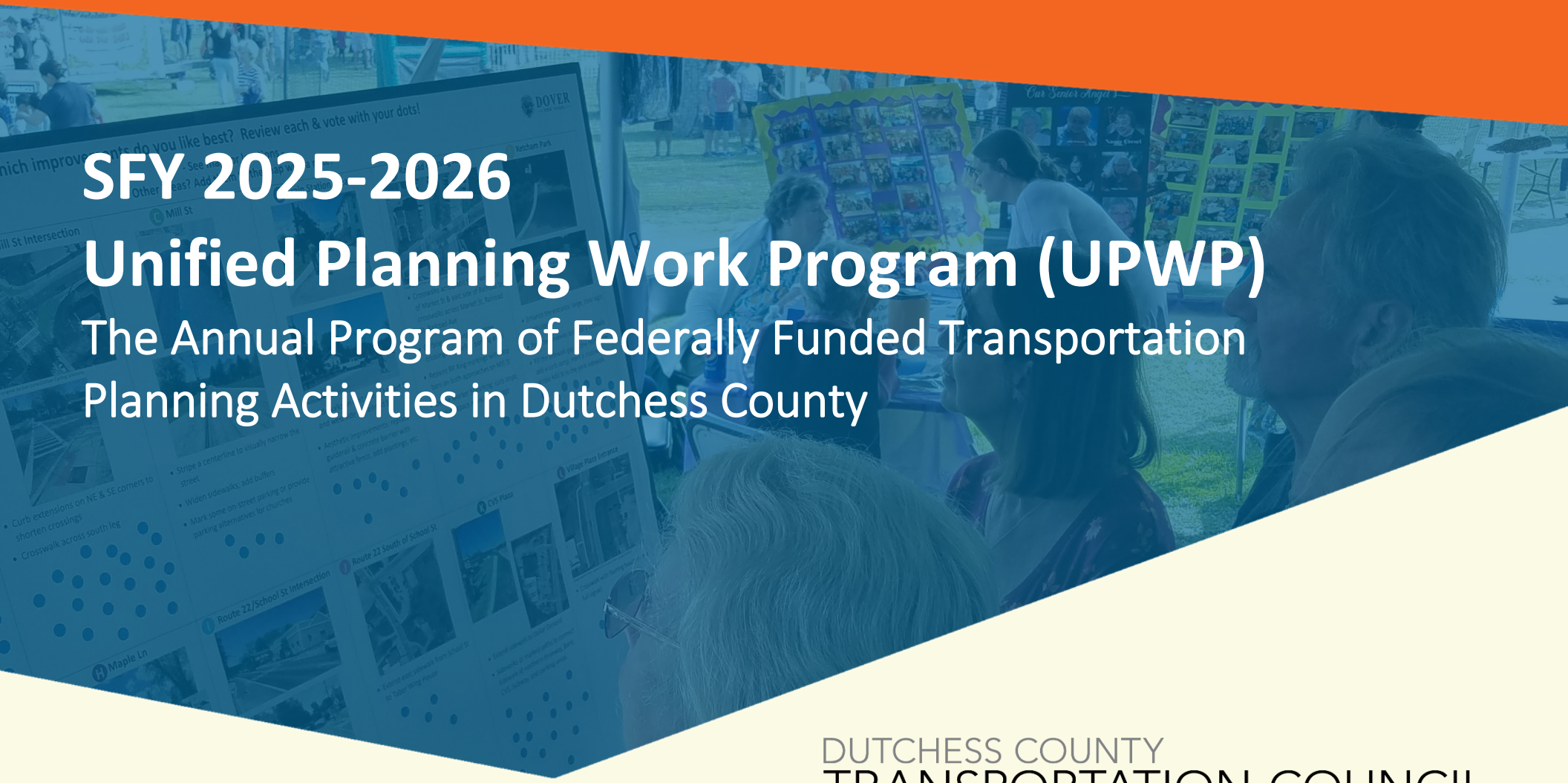
March
2025



SFY 2025-2026
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) 2025-2026 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 2025-2026 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, 2025 to March 31, 2026; and

WHEREAS, the Draft 2025-2026 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 2025-2026 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 2025-2026 UPWP, starting February 7, 2025 and ending February 21, 2025; now therefore be it

DUTCHESS COUNTY
TRANSPORTATION COUNCIL
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RESOLVED, that the attached Draft 2025-2026 UPWP is hereby approved by the DCTC; and be it further

RESOLVED, that the DCTC approves the Federal Highway Administration (PL) Program 2025-2026 and FTA Section 5303 (MPP) Program 2024-2025 budget statements outlined in the Draft 2025-2026 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 6, 2025.

3/6/2025
Date

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

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1. Background

The Dutchess County Transportation Council (DCTC) serves as the designated Metropolitan Planning Organization (MPO) for Dutchess County. In accordance with the provisions set forth in the current federal transportation law – the Infrastructure Investment and Jobs Act (IIJA) (PL 117-58) – and 23 U.S.C. 134 and 49 U.S.C. 5303, we are tasked with carrying out a cooperative and comprehensive multimodal transportation planning process in Dutchess County.

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

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

- **Metropolitan Transportation Plan (MTP or Plan)** – the long-range multimodal transportation plan for Dutchess County. The Plan is updated every five years and addresses no less than a 20-year planning horizon. Our current Plan, Moving Dutchess Forward, serves as the strategic guiding document for improving transportation in the county through 2045. Adopted in 2021, the Plan outlines the policies and infrastructure needed to improve access, considering safety, reliability, basic needs, and equity. It also establishes this vision: "By 2045, Dutchess County's transportation system will be safer, more reliable, resilient, and equitable."

- **Transportation Improvement Program (TIP or Capital Program)** – the Capital Program for federally funded transportation projects in Dutchess County, covering a period of no less than four years. The Capital Program implements the recommendations from the Plan and includes funding sources, schedules, and responsible agencies for programmed highway, transit, 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 our current State Fiscal Year (SFY) 2024-2025 UPWP in 2024.

2. Our Organization

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

urban villages serving as rotating members, and the remaining non-urban towns and villages represented by two members nominated by the Dutchess County Supervisors and Mayors Association. In addition, Dutchess County, the New York State Department of Transportation (NYSDOT), and the Metropolitan Transportation Authority (MTA) also serve as voting members, while the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), New York State Bridge Authority (NYSBA), Dutchess County Planning Department, Dutchess County Public Works, and Dutchess County Public Transit serve as non-voting advisory members. Figure 1 shows our membership structure.

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 other products. Membership on the Planning Committee is open to all municipalities in Dutchess County. We also rely on subcommittees to assist with specific issues; these include a Bicycle Pedestrian Advisory Committee, open to the public, and a Dutchess County Complete Streets Committee, comprised of County staff from various departments.

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

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; it 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 DCTC shared with the New York Metropolitan Transportation 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

Figure 1. Transportation Council Membership

Permanent Voting Members

Dutchess County Executive (Permanent Chairperson)
NYSDOT Commissioner
Metropolitan Transportation Authority Chairman and CEO
City of Beacon Mayor
City of Poughkeepsie Mayor
Town of Beekman Supervisor
Town of East Fishkill Supervisor
Town of Fishkill Supervisor
Town of Hyde Park Supervisor
Town of LaGrange Supervisor
Town of Poughkeepsie Supervisor
Town of Wappinger Supervisor

One Member from the Urban Villages (Rotating)

Village of Fishkill Mayor
Village of Wappingers Falls Mayor

Non-Voting Members

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

Two Members from the Non-Urban Towns & Villages*

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

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

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 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 of 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. The agreement, updated as part of the 2021 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 our outreach strategy to 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.
- DCTC Bylaws (January 1, 2024): establishes the roles, responsibilities, and structure of the DCTC, including our meeting protocols, decision-making process, and procedures for adding, removing, and changing projects in the Capital Program (TIP). The Bylaws codify voting membership based on the 2020 Census-defined Urban Area and were modified and adopted on September 19, 2023 with an effective date of January 1, 2024.

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 Urban Areas with populations of 200,000 or more. The Poughkeepsie-Newburgh NY Urban Area, with a population of about 315,000, includes parts of Dutchess, Orange, and Ulster Counties in New York (see Figure 2). Figure 3 shows the portion of the Urban Area in Dutchess County. The Orange County Transportation Council (OCTC) and Ulster County Transportation Council (UCTC) manage the metropolitan transportation planning processes for their respective counties.

The TMA classification requires that the MPOs prioritize and agree upon the allocation of FTA Section 5307 (Urbanized Area) and Section 5339 (Bus and Bus Facilities) transit funding in the region. As part of a TMA, the MPOs must also develop a Congestion Management Process (CMP) to identify strategies to reduce traffic congestion and improve operations. The MPOs must further undergo a formal federal certification review every four years. The TMA completed its most recent certification in 2021, with a final report issued in 2022. The review did not

