the summer of 2022. We expect a portion of our savings backlog to be spent down during the SFY 2023-2024 and SFY 2024-2025 program years. Since 2011, our annual backlog has averaged almost \$554,000 per year. Figure 4 shows our FHWA PL backlog since SFY 2012-2013.

We do not anticipate any carryover funds from FTA Grant NY-80-0032 and expect all FTA funding allocations for FTA Grant NY-80-0033 to be expended during 2023-2024.

Total Funding

Based on our annual allocation of federal funds and the use of carryover funds, we have programmed \$1,589,504 in federal funds for SFY 2023-2024: \$1,424,978 in FHWA (PL) and \$164,526 in FTA (MPP) funds. Table 1 shows the overall funding amounts programmed in 2023-2024.

Figure 4. DCTC FHWA (PL) Savings Backlog (2012-2022)



8. National & Statewide Organizations

We participate in several planning organizations that benefit our transportation planning process. These organizations allow staff to learn about best practices and share resources with other MPOs across the nation and state, and our participation in them has proven invaluable to our work at the DCTC.

Association of Metropolitan Planning Organizations (AMPO)

[AMPO](#) serves as the national association for MPOs, ensuring that MPOs are aware of and considered in the development of

Table 1. Available DCTC UPWP Funds for State Fiscal Year (SFY) 2023-2024

| | Federal Funding | State & Local Match ¹ | | Total |
|-----------------------------------|--------------------|----------------------------------|------------------|--------------------|
| | | Dutchess County | NYS DOT | |
| FHWA (PL) Funds | | | | |
| 2023-2024 Allocation ¹ | \$728,228 | n/a | n/a | \$728,228 |
| Previous Savings ² | \$730,735 | n/a | n/a | \$730,735 |
| Total Available | \$1,458,963 | n/a | n/a | \$1,458,963 |
| 2023-2024 Program Budget | \$1,458,963 | \$76,788 | \$230,363 | \$1,766,114 |
| Unprogrammed Balance | \$0 | n/a | n/a | \$0 |
| FTA (MPP) Funds | | | | |
| 2023-2024 Allocation ¹ | \$167,551 | n/a | n/a | \$167,551 |
| 2023-2024 Program Budget | \$167,551 | \$10,472 | \$31,416 | \$209,439 |
| Total Funds | | | | |
| 2023-2024 Program Budget | \$1,626,514 | \$87,260 | \$261,779 | \$1,975,553 |

¹ Final allocation of FHWA (PL) and FTA (MPP) funds for SFY 2023-2024 (as of November 18, 2022).

² Unprogrammed balance (PL funds only) from previous years (as of June 1, 2022).

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

national transportation policy. AMPO provides a discounted dues structure with a single payment for statewide MPO associations, including the [New York State Association of MPOs](#). For 2023-2024, the dues total \$53,605 for the 14 NYS MPOs combined, which will be processed by the [Binghamton Metropolitan Transportation Study \(BMTS\)](#). The DCTC will support AMPO through a \$1,199 allocation of FHWA (PL) funds, deducted by NYSDOT from our 2023-2024 program allocation.

New York State Association of MPOs (NYSAMPO)

[NYSAMPO](#) serves as the statewide coalition of the 14 NYS MPOs. The MPOs collaborate on mutually beneficial activities such as sharing information through topic-specific working groups and completing statewide planning studies. MPO funding supports the following NYSAMPO activities:

1. **NYSAMPO Staff Support:** NYSAMPO is supported by a consultant team that provides administrative support for the Association, including organizing and documenting MPO director meetings and facilitating working group meetings. For 2023-2024, we will participate in the following working groups: safety, bicycle and pedestrian, climate change, freight, GIS, traffic systems management & operations, travel demand modeling, and transit. The contract will be administered by the [Capital District Transportation Committee \(CDTC\)](#) and total \$250,000 for 2023-2024, with \$150,000 coming from the NYSDOT 2023-2024 PL set-aside and \$100,000 coming from NYSDOT Statewide Planning and Research (SPR) funds.
2. **NYSAMPO Staff Training:** NYSAMPO will provide relevant training and professional development opportunities for the

staff and member agencies of MPOs. The contract will be administered by the [Genesee Transportation Council \(GTC\)](#) and total \$73,795 in FHWA PL funds, \$104,345 in FTA MPP funds, and \$26,086 in NYSDOT in-kind services.

3. **Shared Cost Initiatives:** NYSAMPO and NYSDOT pool a portion of their federal metropolitan planning funds to pursue planning tasks of statewide significance. These projects, known as Shared Cost Initiatives (SCI), are funded through a combination of federal planning funds and NYSDOT SPR funds, depending on the subject and sponsor. The MPOs and NYSDOT identify tasks, reach consensus on priorities, and develop a scope of work for each task. For 2023-2024, NYSAMPO will continue its 'Shared Transit Service Planning and Analytics Initiative' under a contract administered by the [Capital District Transportation Committee \(CDTC\)](#); this is funded with \$458,590 in FTA MPP funds and \$114,648 in NYSDOT in-kind services.

9. Statewide & Regional Planning Initiatives

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

State Planning & Research (SPR) Projects

NYSDOT receives funds from FHWA under the State Planning and Research (SPR) Program. The SPR Program is used to support strategic planning and research needs, and NYSDOT typically programs SPR funds for planning projects that may affect one or more MPOs. For SPR projects in a metropolitan area, the affected MPO includes the project in their UPWP for

informational purposes only. Though there are no DCTC-specific SPR projects in SFY 2023-2024, NYSDOT is pursuing the following statewide SPR funded projects that will benefit our transportation planning process (SPR # and funding amount shown in parenthesis):

1. Pavement Condition Data Collection Services (#C-17-53) (\$20.5 million)
2. Statewide Coordination of Metropolitan Planning Programs (#C-17-56) (\$100,000)
3. Traffic Data Systems (#C-17-59) (\$3.9 million)
4. Probe Data: Floating Car (GPS-based) (#C-18-53) (\$337,500)
5. NYS Transportation Master Plan (#C-18-55) (\$2 million)
6. Short Count Traffic Count Program (2020-2024) (#C-19-51) (\$25.6 million)
7. NPTS, CTPP, Intercity Travel (ATS), and Travel Patterns in NYS (#SP-20-02) (\$3.6 million)
8. Research, Development, and Support of an Integrated Planning and Performance Data and Analytics Framework (PPDAF) program (#SP-20-03) (\$906,500)
9. Program and Project Management System Support Services (#SP-21-02) (\$1.2 million)
10. Highway Oversize/Overweight Credentialing System (HOOCS) (#SP-21-04) (\$2 million)
11. Statewide Small Culvert Inventory & Inspection System Improvements (#C-21-05) (\$4 million)
12. Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management (#SP-21-06) (\$295,000)
13. Traffic Count Program Zone 1 (#SP-21-08) (\$5.1 million)
14. Traffic Count Program Zone 2 (#SP-21-09) (\$4.8 million)
15. CLEAR (Crash Location & Engineering Analysis Repository)

- Safety Management Data System Transfer (#22-02) (\$500,000)
16. Statewide Mobility Services Program (#22-03) (\$3.9 million)

Other Transportation Planning Studies

We will participate in related studies by other agencies that directly or indirectly affect transportation safety, reliability, and access to basic needs such as the [MTA's First Mile Last Mile \(FMLM\) Toolkit](#), [Dutchess County's Housing Initiative](#), and the [Mid-Hudson Regional Sustainability Plan](#). We will also review documents produced for other regional studies as needed.

10. Consultant & Inter-Departmental Support

We will use consultant and inter-departmental services to assist with a range of planning studies and support during 2023-2024, distributed across the following tasks (amounts show total costs for this SFY only):

1. Data Development and Analysis
 - Annual Traffic Count Program: \$75,000 (FHWA)
 - [Moving Dutchess Forward](#), [Traffic Data application](#), [TIP Viewer](#), and [Bike Dutchess application](#) maintenance: \$4,000 (FHWA)
 - Pedestrian/Bicycle Count data application: \$5,000 (FHWA)
2. Long-Range Transportation Planning (System)
 - [Moving Dutchess Forward](#) website maintenance: \$8,938 (FHWA)
 - TransCAD annual license: \$1,200 (FHWA)

- Vulnerability Assessment: \$175,000-partial (FHWA)
- 3. Long-Range Transportation Planning (Project)
 - Poughkeepsie 9.44.55: Columbus Dr (City of Poughkeepsie): \$40,000 (FHWA)
 - Route 113-Spackenkill Rd Sidewalk Feasibility Study (Town of Poughkeepsie): \$20,000-partial (FHWA)
 - Beacon-Hopewell Rail Trail Study: \$100,000-partial (FHWA)
 - Watch Out For Me Campaign (Dutchess County): \$10,000 (FHWA)
 - Intersection and Corridor Management Programs (on call consultant support): \$50,000 (estimate) (FHWA)

We typically include a small contingency in our contracts to account for possible cost overruns or add-ons. For 2023-2024 this amounts to about \$51,000 in FHWA PL funds.

11. IJIA (Infrastructure Act) Planning Factors

IJIA requires that the metropolitan transportation planning process, which results in core products such as the Plan (MTP), Capital Program (TIP), and Planning Program (UPWP), address the following planning factors or strategic focus areas:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

We referenced these planning factors while developing our tasks for the 2023-2024 UPWP. Figure 5 shows which planning factors are addressed by each UPWP task (a single task may address one or more planning factors). Some tasks, mostly administrative in nature, do not address a specific factor, though they are still essential to our process.

12. Local Planning Priorities

We continue to shape our planning process so that it supports the vision for the county's transportation future embodied in [Moving Dutchess Forward](#). This planning program will shape how we tackle issues such as transportation safety, reliability, and equity, and attempt to reduce transportation barriers to housing, jobs, goods and services, education, and recreation.

Figure 5. 2023-2024 UPWP Tasks and IJJA Planning Factors

| DCTC 2023-2024 UPWP Tasks | 1. Support Economic Viability | 2. Increase Safety | 3. Increase Security | 4. Increase Accessibility and Mobility | 5. Protect and Enhance Environment and Quality of Life | 6. Promote Efficient System Management | 7. Emphasize Preservation of Existing System | 8. Improve System Resiliency and Reliability | 9. Enhance Travel and Tourism |
|--|-------------------------------|--------------------|----------------------|--|--|--|--|--|-------------------------------|
| MP 101 - Support and Administration | | | | | | | | | |
| MP 102 - Unified Planning Work Program (UPWP) | X | X | X | X | X | X | X | X | X |
| MP 103 - Public Participation Activities | | | | | | | | | |
| MP 104 - Transportation Management Area (TMA) Coordination | | | | | | | | | |
| MP 105 - Federal, State, and Local Reporting | | | | | | | | | |
| MP 106 - Professional Development | | | | | | | | | |
| MP 201 - Demographic Data Analysis and Forecasting | | | | | | | | | |
| MP 202 - Travel Data Analysis and Forecasting | | | | | | X | | | |
| MP 203 - Vehicle/Bicycle/Pedestrian Count Activities | X | X | | | X | X | | | |
| MP 204 - Major Projects Tracking | X | | | | | | | | |
| MP 205 - Geographic Information Systems (GIS)/Database Management | | | | | | | | | |
| MP 206 - Pavement Condition Monitoring Program | | | | | | X | X | | |
| MP 207 - Performance Monitoring | | | | | | X | | | |
| MP 208 - Countywide Vehicle Speed Analysis | | X | | | | | | | |
| MP 209 - Functional Classification Update | | | | | | | X | | |
| MP 301 - Metropolitan Transportation Plan (MTP) | X | X | X | X | X | X | X | X | X |
| MP 302 - Air Quality and Energy Planning | | | | X | | | | X | |
| MP 303 - Congestion Management Planning (CMP) | X | | | | | X | | X | |
| MP 304 - Emerging Transportation Technologies Planning | X | X | | X | X | X | | X | X |
| MP 305 - Regional Transit Planning | X | | X | X | X | X | | X | X |
| MP 306 - Regional Freight Planning | X | | | X | | X | | | |
| MP 307 - Vulnerability Assessment | X | | | X | | | | X | X |
| MP 308 - Orange & Dutchess Transportation Access & Mobility Study | X | | | X | | | | | X |
| MP 309 - Other Studies | | | | | | | | | |
| MP 401 - Community Transportation Planning Assistance | X | | | X | X | X | X | | |
| MP 402 - Local Pedestrian Planning Initiative | X | X | | X | X | X | | | X |
| MP 403 - Bicycle-Pedestrian Plan Implementation | | | | X | | | | | |
| MP 404 - Complete Streets Implementation | | X | | X | X | X | | | |
| MP 405 - Transportation Safety Planning | | X | X | | | | | | |
| MP 406 - Coordination of Human Service Transportation | | | | X | X | X | | | |
| MP 407 - Local Transit Planning | | | | X | | X | X | X | X |
| MP 408 - Poughkeepsie 9.44.55 Implementation | | X | | X | | X | X | | X |
| MP 409 - Intersection Management Program | | X | | X | | X | X | | X |
| MP 410 - Corridor Management Program | | X | | X | | X | X | | X |
| MP 411 - Route 9-Mill/Montgomery St Complete Streets Assessment | | X | | X | X | X | | | X |
| MP 412 - Route 113-Spackenkill Rd Sidewalk Feasibility Study | | X | | X | X | X | | | X |
| MP 413 - Beacon-Hopewell Rail Trail Study | X | | | X | X | X | | | X |
| MP 501 - Transportation Impact Reviews/Sustainable Development Practices | X | | | X | X | X | | | |
| MP 502 - Inter-Departmental Project Coordination | | | | X | | X | | | |
| MP 601 - Transportation Improvement Program (TIP) | X | X | X | X | X | X | X | X | X |
| MP 701 - NYSAMPO Activities | | | | | | | | | |

This program furthers several policy actions and best practices that we recommend in the Plan. It also addresses the remaining planning request that was submitted in response to our 2021 call for local planning proposals. That study – the Route 113-Spackenkill Rd Sidewalk Feasibility Study – was started in late 2022 but will be completed in mid-2023 by our on-call consultant. The on-call consultant will also work on other planning tasks including the Columbus Dr redesign in the City of Poughkeepsie, which is a follow-up effort from our [Poughkeepsie 9.44.55 study](#). Other tasks may be identified throughout the program year, likely as part of our Intersection and Corridor Management Programs.

13. Planning Emphasis Areas

FHWA and FTA periodically establish Planning Emphasis Areas (PEAs) to advance national goals identified in federal law, reflect federal priorities, or to respond to congressional direction established through the appropriations process. PEAs highlight subjects that should be addressed in federally funded planning programs. In 2021, the Offices of Planning for FHWA and FTA issued joint guidance on eight PEAs that MPOs should consider in their planning programs:

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future: Accelerate the nation’s transition to electric and other alternative fueled vehicles, plan for a sustainable infrastructure system, and take steps to prepare for and adapt to the impacts of climate change.
2. Equity and ‘Justice40’ in Transportation Planning: Advance racial equity and support for underserved and disadvantaged communities through transportation policy

and projects (e.g., promoting walking, biking, and transit options for focus populations).

3. Complete Streets: Provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities.
4. Public Involvement: Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement tools into outreach.
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination: Coordinate with representatives from DOD during the transportation process to address the needs for STRAHNET routes and other public roads that connect to DOD facilities.
6. Federal Land Management Agency (FLMA) Coordination: Coordinate with FLMAs in the transportation planning process to address access roads and transportation services connected to federal lands.
7. Planning and Environment Linkages (PELs): Implement PELs as part of the transportation planning and environmental review processes. PELs consider environmental, community, and economic goals early in the planning process, and uses the resulting information, analysis, and products to inform the environmental review process. PEL leads to interagency relationship building among improve project delivery timeframes.
8. Data in Transportation Planning: Incorporate data sharing into the transportation planning process.

Though FHWA and FTA state that these PEAs are not statutory requirements, we understand their importance in promoting national policy goals. And these emphasis areas align very closely with our goals for the metropolitan planning area. Our

transportation plan, [Moving Dutchess Forward](#), speaks to many of these PEAs, particularly as they relate to promoting safety, equity, and resiliency, either as policy goals or recommended projects. This planning program carries these goals forward into planning tasks such as continuing our work on a Vulnerability Assessment, progressing next steps from the Poughkeepsie 9.44.55 study, implementing Complete Streets improvements, and carrying out our new Public Participation Plan.

2023-2024 UPWP Tasks

Tasks in the 2023-2024 UPWP are organized under FTA Activity Line Item (ALI) headings (e.g., 44.21.00) and then listed individually using ‘MP’ codes. We use the ‘MP’ codes to track staff hours through the Dutchess County time accounting system. Each task is listed below and described in detail in the following pages.

2023-2024 UPWP Task Codes

Program Support and Administration (44.21.00)

| | |
|--------|---|
| MP 101 | Support and Administration |
| MP 102 | Unified Planning Work Program (UPWP) |
| MP 103 | Public Participation Activities |
| MP 104 | Transportation Management Area (TMA) Coordination |
| MP 105 | Federal, State, and Local Reporting |
| MP 106 | Professional Development |

Data Development and Analysis (44.22.00)

| | |
|--------|---|
| MP 201 | Demographic Data Analysis and Forecasting |
| MP 202 | Travel Data Analysis and Forecasting |

| | |
|--------|--|
| MP 203 | Vehicle/Bicycle/Pedestrian Count Activities |
| MP 204 | Major Projects Tracking |
| MP 205 | Geographic Information Systems (GIS)/Database Management |
| MP 206 | Pavement Condition Monitoring |
| MP 207 | Performance Monitoring |
| MP 208 | Countywide Vehicle Speed Analysis |
| MP 209 | Functional Classification Update |

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

| | |
|--------|--|
| MP 301 | Metropolitan Transportation Plan (MTP) |
| MP 302 | Air Quality and Energy Planning |
| MP 303 | Congestion Management Process |
| MP 304 | Emerging Transportation Technologies Planning |
| MP 305 | Regional Transit Planning |
| MP 306 | Regional Freight Planning |
| MP 307 | Vulnerability Assessment |
| MP 308 | Orange and Dutchess Transportation Access and Mobility Study |
| MP 309 | Other Transportation Studies |

Long-Range Transportation Planning (Project Level) (44.23.02)*

| | |
|--------|--|
| MP 401 | Community Transportation Planning Assistance |
| MP 402 | Local Pedestrian Planning Initiative |
| MP 403 | Pedestrian-Bicycle Plan Implementation |
| MP 404 | Complete Streets Implementation |
| MP 405 | Transportation Safety Planning |
| MP 406 | Coordination of Human Service Transportation |
| MP 407 | Local Transit Planning |
| MP 408 | Poughkeepsie 9.44.55 Implementation |
| MP 409 | Intersection Management Program |
| MP 410 | Corridor Management Program |

- MP 412 Route 113-Spackenkill Rd (Town of Poughkeepsie) Sidewalk Feasibility Study
- MP 413 Beacon-Hopewell Rail Trail Study

Short-Range Transportation Planning (44.24.00)

- MP 501 Transportation Impact Reviews/Sustainable Development Practices
- MP 502 Inter-Departmental Project Coordination

Transportation Improvement Program (TIP) (44.25.00)

- MP 601 Transportation Improvement Program (TIP)

Other Activities (44.27.00)

- MP 701 New York State Association of Metropolitan Planning Organizations (NYSAMPO) Activities

Note: Task MP 411 – Route 9-Mill/Montgomery St (Village of Rhinebeck) Complete Streets Assessment – was completed in 2022-2023, and the Task Code retired.

Program Support and Administration

The Program Support and Administration category covers tasks necessary to carry out our day-to-day work and support our local transportation planning process. These activities typically include administrative tasks related to preparing for meetings, developing future planning programs, engaging the public, and participating in professional development courses. The preparation of the annual UPWP, one of our core documents, is included under this category.

MP 101 – Support and Administration

Description: This task covers administrative work, which is necessary for us to comply with federal and state requirements for the metropolitan transportation planning program. It includes all activities related to the day-to-day operations of the DCTC and our Planning Committee, including administrative work items required by our host agency, the Dutchess County Planning Department. This can include general inquiries by agencies about planning projects or budgets.

Communications with federal and state agencies not covered by other activities also fall under this task. If required by changes to our Census-defined urban area boundary, we will also revisit our voting membership and Bylaws.