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

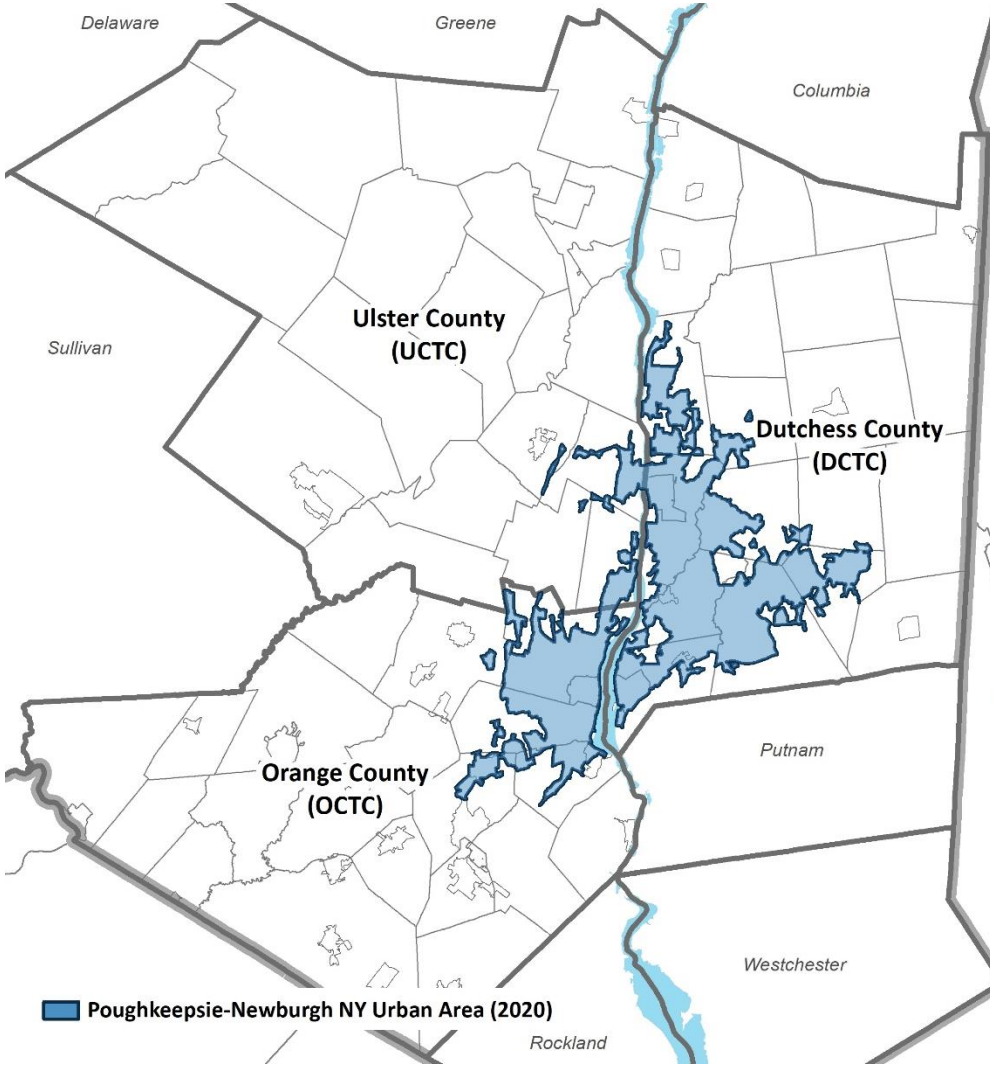
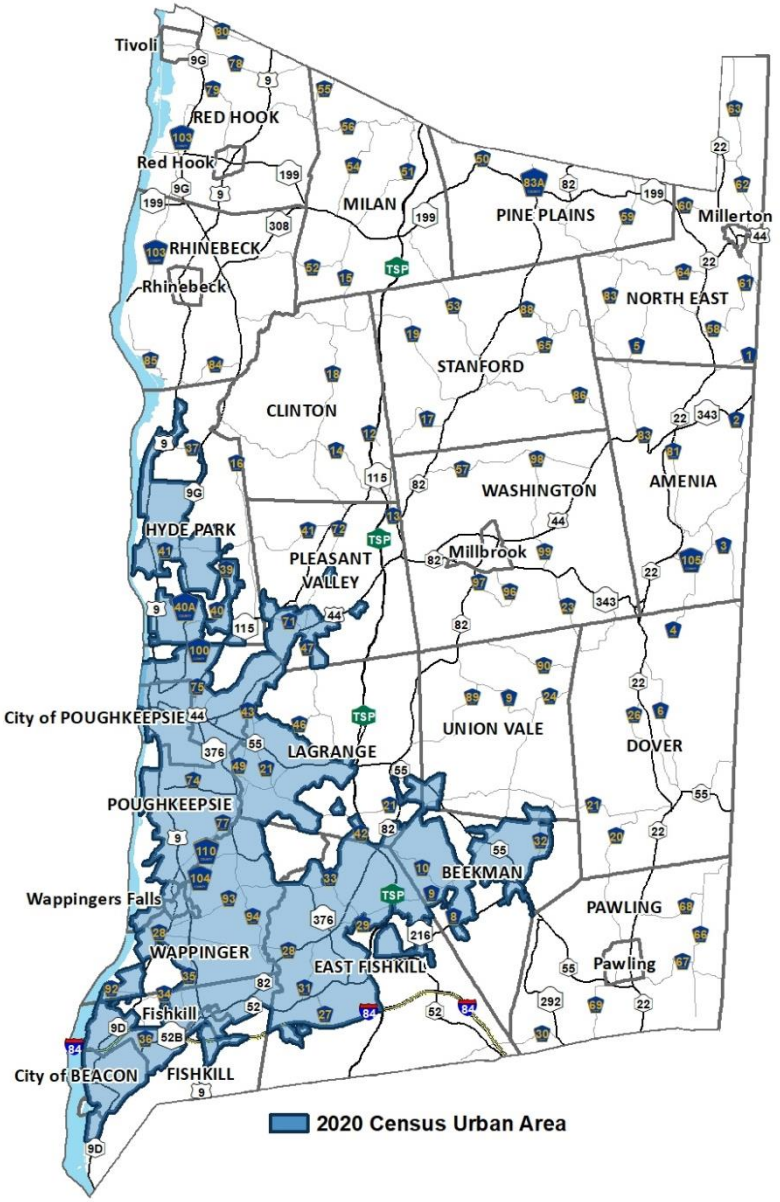


Figure 3. DCTC Urban Area Detail

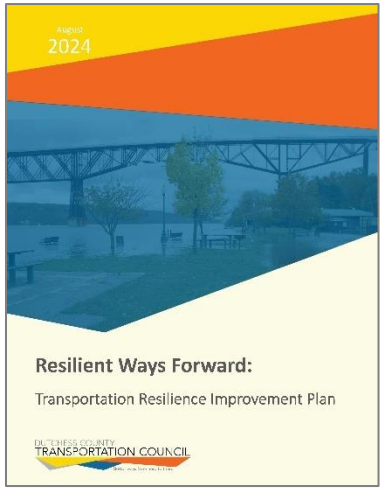


identify any corrective actions for the DCTC, but recommended items such as completing a climate vulnerability assessment of our transportation system (done in 2024), updating our Public Participation Plan (done in 2022), and coordinating more with tribal nations that have a historical or cultural interest in our area (which is ongoing).

5. 2024-2025 Program Accomplishments

We worked with our member agencies, local communities, and stakeholders on a variety of transportation planning activities during the 2024-2025 program year. Highlights are listed below:

- Completed a Climate Vulnerability Assessment of our transportation system, titled Resilient Ways Forward. Also known as a Transportation Resilience Improvement Plan (TRIP), this assessment analyzes climate change trends and their impacts on transportation, identifies where our transportation system is most vulnerable to climate hazards (including flooding, landslides, winter conditions, wind, drought, and extreme heat), and recommends ways to reduce those impacts. It includes an online adaptation toolbox, a list of priority resilience projects, and a series of policy-based measures for local jurisdictions and partner agencies to consider.



- Completed an analysis of redesign options for the Columbus Drive section of the westbound arterial in the City of Poughkeepsie. The analysis, building on recommendations from the Poughkeepsie 9.44.55 study, focuses on the section between Garden St and Jefferson St, and in particular, the 'weave' between Mill St and the eastbound arterial. The redesign recommends ways to make the weave safer for people driving and walking.
- Completed substantial work on the Beacon-Hopewell Rail Trail Feasibility Study that will assess a 13-mile section of the inactive Beacon Line from Beacon to Hopewell Junction, looking at the feasibility of developing a rail trail along the corridor.

We made substantial progress on the Beacon-Hopewell Rail Trail Feasibility Study, looking at trail options for a 13-mile section of the inactive Beacon Line in Southern Dutchess.

- Completed a speed limit reduction study for the City of Poughkeepsie, which includes a summary of best practices,

an analysis of data to identify where a 25-mph speed limit would be appropriate, and a mobile application to collect speed limit sign locations to aid future implementation.

- Completed a truck turning study of select intersections on Route 9D in Wappinger and Wappingers Falls, analyzing safety and operational issues associated with large trucks navigating the corridor.

Large trucks can find it difficult to navigate the narrow dimensions of Route 9D as it travels through Wappingers Falls above. We looked at this and other issues along the 9D corridor.

- Initiated a countywide Transportation Safety Action Plan (SAP) to develop strategies to reduce fatal and serious injury crashes. The SAP will reflect USDOT's Safe System Approach and meet the requirements of USDOT's Safe Streets and Roads for All (SS4A) program, making all municipalities in the county eligible to apply for SS4A implementation funding.
- Continued to lend planning support to County Public Works on select projects, including improvements along CR 62 (Maple Ave) in Millerton, CR 103 (Annandale Rd) in Red Hook, and at the CR 114 (Main St)/Grand Ave intersection in Poughkeepsie.

We continued to work with County Public Works in progressing several transportation initiatives, including redesigning the Main St/Grand Ave intersection in the Town of Poughkeepsie.

- Approved a series of updates to the Functional Classification of state, county, and local roads in the county. The changes better characterize each road's function in the network and reflect changes in population, land use characteristics, travel patterns, and a new Urban Area boundary.
- Completed the 2024 Traffic Count Program, collecting volume, classification, and speed data at 144 locations throughout the county, as well as 28 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.
- Completed an analysis of pavement condition data on federal-aid roads in the county.
- Continued to lead the County's inter-departmental

Complete Streets Committee. This included bi-monthly coordination meetings and overseeing the County's GTSC-funded pedestrian safety education campaign, Watch Out For Me, for vulnerable populations in Dutchess County.

We partnered with other agencies to promote pedestrian safety, especially for vulnerable populations like youth, at events such as National Night Out in the City of Poughkeepsie.

6. 2025-2026 UPWP Overview

The 2025-2026 UPWP presents the federally funded planning activities that we will progress between April 1, 2025 and March 31, 2026 (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 area's transportation system and overall quality of life. We have identified the following key tasks for the 2025-2026 program year:

- Make substantial progress in updating Moving Dutchess Forward – our countywide Metropolitan Transportation Plan (MTP) – following the framework of the current MTP but using a 2050 planning horizon year.
- Develop and approve a new Capital Program (TIP) for FFY 2026-2030 that will identify new and existing projects using federal highway and transit funding in Dutchess County.
- Complete a new Coordinated Public Transit-Human Services Transportation Plan ('Coordinated Plan') for Dutchess County, identifying the gaps and unmet needs related to providing transportation services for vulnerable populations such as people with disabilities, aged 65 and over, and/or with low incomes.
- Complete the Beacon-Hopewell Rail Trail Feasibility Study, with a focus on drafting and finalizing trail concept plans, cost estimates, and phasing options.
- Complete the Transportation Safety Action Plan (SAP), with a focus on developing improvement measures, priority projects, and performance measures to improve safety across the county's transportation system. We will also work with our partners to secure funds to implement the Plan's recommendations.
- Complete a traffic signal optimization study of 19 intersections along the Route 9/9D corridors in the Towns of Fishkill, Poughkeepsie, and Wappinger, Villages of Fishkill and Wappingers Falls, and City of Beacon.
- Implement Resilient Ways Forward by promoting policies and projects to build resiliency and helping to secure funding from the federal PROTECT program for priority projects.
- Continue our long-standing vehicle, pedestrian, and bicycle count program and our analysis of high-end speeding on county and local roads using data from the count program.
- Continue our Watch Out For Me campaign to increase

awareness of safety issues in Dutchess County, as part of the County's Complete Streets Committee.