Products:

- Council and Planning Committee meetings (April 2023-March 2024)
- DCTC Resolutions (April 2023-March 2024)
- Meeting materials (April 2023-March 2024)
- Updated DCTC Bylaws (April 2023-March 2024)

Responsible Agencies: DCTC and Dutchess County Planning Department

Budget Estimate: FHWA \$151,731, FTA \$41,888, State \$31,812, Local \$10,604

MP 102 – Unified Planning Work Program (UPWP)

Description: This task includes all work associated with the development and publication of the UPWP. In April 2023, we will issue a final, approved version of this 2023-2024 UPWP. Any work on amending or administratively modifying the UPWP to reflect scope/cost changes or add new tasks are covered under this task. We will monitor the progress of approved planning tasks and begin development of the Draft SFY 2024-2025 UPWP. We will also issue a year-end expenditure report for the previous 2022-2023 UPWP upon processing our final reimbursement request after March 31, 2023.

Products:

- Final 2023-2024 UPWP (April 2023)
- 2022-2023 UPWP Year-end Expenditure Report (April-June 2023)
- Draft 2024-2025 UPWP (December 2023-March 2024)

Responsible Agency: DCTC

Budget Estimate: FHWA \$29,179, FTA \$10,053, State \$6,492, Local \$2,164

MP 103 – Public Participation Activities

Description: This task involves work performed by staff to provide the public with timely and effective information about our activities and products. This includes the production of press releases, meeting notices, and public comment notices for major work products such as the Plan, Capital Program, and Planning Program, the distribution of studies and reports to

community organizations, individuals, and media, consultation with tribal nations, and updates to our website.

We will use our new [Public Participation Plan](#) (below) to guide our outreach activities, with an emphasis on integrating virtual and web-based engagement tools in our planning process, reaching focus equity populations, and using [federal plain language](#) principles to shape our products. Using the County’s GovDelivery system, we will maintain our public information contact database and project-specific contact lists to manage our digital communications. And we will continue to integrate our new logo and style guide into planning products and messaging.



Products:

- Contact database (April 2023-March 2024)
- Press releases and notices (April 2023-March 2024)
- Public meetings or events (April 2023-March 2024)
- DCTC website updates (April 2023-March 2024)

Responsible Agency: DCTC

Budget Estimate: FHWA \$43,769, FTA \$12,566, State \$9,267, Local \$3,089

MP 104 – Transportation Management Area (TMA) Coordination

Description: This task covers our administrative work to meet TMA planning requirements for the Poughkeepsie-Newburgh NY Urban Area. This includes participating in TMA meetings, sharing information with OCTC and UCTC staff and other TMA partners, and collaborating on matters related to the TMA. As a member of the TMA, we will work closely with our partners to sub-allocate [FTA Section 5307 \(Urbanized Area Formula\)](#), [Section 5310 \(Enhanced Mobility of Seniors and Individuals with Disabilities\)](#), and [Section 5339 \(Bus and Bus Facilities\)](#) funding to local providers. TMA-related work on specific tasks such as the Congestion Management Process (CMP), Regional Transit Plan, and Regional Freight Plan are listed under separate tasks (MP 303, 305, and 306 respectively).

Products:

- TMA meetings (April 2023-March 2024)
- TMA required resolutions and agreements (April 2023-March 2024)
- Staff coordination on TMA administrative activities, (April 2023-March 2024)

Responsible Agencies: DCTC, OCTC, and UCTC

Budget Estimate: FHWA \$37,933, FTA \$12,566, State \$8,345, Local \$2,781

MP 105 – Federal, State, and Local Reporting

Description: This task addresses work needed to fulfill federal, state, and local reporting requirements related to our operations and finances. This includes the preparation of quarterly NYSDOT payment requests, semi-annual [Disadvantaged Business Enterprise \(DBE\)](#) reports, semi-annual UPWP progress reports, Dutchess County auditing reports, and work on our portion of the Planning Department’s annual budget. This task also covers the completion of the Annual Listing of Obligated Projects, ensuring that the public has an accurate understanding of how federal funds are spent on transportation projects in the county.

Products:

- NYSDOT payment requests (April, July, and November 2023; January 2024)
- Semi-annual DBE reports (April and November 2023)
- Semi-annual UPWP progress reports (April and November 2023)
- Dutchess County Single Audit (July-September 2023)
- 2023 Dutchess County Budget development (June-September 2023)
- Annual Listing of Obligated Projects for FFY 2023 (December 2023)

Responsible Agency: DCTC, NYSDOT, and Dutchess County

Budget Estimate: FHWA \$14,590, FTA \$4,189, State \$3,089, Local \$1,030

MP 106 – Professional Development

Description: Depending on availability and cost, staff will participate in professional development courses, conferences, and training events to increase their technical capacity and to identify best practices that will benefit its work. This includes both in-person and web-based training and may cover transportation topics as well as land use and environmental planning subjects. We will provide or present summaries of trainings as needed.

Products:

- Training webinars and conferences (April 2023-March 2024)

Responsible Agency: DCTC

Budget Estimate: FHWA \$14,590, FTA \$2,513, State \$2,775, Local \$925

Data Development and Analysis

The Data Development and Analysis category supports gathering and analyzing data to better understand the population we serve and the nature of travel across our planning area. This data analysis helps us identify issues for further study, informs funding decisions by member agencies, and improves the accuracy of population and travel forecasts.

This category specifically involves the analysis of population, employment, and housing data, primarily from agencies such as the [U.S. Census Bureau](#) and [Bureau of Labor Statistics](#). In

addition, this category includes gathering and analyzing transportation-specific data related to the condition and use of the transportation system, such as travel demand forecasts, traffic counts, and pavement conditions. These tasks support various short- and long-range planning activities, especially the MP 300 and MP 400-series tasks.

MP 201 – Demographic Data Analysis and Forecasting

Description: We use demographic data to help inform our transportation planning process and assess trends in our population, economy, and travel behavior. We will continue our analysis of socio-economic data from the [American Community Survey \(ACS\)](#), [Census Transportation Planning Products \(CTPP\)](#) program, and other [U.S. Census Bureau](#) products – in particular, the 2020 Census. We will look at any lasting effects from the COVID pandemic and continue to expand our knowledge of local population characteristics. We will also refer to economic and employment data from the [Bureau of Labor Statistics \(BLS\)](#) to understand commuter flows in the region and data from the [2017 National Household Travel Survey \(NHTS\)](#) to understand travel behavior in the county.

We may also use this analysis to assess some of the demographic forecasts and trends in [Moving Dutchess Forward](#), and further our understanding of focus equity populations and areas discussed in the plan. We will also assess changes to our urbanized area population resulting from the 2020 Census and the new urban area boundaries designated by the Census Bureau in December 2022.

Products:

- Assessment of demographic analyses, forecasts, and trends in [Moving Dutchess Forward](#) (April 2023-March 2024)
- Analysis of 2020 Census, 2017-2021 ACS, and BLS data (April 2023-March 2024)
- Assessment of new 2020 Census urban area boundaries (April-June 2023)

Responsible Agency: DCTC

Budget Estimate: FHWA \$37,203, FTA \$4,961, State \$6,754, Local \$2,251

MP 202 – Travel Data Analysis and Forecasting

Description: We analyze a range of data to understand how people currently travel within the region and county, and how they might travel in the future. Some of our understanding is informed by national and state data, such as monthly [travel volume trends reported by FHWA](#) and annual estimates of Vehicle Miles of Travel (VMT) issued by the [NYSDOT Highway Data Services Bureau](#). We also use data from our traffic count program, the NHTS survey, and Major Projects Report (task MP 204 – Major Projects Tracking) to spot check travel forecasts. Our annual license for the [TransCAD](#) travel demand model falls within this task.

Products:

- TransCAD license and support (April 2023-March 2024)
- Assessment of VMT estimates (July-September 2023)

Responsible Agency: DCTC

Budget Estimate: FHWA \$10,942, FTA \$1,005, State \$1,916, Local \$639

MP 203 – Vehicle/Bicycle/Pedestrian Count Activities

Description: This task covers activities related to our annual traffic count program, which informs our understanding of how the county’s non-state road network and walking and bicycling facilities are being used.

We will use consultant services to collect traffic count data (volumes, vehicle classifications, and speeds) at approximately 200 locations across the county. Collected data will adhere to NYSDOT requirements and support system-wide and local transportation planning activities, including congestion management planning, safety planning, and our annual high-end speeding analysis (see task MP 208 – Countywide Vehicle Speed Analysis). We will also provide collected data to the [Dutchess County Office of Central and Information Services \(OCIS\)](#) to update our [Traffic Data app](#) (see task MP 205 – Geographic Information Systems/Database Management).

Through our consultant, we will use video counters to count people walking and bicycling on select trails and local streets, and to collect turning movements at intersections. In addition, this task includes staff coordination of pedestrian and bicycle counts conducted by volunteers using methods from the [National Bicycle and Pedestrian Documentation Project](#) and maintenance of our vehicle and pedestrian/bicycle count databases.

Products:

- 2023 Traffic Count Program (April-December 2023)
- Bicycle/pedestrian counts at select locations (April-September 2023)
- Volunteer bicycle/pedestrian count program (September 2023)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$87,538, State \$13,822, Local \$4,607

MP 204 – Major Projects Tracking

Description: This task encompasses work to maintain the Dutchess County Major Projects database and produce our annual [Major Projects Report](#). This work supports our efforts to better understand future population, housing, and employment trends, and in turn, future travel demand. We define major projects as development of at least 25 residential units or 25,000 square feet of non-residential space in urban areas, and ten residential units or 10,000 square feet of non-residential space in rural areas. This task also covers any requested development data to the [New York Metropolitan Council \(NYMTC\)](#) for their travel demand model.

Products:

- 2022 Major Projects Report (April-June 2023)
- Development data for NYMTC model (as needed)

Responsible Agencies: DCTC and Dutchess County Planning Department

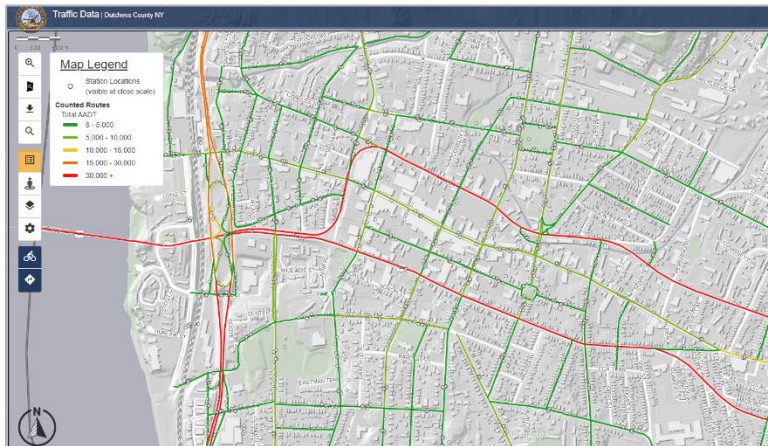
Budget Estimate: FHWA \$6,565, FTA \$355, State \$1,100, Local \$376

MP 205 – Geographic Information Systems (GIS)/Database Management

Description: This task covers work on GIS databases and apps to visualize demographic and transportation data. This includes maintaining and updating our [Map Viewer](#) for [Moving Dutchess Forward](#) – a dynamic mapping application developed by the [Dutchess County Office of Central and Information Services \(OCIS\)](#) that provides geospatial data on the transportation system, demographics, transportation safety, reliability, access to basic needs, transportation equity, flood vulnerability, and transformative investments.

We will also continue maintenance of our [Traffic Data app](#), which allows users to search traffic counts by municipality, year, road name, or road class. The app provides data on volumes, speeds, and heavy vehicles, and includes a range of tools to analyze and chart data. It also allows users to customize how data is displayed and to export maps as needed.

Other related tasks include maintaining our [TIP Viewer](#), which shows project level information for the current TIP, and the [Bike Dutchess app](#), which provides information on bicycle facilities and amenities throughout the county. We may also partner with OCIS to look at developing an online application to display our pedestrian and bicycle count data.



We partner with Dutchess County OCIS to present our traffic counts in a map-based application that allows users to easily search our database.

Products:

- Updates to online mapping applications: [Moving Dutchess Forward Map Viewer](#), [Traffic Data app](#), [TIP Viewer](#), and [Bike Dutchess app](#) (April 2023-March 2024)
- Pedestrian/Bicycle count application (April 2023-March 2024)
- Mapping products for transportation planning studies (April 2023-March 2024)

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

Budget Estimate: FHWA \$43,769, FTA \$355, State \$6,974, Local \$2,325

MP 206 – Pavement Condition Monitoring

Description: This task builds on our previous work with [Dutchess County Public Works](#) and the [Cornell Asset Management Program \(CAMP\)](#) to establish a uniform method to measure pavement conditions on non-state roads in Dutchess County. Prior to COVID, we had completed two pavement assessments of the entire county. Pausing during the pandemic, we reassessed the utility of the program and began to review other ways to assess pavement conditions and collect better data, focusing on more automated processes. We will continue this review and possibly develop an RFP for a new monitoring program to begin in 2024. In the meantime, we will continue to analyze pavement condition data collected by NYSDOT for state highways and local federal-aid roads.

Products:

- Analysis of pavement condition data collected by NYSDOT (April 2023-March 2024)
- Research on best practices for automated pavement monitoring (October 2023-March 2024)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$6,565, State \$1,037, Local \$346

MP 207 – Performance Monitoring

Description: This task includes developing and approving performance measures that support federal and state requirements for performance-based transportation planning. We will review data to measure progress on meeting DCTC-

endorsed statewide and agency targets for safety, pavement/bridge conditions, congestion/reliability, transit equipment, and transit safety. As part of this work, we will begin to develop specific goals for the [performance measures established in Moving Dutchess Forward](#). We will also monitor any new IJA-related rulemakings for performance monitoring.

Products:

- Approval of new statewide or agency performance targets for safety, pavement/bridge conditions, traffic congestion, transit equipment, and transit safety (as needed)
- Develop goals for performance measures in [Moving Dutchess Forward](#) (April 2023-March 2024)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$4,377, FTA \$335, State \$754, Local \$251

MP 208 – Countywide Vehicle Speed Analysis

Description: We will continue to analyze speed patterns on county and local roads using data from task MP 203 – Vehicle/Bicycle/Pedestrian Count Activities. This speeding analysis will identify corridors with ‘high-end’ speeding, where 85th percentile speeds are more than 10 mph over the posted speed limit. By highlighting road segments with high-end speeding, we hope to assist local municipalities and law enforcement agencies with efforts to target speed enforcement and implement traffic calming measures to reduce speeding.

Products:

- Countywide high-end speeding analysis (April-December 2023)

Responsible Agency: DCTC

Budget Estimate: FHWA \$10,942, State \$1,728, Local \$576

MP 209 – Functional Classification Update

Description: We will review the current functional classifications of our road network and make suggestions for changes. Functional classification is a national system used to define the role that a road plays in serving traffic throughout the network, grouping them into classes according to their character and level of access. Since traffic and land use patterns have changed considerably since our last update, a thorough review is warranted. We will coordinate this review with the designation of new urban areas based on the 2020 Census, as some changes may affect urban and rural road classifications.

Products:

- Functional Classification changes (April 2023-March 2024)

Responsible Agencies: DCTC, NYSDOT, and Dutchess County Public Works

Budget Estimate: FHWA \$10,942, State \$1,728, Local \$576

Long-Range Transportation Planning (System Level)

The Long-Range Transportation Planning (System Level) category focuses on planning tasks that address long-range or system-wide transportation topics. It is here that we try to understand the system at a holistic level and identify some of the major transportation issues that we may face beyond the next 5-10 years. Much of this work focuses on improving long-term safety, reliability, access to basic needs, and equity throughout the county. [Moving Dutchess Forward](#) speaks to these topics and informs the scope and breadth of some of our long-range planning tasks – notably for reliability/congestion, climate change vulnerability, and technology.

Besides implementing the Plan, our system-level tasks address regional, mode-specific subjects such as freight and transit, regional initiatives such as the congestion management process, and specialized systemwide assessments such as climate change vulnerability.

MP 301 – Metropolitan Transportation Plan (MTP)

Description: In 2021, we adopted [Moving Dutchess Forward](#), our groundbreaking 25-year Transportation Plan for Dutchess County. Designed as an interactive online plan, it humanizes how we talk about transportation— specifically, how our transportation system enables or prevents people from participating in the basics of life (housing, work, education, services, etc.). The plan includes this vision statement: **By 2045, Dutchess County’s transportation system will be safer, more reliable, resilient, and equitable.**



The plan discusses the policies and infrastructure needed to improve access, considering safety, reliability, and basic needs. It also looks at equity to understand how access is different for some populations and identifies focus areas that face barriers to access. The plan’s recommendations support its four goals:

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

For each of these goals, we identify the DCTC’s role in

addressing future trends and reducing barriers to access. We also recommend a range of best practices and policies that the DCTC, the county, and local governments can pursue to realize our transportation vision and goals. To focus future investment, the plan recommends a series of transformative packages and projects to reduce barriers and expand access across the county.

We continue to implement the plan's recommendations, which is the focus of this task. Some of that work is captured in specific tasks, such as our Vulnerability Assessment (see Task MP 307), but more general work is captured here. As part of this work, we may revisit our assumptions and analyses in [Moving Dutchess Forward](#) and update the plan to reflect any significant changes in data, funding, or policies; these could be minor updates, done through administrative modifications, or more substantive updates, made through amendments.

Products:

- Implementation of [Moving Dutchess Forward](#) (April 2023-March 2024)
- Updates to [Moving Dutchess Forward](#), including administrative modifications and amendments (April 2023-March 2024)

Responsible Agencies: DCTC and member agencies

Budget Estimate: FHWA \$49,021, FTA \$6,702, State \$8,997, Local \$2,999

MP 302 – Air Quality and Energy Planning

Description: We will continue to adhere to [EPA](#) guidance stemming from the U.S. Court of Appeals decision in [South Coast Air Quality Management District v. EPA](#). In this case, the Court struck down portions of an EPA rule concerning the implementation of 2008 [National Ambient Air Quality Standards \(NAAQS\)](#) and anti-backsliding provisions concerning the [1997 ozone standard](#). The resulting EPA guidance requires 'orphan areas' such as ours to complete conformity determinations for the 1997 ozone standard for future MTPs and TIPs.

Although the EPA does not require a regional emissions analysis for orphan area conformity statements, we will participate as needed in statewide Interagency Consultation Group (ICG) conference calls and meetings to review project proposals and assess their impacts on regional air quality. We will also develop and publish required conformity determination statements for MPO actions in the Poughkeepsie Ozone Non-attainment Area (PONA).

Products:

- ICG meetings (April 2023-March 2024)
- PONA conformity determination statements (as needed)

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

Budget Estimate: FHWA \$3,502, FTA \$1,005, State \$741, Local \$247

MP 303 – Congestion Management Process (CMP)

Description: We will continue our work with [OCTC](#) and [UCTC](#) in support of the Mid-Hudson Valley [TMA’s Congestion Management Process \(CMP\)](#). The CMP, approved by the MPOs in 2019, establishes a four-step process to measure, define, locate, and manage congestion on the National Highway System. The TMA’s CMP includes a [macro-level analysis](#) to identify the most congested areas in the region. For Dutchess County, we followed this with a [micro-level investigation](#) of the congested areas identified in the region-wide screening.

For 2023-2024, we will explore the usefulness of conducting a second iteration of this process, which would include a macro-level screening of the county to measure overall congestion followed by a micro-level analysis of identified congested areas. However, we may delay this process if data for non-federal aid roads is not available or if travel time data is unreliable due to COVID-induced travel disruptions.

As part of our CMP work, we will continue to work closely with the NYSAMPO Modeling Working Group and the [University at Albany’s AVAIL team](#) to improve the functionality of its portal to the [National Performance Management Research Data Set \(NPMRDS\)](#). The NPMRDS, which is based on wireless vehicle probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the [National Highway System \(NHS\)](#), and includes archived speed and travel time data matched to location data.

Finally, this task addresses staff support of state, regional, and local [Travel Demand Management \(TDM\)](#) activities, including

the [511NY Rideshare](#) program, [511NY website](#), and other NYSDOT TDM strategies to reduce single occupant vehicle travel, traffic congestion, and energy consumption.

Products:

- NPMRDS data analysis (April 2023-March 2024)
- CMP technical analysis (April 2023-March 2024)
- TDM support (April 2023-March 2024)

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT

Budget Estimate: FHWA \$14,006, FTA \$1,005, State \$2,399, Local \$800

MP 304 – Emerging Transportation Technologies Planning

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

This task will also investigate the planning and access issues related to other emerging technologies such as Electric Vehicles

(EVs) and technology-driven mobility services supplied by Transportation Network Companies (TNCs) such as Uber and Lyft. Together, these technologies may bring new land use, infrastructure, and equity challenges. Staff will monitor how these technologies are being used and identify how we might support their expansion in the county.