- Assist County Public Transit as they progress their federally funded bus electrification study.

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 SFY 2025-2026, the federal allocation for New York State is estimated at almost $45.3 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 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 FHWA 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 2025-2026, this set-aside totals $325,000 statewide.
2. Each MPO is then provided an equal base allocation of FHWA PL funds to ensure an adequate funding level regardless of size. For SFY 2025-2026, this totals $250,000 per MPO.
3. NYSDOT then distributes 20 percent of FHWA PL funds proportionally to MPOs in TMAs, based on their total population and lane miles. For the DCTC, this totals $70,668 for SFY 2025-2026.
4. The remaining funds are distributed to all MPOs proportionally by total population and lane miles. For the DCTC, this totals $406,295 for SFY 2025-2026.

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 2025-2026 UPWP FHWA PL funding estimate totals $726,963. In addition, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds (Pub. L. 117-58 § 11206) were made available to DCTC in the amount of $74,556 for FFYs

2022-2025 for eligible Complete Streets studies and tasks as outlined in federal law.

FTA MPP Funds

FTA planning funds are secured annually through the Section 5303 Metropolitan Planning Program (MPP) and distributed using a formula like the one 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 2025-2026 is $157,570.

State & Local Matches

As required by most federal transportation programs, a non-federal match of 20 percent is required for the federal funds programmed in the UPWP. For FHWA PL funds, NYSDOT provides a match of 95 percent of this non-federal share (i.e., 15 percent of the required 20 percent match), while Dutchess County provides the remaining five percent; for FTA MPP funds, the state and local matches are based on total task costs. The state match for FHWA PL funding is met through toll credits: revenue generated by toll authorities (toll receipts and bonds) used to build and maintain roads and bridges that serve interstate commerce. The NYSDOT match for FTA MPP funding is provided through in-kind services.

Carryover Funds

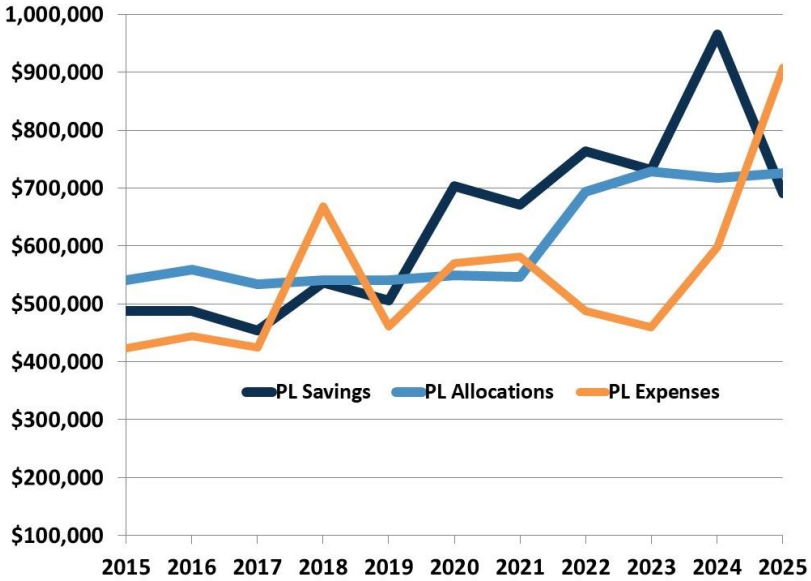
In addition to our annual federal funding allocation, we have an estimated $690,388 in carryover FHWA PL funding available from previous programs and set asides. These carryover funds, accumulated over several years, stem from hiring limitations at our host agency, staff capacity to manage multiple consultant contracts, and a sizeable increase in federal planning funds from IIJA.

As is the practice in NYS, carryover funds remain available for programming in future years, and we will program our entire savings in the 2025-2026 program. These funds will support studies that require additional staff support from the 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 large portion of our carryover funds to support consultant work on the Safety Action Plan and public engagement services for the new MTP, as dine for Resilient Ways Forward and the Beacon-Hopewell Rail Trail Study.

Though our carryover balance remains substantial, it is declining. We are finally recovering from a pandemic-induced slowdown that affected our ability to program funds. For example, our estimated carryover amount in this 2025-2026 program is almost $275,000 or 29 percent less than in 2024-2025. We expect to continue this trend, drawing down more of our FHWA PL savings through the 2026-2027 program, though we will still hold some carryover funding in reserve to protect against future funding decreases. Figure 4 shows our FHWA PL savings backlog, annual allocations, and expenses since SFY 2015.

We do not anticipate any carryover funds from FTA Grant NY-80-0034 and expect all FTA funding allocations for FTA Grant NY-80-0035 to be expended during 2025-2026.

Figure 4. DCTC FHWA (PL) Savings, Allocations, & Expenses (2015-2025)



Total Funding

Based on our annual allocation of federal funds and the use of carryover funds, we have programmed $1,573,714 in federal funds for SFY 2025-2026: $1,416,144 in FHWA PL and $157,750 in FTA MPP funds. Table 1 shows the overall funding amounts programmed in 2025-2026.

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 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 2025-2026, the dues total $56,069 for the 14 NYS MPOs combined, which will be processed by the Binghamton Metropolitan Transportation Study (BMTS). The DCTC will support AMPO through a $1,207 allocation of FHWA PL funds, deducted by NYSDOT from our 2025-2026 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. For 2025-2026, we will participate in the following working groups: safety, bicycle and pedestrian, climate change, freight, GIS, traffic systems management & operations, travel demand modeling, public engagement, and transit. MPO funding supports the following Shared Cost Initiatives (SCIs) as part of the NYSAMPO planning process:

NYSAMPO Staff Support

- Objective: Provide administrative and technical support

Table 1. Available DCTC UPWP Funds for State Fiscal Year (SFY) 2025-2026

	Federal Funding	State & Local Match[1]		Total
		Dutchess County	NYSDOT	
FHWA PL Funds				
2025-2026 Allocation[1]	$725,756	n/a	n/a	$725,756
Previous Savings[2]	$690,388	n/a	n/a	$690,388
Total Available	$1,416,144	n/a	n/a	$1,416,144
2025-2026 Program Budget	**$1,416,144**	**$74,534**	**$223,602**	**$1,714,280**
Unprogrammed Balance	$0	n/a	n/a	$0
FTA MPP Funds				
2025-2026 Allocation[1]	$157,570	n/a	n/a	$157,570
2025-2026 Program Budget	**$157,570**	**$9,848**	**$29,545**	**$196,963**
Total Funds				
2025-2026 Program Budget	**$1,573,714**	**$84,382**	**$253,147**	**$1,911,243**

[1] Estimated allocation of FHWA PL and FTA MPP funds for SFY 2025-2026 (as of December 6, 2024).

[2] Unprogrammed balance (FHWA PL funds only) from previous years (estimate as of May 23, 2024).

[3] NYSDOT match for FHWA PL funds provided through toll credits, while FTA MPP match provided through in-kind services.

for NYSAMPO efforts, including working groups.
- Cost: $300,000 total ($200,000 FHWA PL/$40,000 toll credits; $80,000 FHWA SPR/$20,000 State match)
- Lead Agency: Capital Region Transportation Council

NYSAMPO Staff Training

- Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.
- Cost: $209,776 total ($156,953 FHWA PL/$31,391 toll credits; $52,823 FTA MPP/$13,206 NYSDOT in kind)
- Lead Agency: Genesee Transportation Council

AMPO Dues

- Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.
- Cost: $56,069 total ($56,069 FHWA PL/ $11,214 toll credits)
- Lead Agency: Binghamton Metropolitan Transportation Study

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 2025-2026, NYSDOT is pursuing the following statewide SPR funded projects that will benefit our 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) ($600,000)
3. Traffic Data Systems (#C-17-59) ($3.9 million)
4. NYS Transportation Master Plan (#C-18-55) ($2 million)
5. Temporary Service Contracts-Traffic Data Processing (#SP-19-03) ($1.4 million)
6. NPTS, CTPP, Intercity Travel (ATS), and Travel Patterns in NYS (#SP-20-02) ($3.6 million)
7. Research, Development, and Support of an Integrated Planning and Performance Data and Analytics Framework (PPDAF) program (#SP-20-03) ($2.6 million)
8. Program and Project Management System Support Services (#SP-21-02) ($1.6 million)
9. Highway Oversize/Overweight Credentialing System (HOOCS) Phase 2 (#SP-21-04) ($1.95 million)
10. Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management (#SP-21-06) ($295,000)
11. Traffic Count Program Zone 1 (#SP-21-08) ($5.1 million)
12. Traffic Count Program Zone 2 (#SP-21-09) ($10.6 million)

13. Statewide Mobility Services Program (#22-03) ($7.9 million)
14. TRANSEARCH Data (#22-06) ($1.1 million)
15. The Eastern Transportation Coalition (TETC)/University of Maryland Data Acquisition (#22-07) ($750,000)
16. NYS Resiliency Improvement Plan (#23-03) ($350,000)
17. Employment/Establishment Data Acquisition (#23-04) ($400,000)
18. AASHTO Census Transportation Solutions Technical Services (2025-2029) (#SP-24-02) ($525,400)
19. Speed Probe Data (#SP-24-03) ($48,500)
20. Short Count Traffic Program (2025-2029) (#SP-24-05) ($12 million)
21. Statewide Coordination of Metropolitan Planning Programs (#SP-25-02) ($100,000)
22. Bus Safety Inspection Program (#SP-25-03) ($460,000)

Other Transportation Planning Studies

We will participate in related studies by local partners that directly or indirectly affect transportation safety, reliability, and access to basic needs such as Dutchess County's Housing Trust Fund initiative. We will also participate in statewide studies such as the NYSDOT 2050 Transportation Master Plan and NYSDOT Active Transportation Strategic Plan.

10. Consultant & Inter-Departmental Support

We will use consultant and inter-departmental services to assist with a range of planning tasks during 2025-2026 (as known, amounts show total budgets for consultant contracts):

1. Data Development and Analysis
   - Annual Traffic Count Program: $75,000 (FHWA PL)
   - Online Applications (e.g., Traffic Data, TIP Viewer, Bike Dutchess): $13,300 (FHWA PL)

2. Long-Range Transportation Planning (System)
   - Coordinated Public Transit-Human Services Transportation Plan: $139,990 (FTA MPP)
   - Moving Dutchess Forward Public Engagement Services: $150,000 (FHWA PL)
   - Moving Dutchess Forward Website: $39,200 (FHWA PL)
   - Safety Action Plan: $359,952 (FHWA PL)

3. Long-Range Transportation Planning (Project)
   - Beacon-Hopewell Rail Trail Feasibility Study: $277,648 (FHWA PL)
   - Intersection and Corridor Management Programs (on-call consultant support): $150,000 (FHWA PL)
   - Watch Out For Me Campaign: $10,000 (FHWA PL)

We typically include a contingency in our contracts to account for possible cost overruns or add-ons. For 2025-2026 this comes to about $77,000 in FHWA PL funds.

11. Federal Planning Factors

IIJA 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 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 2025-2026 UPWP. Figure 5 shows which planning factors are addressed by each planning task. 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 progress a planning process that supports the vision for the county's transportation future embodied in Moving Dutchess Forward. This Planning Program (UPWP) furthers several policy actions and best practices recommended in the Plan, such as improving transportation safety, reliability, and equity, and finding ways to reduce transportation barriers to housing, jobs, goods and services, education, and recreation.

Specific highlights include implementing Resilient Ways Forward, our new climate vulnerability assessment of the transportation system, and one of only a handful of approved Transportation Resilience Improvement Plans (TRIPs) in the nation; progressing a countywide Transportation Safety Action Plan, compliant with the federal Safe Streets For All (SS4A) program; and taking steps to progress one of our Plan's transformative recommendations: developing a 13-mile rail trail on a section of the Beacon Line from Beacon, through Fishkill, to Hopewell Junction.

At the regional level, we will work with our partners at the OCTC to progress the Orange and Dutchess Transportation Access and Mobility Study, looking at ways to better connect the two counties (especially between Newburgh and Beacon), while also working with the MTA as it begins a Governor-ordered study of rail access in the Mid-Hudson Valley.

Our Planning Program also addresses local priorities such as managing traffic issues on Routes 9 and 9D in Southern Dutchess, which is a major concern for member communities such as Wappingers Falls, Wappinger, Fishkill, and Beacon. We will also develop a new Coordinated Plan to better serve the transportation needs of vulnerable populations: a key area of concern for our partners in Northern Dutchess and the Harlem Valley.

Figure 5. DCTC Planning Tasks and Federal Planning Factors

Planning Program Tasks	1. Support Economic Vitality	2. Increase Safety	3. Increase Security	4. Increase Accessibility & Mobility	5. Protect & Enhance Environment & Quality of Life	6. Enhance Integration & Connectivity	7. Promote Efficient System Management	8. Emphasize Preservation of Existing System	9. Improve System Resiliency & Reliability	10. Enhance Travel & Tourism
MP 101 - Support and Administration										
MP 102 - Unified Planning Work Program (UPWP)	X	X	X	X	X	X	X	X	X	X
MP 103 - Public Participation Activities										
MP 104 - Transportation Management Area (TMA) Coordination	X	X	X	X	X	X	X	X	X	X
MP 105 - Federal, State, and Local Reporting										
MP 106 - Professional Development	X	X	X	X	X	X	X	X	X	X
MP 201 - Demographic Data Analysis and Forecasting	X			X		X				X
MP 202 - Travel Data Analysis and Forecasting							X	X		
MP 203 - Vehicle/Bicycle/Pedestrian Count Activities	X	X				X	X	X	X	
MP 204 - Major Projects Tracking	X					X	X	X	X	
MP 205 - Geographic Information Systems (GIS)/Database Management						X	X	X	X	X
MP 206 - Pavement Condition Monitoring							X	X		
MP 207 - Performance Monitoring							X	X		
MP 208 - Countywide Vehicle Speed Analysis		X					X		X	
MP 209 - Functional Classification Update							X	X		
MP 301 - Metropolitan Transportation Plan (MTP)	X	X	X	X	X	X	X	X	X	X
MP 302 - Air Quality and Energy Planning					X					
MP 303 - Congestion Management Process (CMP)	X				X		X	X		
MP 304 - Emerging Transportation Technologies	X	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	X		X	
MP 307 - Resilient Ways Forward	X				X				X	
MP 308 - Orange & Dutchess Transportation Access & Mobility Study	X			X		X				X
MP 309 - Other Transportation Studies					X	X	X			

Figure 5. DCTC Planning Tasks and Federal Planning Factors

Planning Program Tasks	1. Support Economic Vitality	2. Increase Safety	3. Increase Security	4. Increase Accessibility & Mobility	5. Protect & Enhance Environment & Quality of Life	6. Enhance Integration & Connectivity	7. Promote Efficient System Management	8. Emphasize Preservation of Existing System	9. Improve System Resiliency & Reliability	10. Enhance Travel & Tourism
MP 401 - Community Transportation Planning Assistance	X	X	X	X	X	X	X	X	X	X
MP 402 - Local Pedestrian Planning Initiative	X	X		X	X	X	X		X	X
MP 403 - Pedestrian-Bicycle Plan Implementation	X	X		X	X	X	X		X	X
MP 404 - Complete Streets Implementation	X	X		X	X	X	X		X	X
MP 405 - Transportation Safety Planning		X	X							
MP 406 - Coordination of Human Services Transportation				X	X	X				
MP 407 - Local Transit Planning			X	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 413 - Beacon-Hopewell Rail Trail Feasibility Study	X			X	X	X			X	X
MP 501 - Transportation Impact Reviews/Sustainable Development Practices	X	X		X	X	X	X		X	X
MP 502 - Inter-Departmental Project Coordination	X	X	X	X	X	X	X	X	X	X
MP 601 - Transportation Improvement Program (TIP)	X	X	X	X	X	X	X	X	X	X
MP 701 - NYSAMPO Activities										

2025-2026 UPWP Tasks

Tasks in the 2025-2026 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 Dutchess County's time accounting system. Each task is listed below and described in detail in the following pages.

2025-2026 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 (CMP)
MP 304	Emerging Transportation Technologies
MP 305	Regional Transit Planning
MP 306	Regional Freight Planning
MP 307	Resilient Ways Forward
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 Services Transportation
MP 407	Local Transit Planning
MP 408	Poughkeepsie 9.44.55 Implementation
MP 409	Intersection Management Program
MP 410	Corridor Management Program
MP 413	Beacon-Hopewell Rail Trail Feasibility 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

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 this annual Planning Program (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 federal, state, county, and local agencies about our planning process and funding programs, and communications with federal and state agencies not covered by other activities. We will conduct DCTC business using our updated Bylaws, which went into effect on January 1, 2024.

Products:

- DCTC (Policy Board) and Planning Committee meetings (April 2025-March 2026)
- DCTC resolutions (April 2025-March 2026)
- Meeting materials (April 2025-March 2026)

Responsible Agencies: DCTC and Dutchess County Planning Department

Budget Estimate: FHWA $120,375, FTA $3,934, State $19,745, Local $6,576

MP 102 – Unified Planning Work Program (UPWP)

Description: This task includes all work associated with the development and publication of the UPWP. In April 2025, we will issue a final, approved version of this 2025-2026 UPWP. Any work on amending or administratively modifying the UPWP to reflect scope/cost changes or add new tasks is covered under this task. We will monitor the progress of approved planning tasks and begin development of the Draft 2026-2027 UPWP. We will also issue a year-end expenditure report for the previous 2024-2025 UPWP, upon processing our final reimbursement requests for SFY 2024-2025 after March 31, 2025.

Products:

- Final 2025-2026 UPWP (April 2025)
- SFY 2024-2025 UPWP Year-end Expenditure Report (April-June 2025)

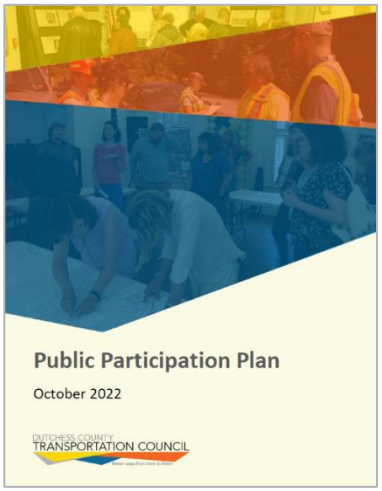
- Draft 2026-2027 UPWP (December 2025-March 2026)

Responsible Agency: DCTC

Budget Estimate: FHWA $24,074, FTA $394, State $3,875, Local $1,292

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 also assist County Planning with work on a new County website, scheduled for 2025.



We will use our Public Participation Plan to guide our outreach activities, with an emphasis on integrating virtual and web-based engagement tools in our planning process, reaching focus populations (to include minority populations and people with disabilities), and using federal plain language principles to shape our products. We will also use various tools to reach Limited English Proficiency (LEP) populations, to include translating material into other languages such as Spanish and conducting in-person events at safe venues.

Using the County's GovDelivery system, we will maintain our public information contact database and study-specific contact lists to manage digital communications. And we will continue to integrate our logo and style guide into various planning products and messaging.

Products:

- Contact database (April 2025-March 2026)
- Press releases and notices (April 2025-March 2026)
- Public meetings and events (April 2025-March 2026)
- DCTC website updates (April 2025-March 2026)

Responsible Agency: DCTC

Budget Estimate: FHWA $24,074, FTA $394, State $3,875, Local $1,292

MP 104 – Transportation Management Area (TMA) Coordination

Description: This task covers 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 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 Planning, and Regional Freight Planning are listed under separate tasks (MP 303, 305, and 306 respectively). This task includes any work needed to prepare for the TMA's required Federal Certification Review in late 2025.
The TMA maintains a website through ESRI's ArcGIS Hub that is used to engage the public and stakeholders. We will keep using this site as a tool to introduce visitors to the TMA and present joint planning products such as the Congestion Management Process and Regional Freight Analysis.

Products:
- TMA resolutions, agreements, and meetings (April 2025-March 2026)
- TMA website (April 2025-March 2026)
- TMA Federal Certification (July-December 2025)

Responsible Agencies: DCTC, OCTC, UCTC, NYSDOT, FHWA, and FTA

Budget Estimate: FHWA $40,926, FTA $2,364, State $6,905, Local $2,302

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 2025; January 2026)
- Semi-annual DBE and UPWP progress reports (April and November 2025)
- Dutchess County Single Audit (July-September 2025)
- 2026 Dutchess County Budget development (June-September 2025)
- Annual Listing of Obligated Projects for FFY 2025 (October-December 2025)

Responsible Agencies: DCTC, NYSDOT, and Dutchess County

Budget Estimate: FHWA $24,074, FTA $394, State $3,875, Local $1,292

MP 106 – Professional Development

Description: Staff will participate in professional development courses, conferences, and training events to expand their technical capacity, better understand relevant planning issues, and learn more about best practices in the field. These activities include virtual events and in-person events, either in the region or throughout the state, and may cover topics beyond transportation, such as land use and environmental planning.