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

Products:

- Research and planning activities related to emerging transportation technologies such as CAVs, EVs, TNCs, and others. (April 2023-March 2024)
- Assist with updating and implementing the Hudson Valley's ITS architecture plan (as needed)

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

Budget Estimate: FHWA \$14,006, FTA \$1,676, State \$2,525, Local \$842

MP 305 – Regional Transit Planning

Description: We will continue to work with OCTC, UCTC, and area transit operators to implement our regional transit plan, [Connect Mid-Hudson](#). The plan recommends ways to better coordinate and connect transit systems in Dutchess, Orange,

and Ulster counties and to connect our region to others such as the New York City metropolitan area. The recommendations focus on improving connections in urban centers, major residential and job centers, and transportation hubs such as train stations and park-and-ride lots. The plan includes an analysis of the future transit capital needs for the region, both for equipment and facilities, and estimates the amount of funding needed to maintain and expand the regional transit system. Work during 2023-2024 will focus on helping our operators implement the plan's recommendations, such as piloting select microtransit services, with consideration of changing travel patterns and available funding.

Products:

- Implement recommendations from [Connect Mid-Hudson](#) (April 2023-March 2024)
- Regional transit operational and capital planning (April 2023-March 2024)

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

Budget Estimate: FTA \$16,755, State \$3,142, Local \$1,047

MP 306 – Regional Freight Planning

Description: This task covers our work to study freight movement trends across the region and county. In 2021, the DCTC, OCTC, and UCTC created a freight subcommittee with staff from the three MPOs. The subcommittee developed a work program to study regional freight, beginning with an inventory of available freight data. Our analysis of this data has

enhanced our understanding of freight travel patterns in the region and supported the development a freight white paper, which will be finalized in 2023-2024. The data analysis and white paper lay the groundwork for future outreach efforts to freight stakeholders in the region. Outreach efforts will include a survey for freight stakeholders and meetings or focus groups to help us understand the most important issues faced by freight operators. Our work will also focus on better understanding freight’s effects on the transportation system, specifically as it relates to safety and reliability/congestion. We will also look at access issues related to large warehouses and the impacts of local freight deliveries on the road network.

The TMA maintains a [website](#) through ESRI’s ArcGIS Hub that will be used to engage the freight community and present information about freight to the public. It will also serve as a tool to introduce visitors to the MPOs and the TMA planning process. We will continue to update this platform and use it as a clearinghouse for other TMA planning products such as the CMP and regional transit plan.

Products:

- Mid-Hudson Valley TMA ArcGIS Hub website (April 2023-March 2024)
- Freight white paper (April-May 2023)
- Freight stakeholder outreach (April 2023-March 2024)

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT

Budget Estimate: FHWA \$42,018, State \$6,634, Local \$2,211

MP 307 – Vulnerability Assessment

Description: In late 2022, as recommended in [Moving Dutchess Forward](#) and our federal certification review, we began a consultant supported Vulnerability Assessment of our transportation system. The assessment will look at a range of future climate hazards such as flooding, wind, extreme temperatures, drought, landslides, and winter conditions, and assess the impacts of these hazards on our transportation system, including roads, bridges, rail lines and stations, bus routes and stops, sidewalks, rail trails, and strategic transportation facilities.

In phase one, we will conduct a system level analysis to understand the sensitivity of each asset of the transportation system to each hazard and rate them on a high/medium/low scale. Phase two will focus on high-ranking transportation asset/hazard combinations from phase one and conduct an asset-level indicator-based assessment of their exposure and/or criticality and assign individual vulnerability scores.

This information will help agencies understand which facilities may be the most vulnerable to climate change and help them prioritize needed improvements to make the most critical components of the transportation system more resilient. The assessment will be developed as an online product with a dedicated website and an interactive mapping application developed by Dutchess County OCIS (modeled after [Moving Dutchess Forward](#)). As of January 1, 2023, this task was nine percent complete.



Extreme weather events can have dramatic impacts on our transportation system, like East Fishkill’s East Hook Rd Bridge above, which was destroyed by flooding from Hurricane Ida in 2021. Our Vulnerability Assessment will provide agencies with data and recommendations to better prepare their systems for such events.

Products:

- Task 3: Stakeholder and Public Outreach (April 2023-March 2024)
- Task 4: Climate Change Summary (April-June 2023)
- Task 5: Vulnerability Analysis (April-October 2023)
- Task 6: Interactive Mapping Application (September-November 2023)
- Task 7: Final Vulnerability Assessment (December 2023-March 2024)

Responsible Agencies: DCTC, NYSDOT, MTA, Dutchess County, and other agencies

Budget Estimate: FHWA \$210,091, FTA \$5,027, State \$34,115, Local \$11,371

MP 308 – Orange and Dutchess Transportation Access and Mobility Study

Description: This study, a joint effort of the DCTC and OCTC, will look at cross-river transportation access and mobility between Orange and Dutchess counties. It will examine existing and future transportation options to connect New York Stewart International Airport and Metro-North’s Beacon Train Station. This includes assessing the feasibility and cost of enhancing existing ferry and bus services, establishing a light rail line between the airport and the train station, and improving the Newburgh and Beacon waterfronts. This multi-year study will be funded by a \$500,000 Community Project Funding member request that was included in the approved 2023 federal budget; as this funding is separate from our routine planning allocation, the budget estimates shown below do not include this outside funding.

Products:

- Develop scope of work (April-December 2023)
- Prepare and issue RFP (January-March 2024)

Responsible Agencies: DCTC, OCTC, NYSDOT, MTA, PANYNJ, and other agencies

Budget Estimate: FHWA \$14,006, FTA \$1,005, State \$2,399, Local \$800



Finding ways to better connect Newburgh and Beacon is one of several goals for the new Orange and Dutchess Transportation Access and Mobility Study.

MP 309 – Other Transportation Studies

Description: This task includes staff support of planning studies or work identified as Statewide Planning and Research (SPR) activities by NYSDOT or other regional agencies (see Section 9, Statewide & Regional Planning Initiatives). These studies use federal funds and have been identified as having a statewide benefit or as necessary to satisfy a specific NYSDOT planning responsibility to FHWA. Examples include statewide traffic count collection, pavement condition monitoring, and infrastructure inventories. We will also participate in and promote other regional or countywide studies that support our transportation planning process such as the [MTA’s First Mile Last Mile \(FMLM\) Toolkit](#) – an online resource for communities to help them improve access at Metro-North Railroad rail stations.

In addition, we will support the implementation of the [Mid-Hudson Valley Regional Sustainability Plan](#), which establishes a sustainability baseline for the region and outlines ways to increase energy efficiency, promote renewable energy, and reduce carbon emissions. We will also provide support to other energy planning efforts, such as implementation of the [NYS Climate Action Plan](#) and the [State and County’s Climate Smart Communities \(CSC\) program](#)

Products:

- Review and comment on state, regional, or countywide studies relevant to the metropolitan transportation planning process (as needed)
- Participate in and promote other studies such as the MTA’s First Mile Last Mile (FMLM) Toolkit (April 2023-March 2024)
- Support regional and countywide climate plans and programs (April 2023-March 2024)

Responsible Agencies: DCTC, NYSDOT, MTA, and other agencies

Budget Estimate: FHWA \$3,502, FTA \$335, State \$616, Local \$205

Long-Range Transportation Planning (Project Level)

The Long-Range Transportation Planning (Project Level) category includes planning tasks that address transportation issues in a specific community, sub-area, or corridor within the metropolitan planning area. The Project Level category also addresses specific transportation modes and practices at the

county level, most notably as they relate to promoting walking and bicycling or implementing Complete Streets principles.

We routinely leverage our resources to meet the transportation planning needs and priorities of our member agencies and communities. We accomplish this through the development of specific studies completed in-house by our own staff or through consultant services. These studies typically stem from recommendations identified through the MTP process or by a formal request by a member agency or municipality, and typically require more detailed analyses than the system-level tasks (MP 300 series).

[MP 401 – Community Transportation Planning Assistance](#)

Description: Supported by the Dutchess County Planning Department, we will offer planning and design assistance to communities that wish to employ sustainable land use and transportation principles, notably those stemming from the [Greenway Compact Program](#) and the County’s Centers & Greenspaces planning approach. These initiatives seek to create less auto-dependent neighborhoods by transforming strip commercial areas into mixed-use centers, improving connections between land uses, and promoting walking, bicycling, and transit.

This task also covers our work to coordinate local land use and transportation planning decisions and promote sustainable development. We will continue to work with the Dutchess County Planning Department on its Housing Initiative to research and promote policies to expand the mix of housing types and level of affordability across the county. This includes

implementing recommendations from the County’s [Housing Needs Assessment](#).

Products:

- Community transportation planning assistance (April 2023-March 2024)
- Planning support for the Dutchess County Housing Initiative (April 2023-March 2024)

Responsible Agencies: DCTC, Dutchess County Planning Department, and local municipalities

Budget Estimate: FHWA \$27,137, FTA \$570, State \$4,392, Local \$1,464

[MP 402 – Local Pedestrian Planning Initiative](#)

Description: We will continue to provide technical assistance to municipalities interested in improving pedestrian safety and access in their communities. This work typically includes an assessment of existing infrastructure and a series of recommendations to improve walking conditions, usually by closing sidewalk gaps, providing new connections, and offering design alternatives for key locations. Since 2011, we have completed pedestrian plans for the [Villages of Millerton](#), [Pawling](#), and [Rhinebeck](#), and for town centers in [Hyde Park](#), [Pine Plains](#), and [Poughkeepsie \(Arlington\)](#), and most recently, the [Dover Plains](#) hamlet in the Town of Dover. For the latter, we may complete some minor work to finish the study.

Products:

- Final Dover Plains Pedestrian Plan (April-May 2023)

Responsible Agencies: DCTC, Dutchess County Planning Department, and Town of Dover

Budget Estimate: FHWA \$22,614, FTA \$570, State \$3,678, Local \$1,226

MP 403 – Pedestrian-Bicycle Plan Implementation

Description: This task addresses work to implement recommendations from [Walk Bike Dutchess](#) – our countywide Pedestrian and Bicycle Plan – and to further integrate walking and bicycling into the county’s transportation system. We will continue to host and coordinate a [Bicycle-Pedestrian Advisory Committee \(BPAC\)](#) and use our website to provide information on walking and bicycling facilities and resources. This task also includes support for any work on an ADA Transition Plan for Dutchess County.