We will present summaries of trainings as warranted (e.g., presentations to our Planning Committee).

Products:

- Training courses, workshops, and related activities (April 2025-March 2026)

Responsible Agency: DCTC

Budget Estimate: FHWA $7,222, FTA $394, State $1,214, Local $405

Data Development and Analysis

The Data Development and Analysis category covers our efforts to gather and analyze demographic and transportation data to understand the population we serve and the nature of travel in our metropolitan area. Analyzing data helps us identify issues for further study, informs funding decisions by member agencies, and improves the accuracy of our population and travel forecasts.

This planning work specifically involves the analysis of population, employment, and housing data from agencies such as the U.S. Census Bureau and Bureau of Labor Statistics (BLS). It also includes the collection and analysis of transportation-specific data related to the condition and use of the highway system, such as for vehicle counts, pavement conditions, and travel demand forecasts. These tasks also support a range of short- and long-range planning activities listed under the MP 300 and MP 400 series.

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 to analyze socio-economic data from the American Community Survey (ACS), Census Transportation Planning Products (CTPP) program, and other U.S. Census Bureau products to better understand our community. This includes understanding any lasting effects from the pandemic on travel behavior, employment, and housing.

We also refer to economic and employment data from the BLS to monitor commuter flows and labor trends in the region and county, and when available, data from the National Household Travel Survey (NHTS) to understand travel behavior in the county. We also review demographic forecasts from NYMTC and use them as one of several benchmarks in our long-range planning process. Collectively, we will use these data points to support our evaluation of trends and assumptions discussed in Moving Dutchess Forward, and to further our awareness of focus populations and communities.

Products:

- Analysis of demographic data and forecasts for Moving Dutchess Forward and other studies (April 2025-March 2026)

Responsible Agency: DCTC

Budget Estimate: FHWA $24,075, FTA $2,206, State $4,215, Local $1,405

MP 202 – Travel Data Analysis and Forecasting

Description: We monitor traffic data to understand the extent of travel within the region and county, and to make general forecasts about future travel. Much of our understanding is informed by national and state data, such as travel volume trends reported by FHWA or annual estimates of Vehicle Miles of Travel (VMT) developed by NYSDOT's Highway Data Services Bureau. We also use data from our vehicle count program and consultant studies to understand local travel trends.

Products:

- Assess VMT estimates and traffic volume trends (April 2025-March 2026)

Responsible Agency: DCTC

Budget Estimate: FHWA $12,037, FTA $630, State $2,019, Local $673

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 also count people walking and bicycling on rail trails and key streets, and as needed, collect vehicle turning movements at intersections. This task includes staff coordination of pedestrian and bicycle counts conducted by volunteers using methods from the National Bicycle and Pedestrian Documentation Project, along with maintenance of our vehicle and pedestrian/bicycle count databases.

Our annual Traffic Count Program collects volume, classification, and speed data on a variety of county and local roads in Dutchess County, such as Noxon Rd in LaGrange shown here.

Products:

- 2025 Traffic Count Program (April-December 2025)
- Bicycle/pedestrian counts at select locations (April-September 2025)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA $120,373, State $19,006, Local $6,335

MP 204 – Major Projects Tracking

Description: This task encompasses work to maintain the Dutchess County Major Projects database and produce the Planning Department's annual Major Projects Report. We define major projects as developments 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. Published since 2000, this report supports our efforts to better understand population, housing, and employment trends.

Products:

- 2024 Major Projects Report (April-June 2025)

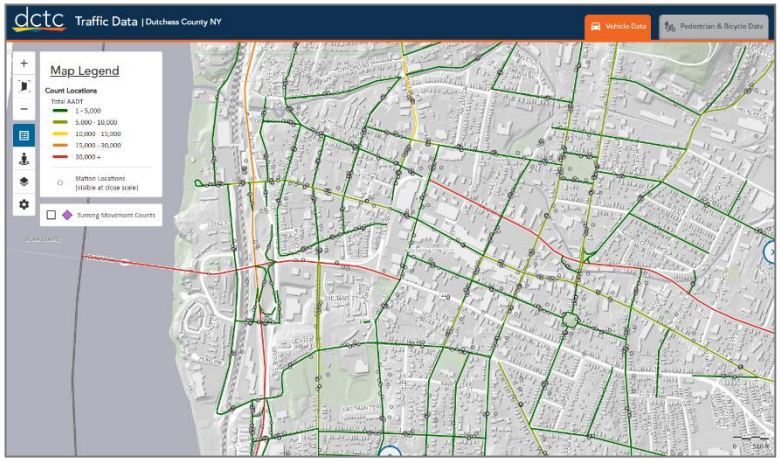
Responsible Agencies: DCTC and Dutchess County Planning Department

Budget Estimate: FHWA $7,222, FTA $95, State $1,158, Local $386

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

Description: This task covers work on GIS databases and apps to visualize demographic and transportation data, as well as maintaining GIS metadata. 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, and transformative investments.

We will continue to maintain our Traffic Data app, which now includes pedestrian and bicycle count data and turning movement counts. The app allows users to search traffic counts by municipality, year, road name, or road class, and provides data on volumes, speeds, and heavy vehicles. The app includes a similar interface for pedestrian and bicycle data, with the ability to search, display, and download data from manual, video, and tube counts.



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

Other related subtasks include maintaining our TIP Viewer, which shows project level information for the TIP, and the Bike

Dutchess app, which provides information on bicycle facilities and amenities throughout the county.

Products:

- Maintenance of online mapping applications: Traffic Data, Moving Dutchess Forward Map Viewer, TIP Viewer, and Bike Dutchess (April 2025-March 2026)
- Mapping products for planning studies (as needed)

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

Budget Estimate: FHWA $60,186, FTA $158, State $9,533, Local $3,178

MP 206 – Pavement Condition Monitoring

Description: This task builds on 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. We will continue to look at automated processes to assess road conditions, but in the meantime, will rely on annual pavement condition data collected by NYSDOT for state highways and local federal-aid roads. We will present this data to county and local agencies in a clear and useable format (e.g., municipal maps) that supports their capital programming needs.

Products:

- Analysis of pavement condition data collected by NYSDOT (October-December 2025)
- Annual pavement condition report for county and local agencies (October-December 2025)
- Research on best practices for automated pavement monitoring (April 2025-March 2026)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA $2,407, State $380, Local $127

MP 207 – Performance Monitoring

Description: This task includes developing and approving performance measures that support federal and state requirements for performance-based transportation planning. As needed, we will review available 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 review our performance measures in Moving Dutchess Forward and Walk Bike Dutchess and update them to reflect current guidance and recommendations from studies such as our Safety Action Plan.

Products:

- Approval of statewide or agency performance targets for safety, pavement/bridge conditions, congestion/reliability, transit equipment, and transit safety (April 2025-March 2026)
- Review and update performance measures in Moving Dutchess Forward and Walk Bike Dutchess (April 2025-March 2026)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA $2,407, FTA $63, State $392, Local $131

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 and data collected by NYSDOT. Our annual speeding analysis identifies 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:

- Analysis of speeding data collected from the traffic count program (October-December 2025)
- Annual high-end speeding report for county and local roads (October-December 2025)

Responsible Agency: DCTC

Budget Estimate: FHWA $7,222, State $1,140, Local $380

MP 209 – Functional Classification Update

Description: We will continue any needed work to progress MPO-approved changes to the functional classifications of roads in Dutchess County. Functional classification refers to the national system used to define the role that a road plays in serving traffic throughout a network, grouping them into classes according to their character and level of access. Though precipitated by adjustments to our Urban Area by the Census Bureau, the update was needed given changes in land use and traffic patterns since our last update over a decade ago.

Products:

- Functional Classification changes (as needed)

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

Budget Estimate: FHWA $4,815, State $760, Local $253

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 the major transportation issues that we may face beyond the next five to ten years. Much of this work focuses on improving long-term safety, reliability, and access to basic needs 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 system reliability, resilience, and technology. As required by federal law, we must update the Plan every five years, with ours due next in 2026.

Besides updating 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 25-year Transportation Plan for Dutchess County. Presented in an interactive online format, the Plan humanizes how we talk about transportation – specifically, how our transportation system enables or prevents people from participating in the basics of life (e.g., accessing housing, work, education, goods and services, etc.). This approach is embodied in the Plan's 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 vulnerable populations and identifies areas that face barriers to access. The Plan's recommendations support 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 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 transportation barriers and expand access across the county.

We will begin an update to Moving Dutchess Forward in spring 2025, retaining its title, overall vision, goals, and planning framework as we look at the trends and needs for a 2050 horizon year. For this update, we will review the assumptions and analyses of the current Plan and revise them to reflect changes in data, policies, and funding. The new Plan will incorporate key findings and recommendations from recent DCTC studies such as Resilient Ways Forward (addressing climate change and our transportation vulnerabilities – see Task MP 307) and the Transportation Safety Action Plan (addressing crash trends and ways to reduce traffic deaths and serious injuries – see Task MP 405). Adoption of the new Plan is due by mid-2026, so this work will continue into the next UPWP.

For this Plan update, we will seek consultant support for the public outreach process, involving virtual and in-person tools, to increase public awareness of the Plan, gather meaningful

feedback during its update, and present interim work products.

Products:
- Begin update to Moving Dutchess Forward, focusing on revisions to the Learn, Assess, Advocate, and Invest sections (April 2025-March 2026)
- Public engagement activities (April 2025-March 2026)

Responsible Agencies: DCTC, NYSDOT, MTA, County Public Works, County Public Transit, and member agencies

Budget Estimate: FHWA $327,129, FTA $1,970, State $52,021, Local $17,340

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 still participate in statewide Interagency Consultation Group (ICG) 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), notably for the new FFY 2026-2030 TIP in mid-2025.

Products:
- ICG meetings (April 2025-March 2026)
- PONA conformity determination statement (April-June 2025)

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

Budget Estimate: FHWA $4,248, FTA $79, State $686, Local $229

MP 303 – Congestion Management Process (CMP)

Description: We will continue our work with OCTC and UCTC to support the Mid-Hudson Valley TMA's Congestion Management Process (CMP). The CMP 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. In 2025-2026, we may explore a second iteration of this process, which could include a macro-level screening of the county to measure overall congestion for the Plan update. However, we may delay this work if data for non-federal aid roads is still not available or if the available travel time data does not cover a sufficient post-pandemic period.

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.