Products:

- Implementation of walking and bicycling recommendations from [Walk Bike Dutchess](#) (April 2023-March 2024)
- Quarterly BPAC meetings (April 2023-March 2024)
- Dutchess County ADA Transition Plan support (as needed)

Responsible Agencies: DCTC, Dutchess County, and member agencies

Budget Estimate: FHWA \$13,568, FTA \$570, State \$2,249, Local \$750

MP 404 – Complete Streets Implementation

Description: We will continue to manage an inter-departmental [Complete Streets Committee](#) to implement the County’s [Complete Streets Policy](#), which focuses on influencing the design of County projects to consider access for all types of transportation. We will also work with Dutchess County Public Works and private developers to promote Complete Streets features in land use projects requiring County permits; this includes working to incorporate pedestrian, bicycle, ADA, and other improvements in proposed projects, particularly in designated centers.

We will continue our support of the county’s traffic safety education campaign, [Watch Out For Me](#), to improve safety for people walking and bicycling in the county. These public outreach efforts include bus stop decals, brochures and posters, presentations, videos, and (when possible) in-person education. The campaign, jointly managed by DCTC and the County Department of Behavioral & Community Health (DBCH), focuses on youth, older adults, transit riders, and drivers. This task also covers planning assistance to municipalities in the development of local Complete Streets policies and plans.

Work performed under this task satisfies the USDOT requirement that MPOs address Complete Streets planning needs in their communities. The budget estimate below exceeds the federally required 2.5 percent set-aside for Complete Streets work.



We partner with agencies such as County DBCH to educate the public about pedestrian safety in engaging ways, like at 2022's [ThinkDIFFERENTLY Field Day](#) above.

Products:

- County Complete Streets Policy implementation (April 2023-March 2024)
- [Watch Out For Me campaign](#) (April 2023-March 2024)
- Bi-monthly Inter-Departmental Complete Streets Committee meetings (April 2023-March 2024)

Responsible Agencies: DCTC, Dutchess County Public Works, Dutchess County Public Transit, Dutchess County Behavioral & Community Health, the Dutchess County Traffic Safety Board, Dutchess County Office for the Aging, and Dutchess County Sheriff's Office.

Budget Estimate: FHWA \$45,228, FTA \$2,848, State \$7,675, Local \$2,558

MP 405 – Transportation Safety Planning

Description: We routinely conduct [Safety Assessments \(SAs\)](#) at high-crash locations identified through an analysis of crash data or as suggested by member agencies. For 2023-2024, we may conduct an SA at a location identified in [Moving Dutchess Forward](#) or as requested by a member agency. Our SAs follow a modified version of FHWA's [Road Safety Audit \(RSA\)](#) process and NYSAMPO's Safety Assessment guidelines and identify low-cost strategies to improve transportation safety on high-crash road segments and intersections.

Working with our member agencies, we will continue to support safety-related recommendations from [NYS DOT's Strategic Highway Safety Plan](#) and assist with the development of a new Safety Plan in 2023. We will also continue to participate on the [Dutchess County Traffic Safety Board](#) to help identify and mitigate local safety issues. This includes supporting their campaign on School Bus Safety.

Products:

- Safety Assessment (as needed)
- DCTSB meetings (April 2023-March 2024)
- Dutchess County School Bus Safety Awareness Campaign support (April 2023-March 2024)
- NYS Strategic Highway Safety Plan support (April 2023-March 2024)

Responsible Agencies: DCTC, Dutchess County Traffic Safety Board, and other member agencies

Budget Estimate: FHWA \$63,319, FTA \$570, State \$10,105, Local \$3,369

MP 406 – Coordination of Human Service Transportation

Description: In coordination with human service providers, we will promote transportation projects that improve access for special needs populations such as older adults and people with disabilities. We will help secure funding for eligible projects through FTA programs such as [Section 5310 \(Enhanced Mobility of Seniors and Individuals with Disabilities\)](#). These projects will support our [Coordinated Public Transit-Human Services Transportation Plan](#), which identifies gaps in mobility services for older adults and people with disabilities and prioritizes related capital and operational improvements.

Products:

- Implement the Coordinated Public Transit-Human Services Transportation Plan (April 2023-March 2024)
- Coordinate with human service agencies to help meet their clients' mobility needs (April 2023-March 2024)
- Prioritize FTA Section 5310 projects in Dutchess County and the TMA (as needed)

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

Budget Estimate: FTA \$5,412, State \$1,015, Local \$338

MP 407 – Local Transit Planning

Description: We will provide planning support to [Dutchess County Public Transit](#) and [MTA/Metro-North Railroad](#) to improve the safety and effectiveness of local bus and rail services in the county and improve the customer experience on both systems. We will actively seek the participation of operators in carrying out the metropolitan transportation planning process, including the implementation of the written agreement between the DCTC and operators to share system, operational, and financial information in support of the [MTP](#), [TIP](#), and [Annual Listing of Obligated Projects](#). This includes responding to requests from operators to satisfy FTA Triennial Review data requests or to meet other federal and state reporting requirements.

We will support the implementation of Dutchess County Public Transit's current transit plan and its accessibility study of bus stops and shelters. We will also provide planning support to improve the availability of bus schedule information and to support marketing efforts by County Public Transit to expand public awareness of its services. Finally, we will support County Public Transit's efforts to assess the feasibility of transitioning to electric vehicles.

Products:

- System, operational, and financial data sharing with transit providers, as per written agreement (April 2023-March 2024)
- Planning support to implement recommendations from the county transit plan and bus stop/shelter study (April 2022-March 2024)

- Planning support for the possible electrification of the County bus system (April 2023-March 2024)

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

Budget Estimate: FTA \$17,090, State \$3,204, Local \$1,068

MP 408 – Poughkeepsie 9.44.55 Implementation

Description: In 2022, we completed [Poughkeepsie 9.44.55](#), a detailed analysis of the Route 9/44/55 interchange and the Route 44/55 arterials in the City and Town of Poughkeepsie. The study showed how these facilities could be redesigned to improve safety, livability, and connectivity within the fabric of Poughkeepsie. Specifically, the study developed a roundabout-based concept to make travel safer and more reliable for drivers at the interchange, and a road diet concept to make the arterials safer not only for drivers, but especially for those who walk, bike, or ride transit. These concepts were tested through a detailed traffic simulation model to assess their effect on existing and future operations.

Due to the complex nature of the two facilities, and based on recommendations in the study, some of the concepts require further testing and analysis. Accordingly, this task will cover planning work needed to progress the study’s recommendations for key locations, with the first being a detailed analysis of the Columbus Dr weave on the Westbound Arterial. This task may include grant writing support to secure funds to implement recommendations from the study. Related, this task includes any planning support for the conversion of

Market St to two-way operations, accompanied by walking safety and access improvements.



Though completed in 2022, we continue to seek ways to implement recommendations from the [Poughkeepsie 9.44.55 study of the Interchange \(above\) and Arterials \(right\)](#).



Products:

- Columbus Dr redesign concepts (April-June 2023)
- Planning support to implement recommendations from the Poughkeepsie 9.44.55 study (April 2023-March 2024)
- Planning support for Market St conversion to two-way operations (April 2023-March 2024)

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

Budget Estimate: FHWA \$54,273, FTA \$285, State \$8,622, Local \$2,874

MP 409 – Intersection Management Program

Description: We will continue this standing task to explore ways to improve the safety and reliability of key intersections throughout the county. Selected locations may include state, county, or local intersections identified through our planning work (e.g., high crash or high congestion locations identified in [Moving Dutchess Forward](#)) or suggested by member agencies.

Typical work under this task will include the collection of turning movement counts, crash data, and traffic signal data, an analysis of existing and future conditions, outreach to stakeholders, and the development of recommendations. Recommendations may include design concepts that help reduce barriers to safe, reliable, and equitable access regardless of the form of travel. This program may also be used to determine the need for traffic signals or the replacement of signals with roundabouts. Due to the technical nature of this task, we will use on-call consultant support to carry out work such as data gathering, traffic analysis, and conceptual designing.

Products:

- On-call consultant services (as needed)

Responsible Agencies: DCTC, NYSDOT, and local municipalities

Budget Estimate: FHWA \$45,228, State \$7,141, Local \$2,380

MP 410 – Corridor Management Program

Description: We will use this standing task to explore ways to improve the safety and reliability of key corridors throughout the county. Selected locations may include state, county, or local roads identified through our planning work (e.g., high crash or high congestion corridors or segments identified in [Moving Dutchess Forward](#)) or suggested by member agencies.

Typical work under this task will include the collection of traffic and safety data, the modeling and analysis of existing and future conditions, outreach to stakeholders, and the development of recommendations, including design concepts, to reduce barriers to safe, reliable, and equitable access and to expand access to basic needs. Due to the technical nature of this task, we will use on-call consultant support to carry out tasks such as data gathering, traffic analysis, and conceptual design work. This work would be done by the same on-call consultant as for the intersection program.

Products:

- On-call consultant services (as needed)

Responsible Agencies: DCTC, NYSDOT, and local municipalities

Budget Estimate: FHWA \$22,614, State \$3,571, Local \$1,190

MP 412 – Route 113-Spackenkill Rd (Town of Poughkeepsie) Sidewalk Feasibility Study

Description: Initiated in late 2022, this consultant-supported task will determine the feasibility of installing sidewalks on the

Route 113 (Spackenkill Rd) corridor in the Town of Poughkeepsie, focusing on the section from Croft Rd (near Todd Middle School), past Spackenkill High School, to CR 75 (Cedar Ave). The final concept plan and report will identify the issues, costs, and actions needed to implement any proposed improvements. Since this road is a state highway, NYSDOT will play a critical advisory role throughout the planning process. The final product will provide a basis for NYSDOT or the Town to pursue funding for construction. As of January 1, 2023, this task was 18 percent complete.



With its wide shoulders and proximity to homes and schools, conditions on Route 113 (Spackenkill Rd) appear favorable for a sidewalk.