This task also addresses any 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:

- CMP technical analysis (April 2025-March 2026)
- NPMRDS data analysis (April 2025-March 2026)
- TDM support (April 2025-March 2026)

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT

Budget Estimate: FHWA $29,739, FTA $79, State $4,711, Local $1,570

MP 304 – Emerging Transportation Technologies

Description: This task addresses staff research and planning support for the deployment and integration of emerging transportation-related technologies. Much of this work focuses on Electric Vehicles (EVs) and charging stations, as well as access to on demand mobility services provided by Transportation Network Companies (TNCs).

As warranted, we will research 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 emerging technologies have the potential to improve traffic safety and alter the nature of travel, especially for young people, older adults, and people with disabilities.

We will continue our support of Intelligent Transportation Systems (ITS) activities, which for us, typically involves assisting NYSDOT with updates to the Hudson Valley's ITS architecture plan or the deployment of ITS within the region or county. This can also include ITS planning support for County Public Transit.

Products:

- Planning activities related to emerging transportation technologies such as EVs, TNCs, and others (April 2025-March 2026)
- Assist with updating and implementing the Hudson Valley's ITS architecture plan (as needed)
- ITS planning support for County Public Transit (as needed)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA $4,248, FTA $394, State $745, Local $249

MP 305 – Regional Transit Planning

Description: We will continue to work with OCTC, UCTC, and area transit operators to implement recommendations from our regional transit plan: Connect Mid-Hudson. The plan identifies ways to coordinate and better interconnect transit systems in Dutchess, Orange, and Ulster counties, and to connect our region to the New York City metropolitan area. The recommendations focus on improving access 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 2025-2026 will focus on helping our operators implement ideas such as micro-transit services in select areas.

Products:

- Implement recommendations from Connect Mid-Hudson (April 2025-March 2026)
- Regional transit operational and capital planning (April 2025-March 2026)

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

Budget Estimate: FTA $3,939, State $739, Local $246

MP 306 – Regional Freight Planning

Description: This task covers our work to study freight trends across the region and county. The DCTC, OCTC, and UCTC collaborate on gathering and analyzing available freight data for the region. Our Regional Freight Analysis, which summarizes the state of freight movement in the region, identified several freight data gaps that we hope to close by exploring data from other sources such as Altitude Geotab, Replica, and Transearch. Specifically, these resources may provide us with better visibility on the origins and destinations of freight in the region, along with freight volumes. We will continue to assess regional freight activity and its effects on the transportation system, specifically as it relates to safety and reliability.

Products:

- Analysis of regional freight data (April 2025-March 2026)

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT

Budget Estimate: FHWA $21,242, State $3,354, Local $1,118

MP 307 – Resilient Ways Forward (Vulnerability Assessment)

Description: As recommended in Moving Dutchess Forward, we completed a climate vulnerability assessment of our transportation system in 2024. Resilient Ways Forward, our Transportation Resilience Improvement Plan (TRIP), identifies the transportation assets and services in Dutchess County that are most vulnerable to the impacts of climate change.
The TRIP follows federal guidance and uses a two-phased, risk-based assessment: a Phase 1 System-Level analysis assessing

the sensitivity of the transportation system to climate hazards, and a Phase 2 Asset-Level analysis identifying specific assets and locations where the system is most vulnerable to the impacts of climate change. The TRIP recommends a suite of tools and resources under three general areas:

- Adaptation Toolbox: A suite of adaptation measures for infrastructure owners and service providers (e.g., highway departments and public transit agencies) to consider applying at vulnerable asset locations.
- Priority Resilience Projects: Resilience projects that partner agencies may pursue to improve vulnerable assets. These include NYSDOT projects to reduce flood risks and Dutchess County projects to replace scour-critical bridges.
- Policy-Based Measures: A set of measures for local jurisdictions and partner agencies to consider and implement to improve system-wide resilience.

In October 2024, FHWA certified that our TRIP was PROTECT compliant, positioning agencies to apply for capital funding through this federal resilience program. For the 2025-2026 program, we will support agencies as they consider PROTECT funding.

Products:

- Implement Resilient Way Forward, to include assisting agencies with applying for federal PROTECT funding (April 2025-March 2026)
- Maintain Resilient Way Forward website and map viewer (April 2025-March 2026)

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

Budget Estimate: FHWA $29,739, FTA $1,182, State $4,918, Local $1,639

Extreme weather events can have dramatic impacts on our transportation system, like this large culvert on East Fishkill's East Hook Rd, which was destroyed by flooding from Hurricane Ida in 2021. Resilient Ways Forward provides agencies with the tools to better prepare their systems for such events.

MP 308 – Orange and Dutchess Transportation Access and Mobility Study

Description: This planning effort, spearheaded by the OCTC, will look at 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 costs of enhancing existing ferry and bus services and improving the Newburgh and

Beacon waterfronts. The study is funded by a $500,000 Community Project Funding member request that was included in the 2023 federal budget. As this funding is separate from our routine planning allocation, the estimates below do not include non-USDOT funding.

Products:

- Develop scope of work (April-December 2025)
- Prepare and issue RFP (January-March 2026)

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

Budget Estimate: FHWA $4,248, FTA $158, State $701, Local $234

Finding ways to better connect Newburgh and Beacon is one of several goals for the upcoming 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.

We will participate in and review products for statewide studies such as the NYSDOT 2050 Transportation Master Plan and NYSDOT Active Transportation Strategic Plan, and provide support to energy planning efforts such as implementation of the NYS Climate Action Plan and the State and County's Climate Smart Communities (CSC) program. We will also participate in related studies by local partners that directly or indirectly affect transportation safety, reliability, and access to basic needs.

Products:

- Review, comment on, and promote relevant state, regional, and countywide studies that support the metropolitan planning process (April 2025-March 2026)

Responsible Agencies: DCTC, NYSDOT, Dutchess County Planning Department, and other agencies

Budget Estimate: FHWA $4,248, FTA $79, State $686, Local $229

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 County Planning Department on its Housing Initiative to research and promote policies to expand the mix of housing types and affordability levels across the county. This includes implementing recommendations from the County's Housing Needs Assessment.

Products:

- Community transportation planning assistance and support (April 2025-March 2026)

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

Budget Estimate: FHWA $7,081, FTA $1,261, State $1,354, Local $452

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. We have completed pedestrian plans for the Villages of Millerton, Pawling, and Rhinebeck, and for town centers in Hyde Park, Pine Plains,

Poughkeepsie (Arlington), and Dover (Dover Plains). Though a specific plan is not expected in 2025-2026, we will provide technical assistance to municipalities as needed.

Products:

- Local pedestrian planning assistance (April 2025-March 2026)

Responsible Agencies: DCTC and local municipalities

Budget Estimate: FHWA $7,081, FTA $1,261, State $1,354, Local $452

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.

Products:

- Progress walking and bicycling recommendations from Walk Bike Dutchess (April 2025-March 2026)
- Quarterly BPAC meetings (April 2025-March 2026)

Responsible Agencies: DCTC, Dutchess County, and member agencies

Budget Estimate: FHWA $7,081, FTA $1,261, State $1,354, Local $452

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 encouraging County projects to incorporate access for all types of transportation. We will also work with County Public Works and private developers to promote Complete Streets features in land use projects requiring a County highway work permit; this includes considering 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 shelter decals, brochures and posters, presentations, videos, and in-person education. The campaign, jointly managed by the DCTC and County Health, 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.

Products:

- County Complete Streets Policy implementation (April 2025-March 2026)
- Watch Out For Me campaign (April 2025-March 2026)
- Complete Streets Committee meetings (April 2025-March 2026)

Responsible Agencies: DCTC, Dutchess County Public Works, Dutchess County Public Transit, Dutchess County Health, Dutchess County Traffic Safety Board, Dutchess County Office for the Aging, Dutchess County Clerk, and Dutchess County Communications.

Budget Estimate: FHWA $17,702, FTA $1,261, State $3,031, Local $1,011.

MP 405 – Transportation Safety Planning

Description: In 2024, we initiated a countywide Safety Action Plan (SAP), designed to align with USDOT's Safe Streets and Roads for All (SS4A) Program and the Safe System Approach. The SAP will help the DCTC and its partners make policy, planning, and programming decisions to reduce crashes, especially fatal and serious injury crashes, across all travel modes and public roads in the county.

The SAP is supported by multiple consultants and covers a range of tasks such as reviewing national, state and county best practices and guidance, analyzing crash data and trends (across the entire road network and for pedestrians and bicyclists), engaging stakeholders and the public, and recommending priority safety policies and projects. The SAP relies heavily on NYSDOT's Crash Location & Engineering Analysis & Reporting (CLEAR) application to analyze crash trends (e.g., severity, cause, type, etc.), screen for crash hotspots, and assess risks to vulnerable road users. Upon completion in late 2025, the SAP will enable State and County agencies, and all 30 municipalities in Dutchess, to apply for SS4A implementation funding.

As of January 1, 2025, the SAP was 49 percent complete, with several initial tasks completed including a Document Review, Data Analysis (Part 1-Crash Trends and Part 2-Network/Priority Location Screening), and several key public engagement milestones (website, stakeholder outreach, online survey, and interactive map). For 2025-2026, we will select countermeasures to mitigate identified safety issues and trends, identify priority projects to address hotspots, and hold several in-person workshops and public events. We will also draft and finalize the SAP report, ensuring it meets SS4A requirements.

TRANSPORTATION SAFETY ACTION PLAN

Besides completing the SAP, we will continue to work with our member agencies to improve highway, transit, pedestrian, and bicycle safety, including work on progressing recommendations from NYSDOT's Strategic Highway Safety Plan and conducting road safety assessments as needed or requested. We will also continue to participate on the Dutchess County Traffic Safety Board (TSB) to identify and mitigate local safety issues.

Products:

- SAP Task 6: Priority Project Identification, Goal Setting, and Performance Measures (April-June 2025)
- SAP Task 7: Study Finalization and Stakeholder Outreach (July-September 2025)
- SAP Task 8: Final Transportation Safety Action Plan (SAP) (October-December 2025)
- County TSB meetings (April 2025-March 2026)
- Support the NYS Strategic Highway Safety Plan (April

2025-March 2026)
- Safety assessments (as needed)

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

Budget Estimate: FHWA $212,422, FTA $1,261, State $33,776, Local $11,259

MP 406 – Coordination of Human Services Transportation

Description: We will begin a consultant supported update to our Coordinated Public Transit Human Services Transportation Plan ("Coordinated Plan"), which will identify the transportation needs of people with disabilities, older adults (aged 65 and over), and people with low incomes. The Coordinated Plan will provide actionable strategies to address the identified challenges and needs, including a prioritized set of transportation services to expand access and remove barriers to basic needs (such as housing, jobs, goods and services, education, and recreation). We have completed four such Coordinated Plans in the past 20 years, most recently in 2021.