Products:

- Preliminary design concepts (April 2023)
- Final Design concepts & Technical Memorandum (June 2023)
- Public outreach (April-June 2023)

Responsible Agencies: DCTC, NYSDOT, and Town of Poughkeepsie

Budget Estimate: FHWA \$45,228, FTA \$285, State \$7,194, Local \$2,398

MP 413 – Beacon-Hopewell Rail Trail Study

Description: Modeled after similar studies in the Mid-Hudson Valley and based on our experience assisting with planning other rail trails in the county (e.g., the Empire State Trail, Dutchess Rail Trail, and Northside Line), we will initiate a rail trail feasibility study of the abandoned Beacon Line corridor in southern Dutchess County. This consultant-supported study will include an inventory and assessment of existing conditions along the 13-mile corridor from the area of Dennings Ave (Riverfront Trail) in the City of Beacon, through the Town and Village of Fishkill, to the Dutchess Rail Trail (DRT) and Empire State Trail (EST) in Hopewell Junction (Town of East Fishkill). Informed by this assessment, a preliminary evaluation of design alternatives with cost estimates will be completed and presented to stakeholders and the public. The study will also offer design concepts for the trail and key crossings such as Routes 9 and 52. A revised final concept plan will then be completed and presented. We will manage the study with the assistance of an Advisory Committee.

Products:

- RFP and consultant selection (April 2023)
- Pre-Task 1: Study Kickoff (April-June 2023)
- Task 1: Inventory and Assessment of Existing Conditions (July-December 2023)
- Task 2: Preliminary Evaluation of Concepts with Public and Stakeholder Input (January-June 2024)
- Task 3: Final Concept Plan Development with Revised Cost Estimate (July-December 2024)



In 2023, we will begin a feasibility study of converting the 13-mile Beacon Line between the City of Beacon and Hopewell Junction in the Town of East Fishkill into a rail trail. Repurposing the unused rail corridor is one of several transformative projects recommended in Moving Dutchess Forward and would create connections to the Dutchess Rail Trail, Empire State Trail, and Hudson Highlands Fjord Trail.

Responsible Agencies: DCTC, NYSDOT, Dutchess County Public Works, City of Beacon, Town and Village of Fishkill, and Town of East Fishkill

Budget Estimate: FHWA \$113,070, FTA \$285, State \$17,906, Local \$5,969

Short-Range Transportation Planning

The Short-Range Transportation Planning category focuses on planning projects with near-term horizons that support recommendations in previous plans and studies. In coordination with the Dutchess County Planning Department, we will review proposed land use and transportation projects for their potential impacts on the transportation network and for their consistency with our strategic goals and objectives, especially as they relate to safety, reliability, and equity.

MP 501 – Transportation Impact Reviews/Sustainable Development Practices

Description: Through the [Dutchess County Planning Department](#), we will provide municipal planning, zoning, and legislative boards with site plan alternatives, design improvements, and other recommendations to improve transportation safety and access while balancing the need for economic development and environmental preservation. DCTC and Dutchess County Planning staff do this by serving as assigned Lead Planners for local municipalities, conducting [General Municipal Law \(GML\)](#) 239 reviews for site plans and zoning referrals. During these reviews, we will recommend ways to mitigate impacts to the transportation system, especially on state and county highways.

Products: Site plan and zoning referral letters (April 2023-March 2024)

Responsible Agencies: DCTC and Dutchess County Planning Department

Budget Estimate: FHWA \$54,711, FTA \$5,027, State \$9,582, Local \$3,194

MP 502 – Inter-Departmental Project Coordination

Description: This task covers work to improve coordination between the DCTC and the County’s Departments of [Planning, Public Works](#), and [Behavioral & Community Health](#) to process permit applications and provide consistent feedback in project reviews. This task also seeks to improve coordination with county departments on local transportation projects, including [Community Development Block Grant](#)-funded projects, federally funded projects, locally funded projects, and private projects.

Much of the work on this task will focus on progressing walkability projects funded through the County’s Universal Accessibility Program. We will continue to work closely with Dutchess County Public Works on several projects, to include CR 62 (North Maple Ave) sidewalk improvements in Millerton, CR 75 (Innis Ave) sidewalk and crosswalk improvements in the Town of Poughkeepsie, and the CR 114 (Main St)/Grand Ave intersection redesign in the Town of Poughkeepsie. We will also provide planning support to Public Works for improvements on CR 103 (Annandale Rd) in the Town of Red Hook (done in coordination with Bard College).

Products:

- Planning support for projects funded through the

County’s Universal Accessibility Program (e.g., CR 62-North Maple Ave and CR 75-Innis Ave), and other projects such as CR 114 (Main St) at Grand Ave (April 2023-March 2024)

- Planning support for CR 103 (Annandale Rd) in the Town of Red Hook (April 2023-March 2024)
- Recommendations on CDBG project submissions (October 2023-March 2024)

Responsible Agencies: DCTC, Dutchess County Planning Department, Dutchess County Public Works, and Dutchess County Department of Behavioral & Community Health

Budget Estimate: FHWA \$18,237, FTA \$1,676, State \$3,194, Local \$1,065

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) serves as the capital program of federally funded transportation projects in Dutchess County and is developed and adopted by the DCTC as part of our metropolitan transportation planning process. The TIP covers a five-year period using the Federal Fiscal Year (FFY) calendar and is coordinated with the [Statewide Transportation Improvement Program \(STIP\)](#). The current [FFY 2023-2027 TIP](#) programs federally funded highway and transit projects through September 30, 2027 and includes funding from the Bipartisan Infrastructure Law.

MP 601 – Transportation Improvement Program (TIP)

Description: This task covers all activities necessary to keep the [FFY 2023-2027 TIP](#) current. This includes processing Amendments and Administrative Modifications to maintain fiscal constraint and ensure that the TIP accurately reflects project realities. We will actively engage project sponsors to help them progress local federal-aid projects and meet our obligation goals. We will also work with USDOT and NYSDOT to promote project opportunities across the county as funding from the Infrastructure Law becomes available. We will continue to use our [project selection framework](#) to help prioritize federal-aid projects and align project investments with the goals and recommendations in [Moving Dutchess Forward](#).

We will also review applications submitted in response to statewide solicitations for programs such as [BRIDGE NY](#) (which funds repairs to off-system bridges), [Transportation Alternatives Program \(TAP\)](#) (which funds walking and bicycling projects), and the [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#) (which funds projects that reduce traffic congestion and emissions).

Products:

- TIP Amendments and Administrative Modifications (April 2023-March 2024)
- Federal-aid project coordination with NYSDOT and project sponsors (April 2023-March 2024)

Responsible Agencies: DCTC, NYSDOT, and project sponsors

Budget Estimate: FHWA \$58,359, FTA \$6,702, State \$10,472, Local \$3,491



NYSDOT's new roundabout at Route 376/CR 94-All Angels Rd/CR 104-New Hackensack Rd in the Town of Wappinger was a \$8.3 million project included in our recent Capital Program (TIP). It replaced two adjacent signalized intersections, reducing vehicle delays and improving operations.

Other Activities

MP 701 – New York State Association of Metropolitan Planning Organizations (NYSAMPO) Activities

Description: We actively participate in [NYSAMPO](#), which provides a forum for the 14 MPOs across the state to coordinate and collaborate on mutually beneficial planning and training activities. These activities are supported by FHWA and FTA planning funds, which are matched by NYSDOT. In addition to regular MPO director meetings, NYSAMPO coordinates several working groups to share information and best practices

among staff, covering such topics as safety, bicycle and pedestrian planning, traffic management and operations, climate change, transit planning, travel demand modeling, and GIS mapping. We will continue to chair the bicycle-pedestrian working group for SFY 2023-2024. This task includes participation at the 2023 NYSAMPO Conference in Syracuse.

Products:

- NYSAMPO Director meetings (April 2023-March 2024)
- NYSAMPO working group meetings (April 2023-March 2024)
- NYSAMPO Bicycle-Pedestrian Working Group Chair activities (April 2023-March 2024)
- NYSAMPO Conference (May 2023)

Responsible Agencies: DCTC, NYSDOT, and NYSAMPO

Budget Estimate: FHWA \$14,590, FTA \$1,675, State \$2,618, Local \$873

14. Public Participation Process

Our Planning Committee reviewed the Draft 2023-2024 UPWP at its meetings on January 25 and February 22, 2023. On February 14, 2023, we issued a public notice to our public information list, including local media outlets, agencies, and stakeholders. The public notice announced the availability of the UPWP for public review and comment for a 15-day period. The draft UPWP was also posted on our [website](#). The Council's voting members approved the UPWP on March 3, 2023.

15. SFY 2023-2024 Program Budgets

The following tables provide information on the use of federal, state, and county funds in support of our work in SFY 2023-2024. Tables 2 and 3 summarize the FHWA and FTA Task Budgets; Tables 4 and 5 summarize the FHWA and FTA Object Budgets; Table 6 summarizes the FTA Detailed Budget; and Table 7 shows the federal, state, and county cost estimates for each individual task.

Table 2. DCTC 2023-2024 UPWP FHWA (PL) Task Budget

| UPWP Task | Federal Funding | State & Local Match ¹ | | Total |
|--|--------------------|----------------------------------|------------------|--------------------|
| | | Dutchess County | NYSDOT | |
| Program Support and Administration | \$291,792 | \$15,357 | n/a | \$307,149 |
| Data Development and Analysis | \$218,844 | \$11,518 | n/a | \$230,362 |
| Long-Range Transportation Planning (System Level) | \$350,151 | \$18,429 | n/a | \$368,580 |
| Long-Range Transportation Planning (Project Level) | \$452,279 | \$23,805 | n/a | \$476,084 |
| Short-Range Transportation Planning | \$72,948 | \$3,839 | n/a | \$76,787 |
| Transportation Improvement Program (TIP) | \$58,359 | \$3,072 | n/a | \$61,431 |
| Other Activities | \$14,590 | \$768 | n/a | \$15,358 |
| Toll Credits | n/a | n/a | \$230,363 | \$230,363 |
| Total | \$1,458,963 | \$76,788 | \$230,363 | \$1,766,114 |

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

Table 3. DCTC 2023-2024 UPWP FTA (MPP) Task Budget

| UPWP Task | Federal Funding | State & Local Match ¹ | | Total |
|--|------------------|----------------------------------|-----------------|------------------|
| | | Dutchess County | NYSDOT | |
| Program Support and Administration | \$83,776 | \$5,236 | \$15,707 | \$104,719 |
| Data Development and Analysis | \$6,702 | \$419 | \$1,257 | \$8,378 |
| Long-Range Transportation Planning (System Level) | \$33,510 | \$2,094 | \$6,283 | \$41,887 |
| Long-Range Transportation Planning (Project Level) | \$28,484 | \$1,780 | \$5,341 | \$35,605 |
| Short-Range Transportation Planning | \$6,702 | \$419 | \$1,257 | \$8,378 |
| Transportation Improvement Program (TIP) | \$6,702 | \$419 | \$1,257 | \$8,378 |
| Other Activities | \$1,675 | \$105 | \$314 | \$2,094 |
| Total | \$167,551 | \$10,472 | \$31,416 | \$209,439 |