The new Coordinated Plan will follow FTA Circular C.9070.1G. Per this guidance, the Plan will include the following:

- An assessment of available services and providers.
- An assessment of the transportation needs for people with disabilities, older adults, and low- income populations.
- Strategies, activities, and projects to address identified gaps between services and needs, as well as ways to make services more efficient.
- Priorities for implementation based on available funding, timeframes, and feasibility.

The Coordinated Plan will be shaped by an extensive public outreach process that informs members of the community and collects meaningful feedback from a diverse range of perspectives, including stakeholders such as transportation and human service providers.

The Coordinated Plan is an essential piece of the Federal Transit Administration's (FTA) Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program. This program provides federal funding to eligible providers (typically human service agencies) to support recommendations in the Coordinated Plan such as the purchase of vehicles, supporting transportation operations, and providing mobility management services. The DCTC programs 5310 funds, which are allocated to the Poughkeepsie-Newburgh Urban Area, in partnership with the Orange and Ulster County Transportation Councils (OCTC and UCTC).

Products:
- Coordinated Plan (CP) Task 1: Coordinated Plan Kick-Off (April 2025)
- CP Task 2: Public & Stakeholder Engagement (April 2025-March 2026)
- CP Task 3: Review of Previous Plans, Studies, and FTA Awards (April-May 2025)
- CP Task 4: Countywide Demographic Profile (May-June 2025)
- CP Task 5: Inventory of Existing Transportation Service (June-July 2025)

- CP Task 6: Assessment of Unmet Transportation Needs (July-September 2025)
- CP Task 7: Transportation Strategies (October-December 2025)
- CP Task 8: Transportation Priorities (Draft & Final Plan) (January-March 2026)
- Ongoing coordination with human service agencies to help meet their clients' mobility needs (April 2025-March 2026)
- Prioritize FTA Section 5310 projects in Dutchess County and the TMA (as available)

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

Budget Estimate: FTA $107,148, State $20,090, Local $6,697

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 providing information to transit operators to satisfy FTA Triennial Review data requests or to meet other federal and state reporting requirements. We will continue to support County Public Transit as they implement their 2025 service changes and support their marketing efforts to expand public awareness about local transit services.

If pursued, we will also support County Public Transit as they study the possible electrification of the bus system, which is currently supported by a $450,000 grant from the FTA's Areas of Persistent Poverty (AoPP) Program. The consultant study, begun in 2024, would identify infrastructure requirements for implementing such a transition, evaluate the electrical capabilities of transit facilities and other potential charging/fueling locations, and set forth a plan to coordinate the upgrades. We will serve on the study's advisory committee and provide planning support as needed.

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

Products:
- Planning support for County Public Transit (April 2025-March 2026)

- Planning support for County Bus Electrification Study (April-December 2025)
- Data sharing with County Public Transit and MTA/Metro-North Railroad (April 2025-March 2026)

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

Budget Estimate: FTA $12,606, State $2,364, Local $788

MP 408 – Poughkeepsie 9.44.55 Implementation

Description: The Poughkeepsie 9.44.55 study – a detailed analysis of the Route 9/44/55 interchange and the Route 44/55 arterials in the City and Town of Poughkeepsie – showed how the two facilities could be redesigned to improve safety, livability, and connectivity. Specifically, the 9.44.55 study developed a roundabout-based concept to improve safety at the interchange, and a road diet concept to make the arterials safer and more comfortable for people who drive, walk, bike, or ride transit. The concepts were tested through a traffic simulation model to assess their effect on existing and future operations.

In 2024, as a follow-up to the 9.44.55 study, we completed a Columbus Dr Redesign Study of the Westbound Arterial (Columbus Dr) from Garden St to Jefferson St (a.k.a. the weave). We will continue to explore how the ideas in both studies can be implemented and funds secured to progress one or more of their recommendations.

This task also includes any planning support for the conversion of Market St to two-way operations, accompanied by safety and access improvements. This is one of several short-term transformative projects recommended in Moving Dutchess Forward.

Products:

- Planning support to implement recommendations from the Poughkeepsie 9.44.55 and the Columbus Dr Redesign studies (April 2025-March 2026)
- Planning support for Market St conversion to two-way operations (April 2025-March 2026)

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

Budget Estimate: FHWA $7,081, State $1,118, Local $373

MP 409 – Intersection Management Program

Description: This task explores ways to improve the safety and reliability of key intersections on our road network. Selected locations can 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 includes collecting turning movement counts, crash data, and traffic signal data, analyzing existing and future conditions, engaging stakeholders, and developing recommendations or design concepts.

We will complete the Route 9/9D Signal Optimization Study, which was begun in 2024 and about 71 percent complete as of January 1, 2025. This on-call consultant study is looking at ways to improve the coordination and timing of traffic signals at 19 intersections along Route 9 from Spring Rd in Poughkeepsie to the Alpine Shopping Center in Wappinger, and on Route 9D from East Main St in Wappingers Falls to Main St in Beacon. This effort includes an analysis of the signals at the 9D/I-84 interchange and planning support to NYSDOT as the Hudson Valley Transportation Management Center explores technology solutions to improve traffic operations along the two corridors.

Products:

- Route 9 & 9D Signal Optimization Study (April-December 2025)

Responsible Agencies: DCTC, NYSDOT, and local municipalities

Budget Estimate: FHWA $35,404, State $5,590, Local $1,863

MP 410 – Corridor Management Program

Description: This task explores ways to improve the safety and reliability of key corridors throughout the county. Selected locations can 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 includes collecting traffic and safety data, modeling and analyzing existing and future conditions, engaging stakeholders, and developing recommendations or design concepts.

Products:

- Corridor planning activities (as needed)

Responsible Agencies: DCTC, NYSDOT, and 9D communities

Budget Estimate: FHWA $35,404, State $5,590, Local $1,863

MP 413 – Beacon-Hopewell Rail Trail Feasibility Study

Description: In 2023, we initiated the Beacon-Hopewell Rail Trail (BHRT) Feasibility Study to explore the feasibility of adding a multi-use trail along a 13-mile section of the inactive Beacon Line 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 (WRS DRT) and Empire State Trail (EST) in Hopewell Junction (Town of East Fishkill).

As of January 1, 2025, this consultant-supported study was 75 percent complete. To date, we have finished an inventory and assessment of existing conditions, completed key public engagement milestones (study website, online survey, and stakeholder outreach), and proposed a set of design concepts for 'Rail to Trail' and 'Rail with Trail' alternatives on the corridor.

For 2025-2026, we will complete the study, publishing a Final Concept Plan that addresses the following items:

- Locations, potential alignments, and implementation strategies for trail configurations, surface materials, and amenities

- Proposed strategies and alignments to connect with nearby parks, residential/commercial centers, and other trails
- Locations and implementation strategies for public access points and gateways, with a focus on providing connectivity to nearby communities
- Locations where state and local regulations, floodplain ordinances, or other factors may limit or significantly impact the successful implementation of a trail
- Cost estimates and possible phasing schedules to implement the recommended design concepts

Work performed under this task will use our available allocation of Complete Streets PL set-aside funding from FFYs 2022-2025, which totals $74,556. Though these funds are 100 percent federal and require no state or local match, the budget below shows the traditional 20 percent match for planning only. Actual expenditures for this task will not include a match.

In 2023, we started a study to look at the feasibility of adding a trail along a 13-mile section of the Beacon Line between Beacon and Hopewell Junction in East Fishkill.

Products:

- BHRT Study public outreach and stakeholder engagement (April-September 2025)
- BHRT Study advisory committee meetings (April-September 2025)
- BHRT Study Task 3: Final Concept Plan (April-September 2025)

Responsible Agencies: DCTC, MTA/Metro-North Railroad, NYSDOT, Dutchess County Public Works, City of Beacon, Town and Village of Fishkill, and Town of East Fishkill

Budget Estimate: FHWA $24,783, State $3,913, Local $1,340. In addition to the programmed budget for this task, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds totaling $74,556 (100 percent federal share match waiver from FHWA) will be available for this task.

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 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 suggestions, 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 2025-March 2026)

Responsible Agencies: DCTC and Dutchess County Planning Department

Budget Estimate: FHWA $31,863, FTA $2,206, State $5,445, Local $1,815

MP 502 – Inter-Departmental Project Coordination

Description: This task covers our work to improve coordination between DCTC staff and the County's Departments of Planning, Public Works, and Health, specifically as it relates to processing permit applications and providing consistent feedback on project reviews. This can include collaborating on the design and scope of transportation projects stemming from the Community Development Block Grant program, state and locally funded projects, and private projects under County review.

Much of the work for this task will focus on progressing projects on county roads such as sidewalk improvements on CR 62 (North Maple Ave) in Millerton and redesigning the CR 114 (Main St)/Grand Ave intersection 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, in coordination with Bard College. This task also includes supporting County Health's work to improve walking/bicycling safety and access in the City of Poughkeepsie, per their Active Communities Action Plan.

Products:

- Planning support for county road projects, including CR 62 (North Maple Ave) in Millerton, the CR 114 (Main St)/Grand Ave intersection redesign in Poughkeepsie, and CR 103 (Annandale Rd) in Red Hook (April 2025-March 2026)
- Coordination with County Planning on CDBG-funded transportation projects (October 2025-March 2026)
- Planning support to County Health for their Active Communities Action Plan (April 2025-March 2026).

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

Budget Estimate: FHWA $10,621, FTA $945, State $1,854, Local $618

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, though it will be updated with a new FFY 2026-2030 TIP in mid-2025. Funding for the TIP comes from the Bipartisan Infrastructure Law/IIJA.

MP 601 – Transportation Improvement Program (TIP)

Description: This task covers all activities necessary to keep the FFY 2023-2027 TIP up to date. 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 funding 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.

For 2025-2026, we will develop and approve a new FFY 2026-2030 TIP that programs federal highway and transit funding for our area from October 1, 2025-September 30, 2030. In developing the new TIP, we will use our project selection framework to help prioritize federal-aid projects and align project investments with the goals and recommendations in Moving Dutchess Forward.

The City of Poughkeepsie will replace the Garden St Bridge in 2025, leveraging over $4 million in federal highway funding from our Capital Program (TIP). This is one of several bridges being replaced in the City's Northside area.

We will also review applications submitted in response to any statewide solicitations for programs such as BRIDGE NY (which

funds repairs to off-system bridges), the Transportation Alternatives Program (TAP) (which funds walking and bicycling projects), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (which funds projects that reduce traffic congestion and emissions), and the Carbon Reduction Program (CRP) (which funds projects that reduce on-road CO2 emissions).