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

Table 4. DCTC 2023-2024 UPWP FHWA (PL) Object Budget

| Item | Federal Funding | State & Local Match ¹ | | Total |
|-----------------------|--------------------|----------------------------------|------------------|--------------------|
| | | Dutchess County | NYSDOT | |
| Staff Salaries | \$521,343 | \$27,439 | n/a | \$548,782 |
| Fringe Benefits | \$319,533 | \$16,818 | n/a | \$336,351 |
| Travel | \$4,079 | \$215 | n/a | \$4,294 |
| Equipment | \$4,337 | \$228 | n/a | \$4,565 |
| Supplies/Reproduction | \$355 | \$19 | n/a | \$374 |
| Contractual | \$466,907 | \$24,574 | n/a | \$491,481 |
| Indirect Charges | \$142,409 | \$7,495 | n/a | \$149,904 |
| Toll Credits | n/a | n/a | \$230,363 | \$230,363 |
| Total | \$1,458,963 | \$76,788 | \$230,363 | \$1,766,114 |

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

Table 5. DCTC 2023-2024 UPWP FTA (MPP) Object Budget

| Item | Federal Funding | State & Local Match ¹ | | Total |
|-----------------------|------------------|----------------------------------|-----------------|------------------|
| | | Dutchess County | NYSDOT | |
| Staff Salaries | \$85,452 | \$5,340 | \$16,023 | \$106,815 |
| Fringe Benefits | \$51,941 | \$3,246 | \$9,739 | \$64,926 |
| Travel | \$1,675 | \$105 | \$314 | \$2,094 |
| Equipment | \$1,675 | \$105 | \$314 | \$2,094 |
| Supplies/Reproduction | \$1,675 | \$105 | \$314 | \$2,094 |
| Contractual | \$0 | \$0 | \$0 | \$0 |
| Indirect Charges | \$25,133 | \$1,571 | \$4,712 | \$31,416 |
| Total | \$167,551 | \$10,472 | \$31,416 | \$209,439 |

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

Table 6. DCTC 2023-2024 UPWP FTA (MPP) Detailed Budget

| Item | Federal Funding | State & Local Match ¹ | | Total |
|-----------------------|------------------|----------------------------------|-----------------|------------------|
| | | Dutchess County | NYSDOT | |
| Staff Salaries | \$85,452 | \$5,340 | \$16,023 | \$106,815 |
| Fringe Benefits | \$51,941 | \$3,246 | \$9,739 | \$64,926 |
| Travel | \$1,675 | \$105 | \$314 | \$2,094 |
| Equipment | \$1,675 | \$105 | \$314 | \$2,094 |
| Supplies/Reproduction | \$1,675 | \$105 | \$314 | \$2,094 |
| Contractual | \$0 | \$0 | \$0 | \$0 |
| Indirect Charges | \$25,133 | \$1,571 | \$4,712 | \$31,416 |
| Total | \$167,551 | \$10,472 | \$31,416 | \$209,439 |

| Item | Federal Funding | State & Local Match ¹ | | Total |
|---|------------------|----------------------------------|-----------------|------------------|
| | | Dutchess County | NYSDOT | |
| 44.21.00 - Program Support and Administration | \$83,776 | \$5,236 | \$15,707 | \$104,719 |
| 44.22.00 - Data Development & Analysis | \$6,702 | \$419 | \$1,257 | \$8,378 |
| 44.23.01 - Long Range Transportation Planning-System Level | \$33,510 | \$2,094 | \$6,283 | \$41,887 |
| 44.23.02 - Long Range Transportation Planning-Project Level | \$28,484 | \$1,780 | \$5,341 | \$35,605 |
| 44.24.00 - Short Range Transportation Planning | \$6,702 | \$419 | \$1,257 | \$8,378 |
| 44.25.00 - Transportation Improvement Program | \$6,702 | \$419 | \$1,257 | \$8,378 |
| 44.27.00 - Other Activities | \$1,675 | \$105 | \$314 | \$2,094 |
| Total | \$167,551 | \$10,472 | \$31,416 | \$209,439 |

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

Table 7. DCTC 2023-2024 UPWP Task Cost Estimates

| Task | FHWA (PL) | FTA (MPP) | NYS DOT | Dutchess County | Total |
|---|-----------|-----------|----------|-----------------|-----------|
| MP 101 - Support and Administration | \$151,731 | \$41,888 | \$31,812 | \$10,604 | \$236,035 |
| MP 102 - Unified Planning Work Program (UPWP) | \$29,179 | \$10,053 | \$6,492 | \$2,164 | \$47,888 |
| MP 103 - Public Participation Activities | \$43,769 | \$12,566 | \$9,267 | \$3,089 | \$68,691 |
| MP 104 - Transportation Management Area (TMA) Coordination | \$37,933 | \$12,566 | \$8,345 | \$2,781 | \$61,625 |
| MP 105 - Federal, State, and Local Reporting | \$14,590 | \$4,189 | \$3,089 | \$1,030 | \$22,898 |
| MP 106 - Professional Development | \$14,590 | \$2,513 | \$2,775 | \$925 | \$20,803 |
| MP 201 - Demographic Data Analysis and Forecasting | \$37,203 | \$4,691 | \$6,754 | \$2,251 | \$50,899 |
| MP 202 - Travel Data Analysis and Forecasting | \$10,942 | \$1,005 | \$1,916 | \$639 | \$14,502 |
| MP 203 - Vehicle/Bicycle/Pedestrian Count Activities | \$87,538 | \$0 | \$13,822 | \$4,607 | \$105,967 |
| MP 204 - Major Projects Tracking | \$6,565 | \$335 | \$1,100 | \$367 | \$8,367 |
| MP 205 - Geographic Information Systems (GIS)/Database Management | \$43,769 | \$335 | \$6,974 | \$2,325 | \$53,403 |
| MP 206 - Pavement Condition Monitoring | \$6,565 | \$0 | \$1,037 | \$346 | \$7,948 |
| MP 207 - Performance Monitoring | \$4,377 | \$335 | \$754 | \$251 | \$5,717 |
| MP 208 - Countywide Vehicle Speed Analysis | \$10,942 | \$0 | \$1,728 | \$576 | \$13,246 |
| MP 209 - Functional Classification Update | \$10,942 | \$0 | \$1,728 | \$576 | \$13,246 |
| MP 301 - Metropolitan Transportation Plan (MTP) | \$49,021 | \$6,702 | \$8,997 | \$2,999 | \$67,719 |
| MP 302 - Air Quality and Energy Planning | \$3,502 | \$1,005 | \$741 | \$247 | \$5,495 |
| MP 303 - Congestion Management Planning (CMP) | \$14,006 | \$1,005 | \$2,399 | \$800 | \$18,210 |
| MP 304 - Emerging Transportation Technologies Planning | \$14,006 | \$1,676 | \$2,525 | \$842 | \$19,049 |
| MP 305 - Regional Transit Planning | \$0 | \$16,755 | \$3,142 | \$1,047 | \$20,944 |
| MP 306 - Regional Freight Planning | \$42,018 | \$0 | \$6,634 | \$2,211 | \$50,863 |
| MP 307 - Vulnerability Assessment ¹ | \$210,091 | \$5,027 | \$34,115 | \$11,371 | \$260,604 |
| MP 308 - Orange and Dutchess Transportation Access and Mobility Study | \$14,006 | \$1,005 | \$2,399 | \$800 | \$18,210 |
| MP 309 - Other Transportation Studies | \$3,502 | \$335 | \$616 | \$205 | \$4,658 |
| MP 401 - Community Transportation Planning Assistance | \$27,137 | \$570 | \$4,392 | \$1,464 | \$33,563 |
| MP 402 - Local Pedestrian Planning Initiative-Dover Plains | \$22,614 | \$570 | \$3,678 | \$1,226 | \$28,088 |
| MP 403 - Bicycle-Pedestrian Plan Implementation | \$13,568 | \$570 | \$2,249 | \$750 | \$17,137 |
| MP 404 - Complete Streets Implementation | \$45,228 | \$2,848 | \$7,675 | \$2,558 | \$58,309 |
| MP 405 - Transportation Safety Planning | \$63,319 | \$570 | \$10,105 | \$3,369 | \$77,363 |

Table 7. DCTC 2023-2024 UPWP Task Cost Estimates (Cont'd.)

| Task | FHWA (PL) | FTA (MPP) | NYS DOT | Dutchess County | Total |
|--|--------------------|------------------|------------------|-----------------|--------------------|
| MP 406 - Coordination of Human Service Transportation | \$0 | \$5,412 | \$1,015 | \$338 | \$6,765 |
| MP 407 - Local Transit Planning | \$0 | \$17,090 | \$3,204 | \$1,068 | \$21,362 |
| MP 408 - Poughkeepsie 9.44.55 Implementation | \$54,273 | \$285 | \$8,622 | \$2,874 | \$66,054 |
| MP 409 - Intersection Management Program | \$45,228 | \$0 | \$7,141 | \$2,380 | \$54,749 |
| MP 410 - Corridor Management Program | \$22,614 | \$0 | \$3,571 | \$1,190 | \$27,375 |
| MP 412 - Route 113-Spackenkill Rd Sidewalk Feasibility Study | \$45,228 | \$285 | \$7,194 | \$2,398 | \$55,105 |
| MP 413 - Beacon-Hopewell Rail Trail Study ¹ | \$113,070 | \$285 | \$17,906 | \$5,969 | \$137,230 |
| MP 501 - Transportation Impact Reviews/Sustainable Development Practices | \$54,711 | \$5,027 | \$9,582 | \$3,194 | \$72,514 |
| MP 502 - Inter-Departmental Project Coordination | \$18,237 | \$1,676 | \$3,194 | \$1,065 | \$24,172 |
| MP 601 - Transportation Improvement Program (TIP) | \$58,359 | \$6,702 | \$10,472 | \$3,491 | \$79,024 |
| MP 701 - NYSAMPO Activities | \$14,590 | \$1,675 | \$2,618 | \$873 | \$19,756 |
| Total | \$1,458,963 | \$167,551 | \$261,779 | \$87,260 | \$1,975,553 |

¹ Amount shown is for SFY 2023-2024 only. Total task cost may be higher.