Products:

- Draft FFY 2026-2030 TIP (April-May 2025)
- Final FFY 2026-2030 TIP (June-July 2025)
- FFY 2023-2027 TIP Amendments and Administrative Modifications (April-September 2025)
- Federal-aid project coordination with NYSDOT and project sponsors (April 2025-March 2026)

Responsible Agencies: DCTC, NYSDOT, and project sponsors

Budget Estimate: FHWA $70,807, FTA $7,878, State $12,657, Local $4,219

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, GIS mapping, and public engagement. We will continue to chair the Bicycle-Pedestrian Working Group and co-chair the Safety Working Group for 2025-2026. Staff will also attend the 2025 NYSAMPO Conference in Syracuse, NY, and possibly the 2025 AMPO Conference in Providence, RI.

Products:

- NYSAMPO Director meetings (April 2025-March 2026)
- NYSAMPO working group meetings (April 2025-March 2026)
- NYSAMPO Bicycle-Pedestrian Working Group Chair and Safety Working Group co-chair activities (April 2025-March 2026)
- NYSAMPO Conference (May 2025) and possibly AMPO Conference (September 2025)

Responsible Agencies: DCTC, NYSDOT, and NYSAMPO

Budget Estimate: FHWA $42,484, FTA $1,576, State $7,004, Local $2,335

14. Public Participation Process

We developed this Planning Program in coordination with our member agencies and communities. Beginning in fall 2024, we announced the start of our planning process for the UPWP, welcoming suggestions on new planning tasks or studies. Our

Planning Committee, which is open to all 30 municipalities in Dutchess County, reviewed the Draft 2025-2026 UPWP at its meetings on January 29 and February 26, 2025. On February 11, 2025, 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 draft UPWP for public review and comment for a 15-day period, though no comments were received. The draft UPWP was also posted on our website. The Council approved the UPWP on March 6, 2025.

15. SFY 2025-2026 Program Budgets

The following tables provide information on the use of federal, state, and county funds in support of our work in SFY 2025-2026. 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 2025-2026 UPWP FHWA PL Task Budget

UPWP Task	Federal Funding[1]	State & Local Match[2]		Total
		Dutchess County	NYSDOT	
Program Support and Administration	$240,744	$12,669	n/a	$253,413
Data Development and Analysis	$240,745	$12,671	n/a	$253,416
Long-Range Transportation Planning (System Level)	$424,843	$22,360	n/a	$447,203
Long-Range Transportation Planning (Project Level)	$354,037	$18,635	n/a	$372,672
Short-Range Transportation Planning	$42,484	$2,236	n/a	$44,720
Transportation Improvement Program (TIP)	$70,807	$3,727	n/a	$74,534
Other Activities	$42,484	$2,236	n/a	$44,720
Toll Credits	n/a	n/a	$223,602	$223,602
Total	**$1,416,144**	**$74,534**	**$223,602**	**$1,714,280**

[1] In addition to the FHWA PL funds programmed, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds in the amount of $74,556 (100% federal share per FHWA match waiver) will be available.

[2] Dutchess County match provided through local funds. NYSDOT match for FHWA PL funds provided through toll credits.

Table 3. DCTC 2025-2026 UPWP FTA MPP Task Budget

UPWP Task	Federal Funding	State & Local Match[1]		Total
		Dutchess County	NYSDOT	
Program Support and Administration	$7,880	$492	$1,477	$9,849
Data Development and Analysis	$3,151	$197	$591	$3,939
Long-Range Transportation Planning (System Level)	$7,878	$492	$1,477	$9,847
Long-Range Transportation Planning (Project Level)	$126,056	$7,879	$23,636	$157,571
Short-Range Transportation Planning	$3,151	$197	$591	$3,939
Transportation Improvement Program (TIP)	$7,878	$492	$1,477	$9,847
Other Activities	$1,576	$99	$296	$1,971
Total	**$157,570**	**$9,848**	**$29,545**	**$196,963**

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

Table 4. DCTC 2025-2026 UPWP FHWA PL Object Budget

Item	Federal Funding[1]	State & Local Match[2]		Total
		Dutchess County	NYSDOT	
Staff Salaries	$405,811	$21,357	n/a	$427,168
Fringe Benefits	$270,540	$14,239	n/a	$284,779
Travel	$2,975	$157	n/a	$3,132
Equipment	$1,404	$74	n/a	$1,478
Supplies/Reproduction	$1,363	$72	n/a	$1,435
Contractual	$589,731	$31,039	n/a	$620,770
Indirect Charges	$144,320	$7,596	n/a	$151,916
Toll Credits	n/a	n/a	$223,602	$223,602
Total	**$1,416,144**	**$74,534**	**$223,602**	**$1,714,280**

[1] In addition to the FHWA PL funds programmed, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds in the amount of $74,556 (100% federal share per FHWA match waiver) will be available.

[2] Dutchess County match provided through local funds. NYSDOT match for FHWA PL funds provided through toll credits.

Table 5. DCTC 2025-2026 UPWP FTA MPP Object Budget

Item	Federal Funding	State & Local Match[1]		Total
		Dutchess County	NYSDOT	
Staff Salaries	$25,462	$1,589	$4,772	$31,823
Fringe Benefits	$16,974	$1,061	$3,183	$21,218
Travel	$488	$31	$92	$611
Equipment	$488	$31	$92	$611
Supplies/Reproduction	$488	$31	$92	$611
Contractual	$108,792	$6,800	$20,399	$135,991
Indirect Charges	$4,878	$305	$915	$6,098
Total	**$157,570**	**$9,848**	**$29,545**	**$196,963**

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

Table 6. DCTC 2025-2026 UPWP FTA MPP Detailed Budget

Item	Federal Funding	State & Local Match[1]		Total
		Dutchess County	NYSDOT	
Staff Salaries	$25,462	$1,589	$4,772	$31,823
Fringe Benefits	$16,974	$1,061	$3,183	$21,218
Travel	$488	$31	$92	$611
Equipment	$488	$31	$92	$611
Supplies/Reproduction	$488	$31	$92	$611
Contractual	$108,792	$6,800	$20,399	$135,991
Indirect Charges	$4,878	$305	$915	$6,098
Total	**$157,570**	**$9,848**	**$29,545**	**$196,963**

Item	Federal Funding	State & Local Match[1]		Total
		Dutchess County	NYSDOT	
44.21.00 - Program Support and Administration	$7,880	$492	$1,477	$9,849
44.22.00 - Data Development & Analysis	$3,151	$197	$591	$3,939
44.23.01 - Long Range Transportation Planning-System Level	$7,878	$492	$1,477	$9,847
44.23.02 - Long Range Transportation Planning-Project Level	$126,056	$7,879	$23,636	$157,571
44.24.00 - Short Range Transportation Planning	$3,151	$197	$591	$3,939
44.25.00 - Transportation Improvement Program	$7,878	$492	$1,477	$9,847
44.27.00 - Other Activities	$1,576	$99	$296	$1,971
Total	**$157,570**	**$9,848**	**$29,545**	**$196,963**

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

Table 7. DCTC 2025-2026 UPWP Task Cost Estimates

Task	FHWA PL	FTA MPP	NYSDOT	Dutchess County	Total
MP 101 - Support and Administration	$120,375	$3,934	$19,745	$6,576	$150,630
MP 102 - Unified Planning Work Program (UPWP)	$24,074	$394	$3,875	$1,292	$29,635
MP 103 - Public Participation Activities	$24,074	$394	$3,875	$1,292	$29,635
MP 104 - Transportation Management Area (TMA) Coordination	$40,926	$2,364	$6,905	$2,302	$52,497
MP 105 - Federal, State, and Local Reporting	$24,074	$394	$3,875	$1,292	$29,635
MP 106 - Professional Development	$7,222	$394	$1,214	$405	$9,235
MP 201 - Demographic Data Analysis and Forecasting	$24,075	$2,206	$4,215	$1,405	$31,901
MP 202 - Travel Data Analysis and Forecasting	$12,037	$630	$2,019	$673	$15,359
MP 203 - Vehicle/Bicycle/Pedestrian Count Activities	$120,373	$0	$19,006	$6,335	$145,714
MP 204 - Major Projects Tracking	$7,222	$95	$1,158	$386	$8,861
MP 205 - Geographic Information Systems (GIS)/Database Management	$60,186	$158	$9,533	$3,178	$73,055
MP 206 - Pavement Condition Monitoring	$2,407	$0	$380	$127	$2,914
MP 207 - Performance Monitoring	$2,407	$63	$392	$131	$2,993
MP 208 - Countywide Vehicle Speed Analysis	$7,222	$0	$1,140	$380	$8,742
MP 209 - Functional Classification Update	$4,815	$0	$760	$253	$5,828
MP 301 - Metropolitan Transportation Plan (MTP)	$327,129	$1,970	$52,021	$17,340	$398,460
MP 302 - Air Quality and Energy Planning	$4,248	$79	$686	$229	$5,242
MP 303 - Congestion Management Process (CMP)	$29,739	$79	$4,711	$1,570	$36,099
MP 304 - Emerging Transportation Technologies	$4,248	$394	$745	$249	$5,636
MP 305 - Regional Transit Planning	$0	$3,939	$739	$246	$4,924
MP 306 - Regional Freight Planning	$21,242	$0	$3,354	$1,118	$25,714
MP 307 - Resilient Ways Forward	$29,739	$1,182	$4,918	$1,639	$37,478
MP 308 - Orange and Dutchess Transportation Access and Mobility Study	$4,248	$158	$701	$234	$5,341
MP 309 - Other Transportation Studies	$4,248	$79	$686	$229	$5,242
MP 401 - Community Transportation Planning Assistance	$7,081	$1,261	$1,354	$452	$10,148
MP 402 - Local Pedestrian Planning Initiative	$7,081	$1,261	$1,354	$452	$10,148
MP 403 - Pedestrian-Bicycle Plan Implementation	$7,081	$1,261	$1,354	$452	$10,148
MP 404 - Complete Streets Implementation	$17,702	$1,261	$3,031	$1,011	$23,005

Table 7. DCTC 2025-2026 UPWP Task Cost Estimates (Cont'd.)

Task	FHWA PL	FTA MPP	NYSDOT	Dutchess County	Total
MP 405 - Transportation Safety Planning	$212,422	$1,261	$33,776	$11,259	$258,718
MP 406 - Coordination of Human Services Transportation	$0	$107,148	$20,090	$6,697	$133,935
MP 407 - Local Transit Planning	$0	$12,606	$2,364	$788	$15,758
MP 408 - Poughkeepsie 9.44.55 Implementation	$7,081	$0	$1,118	$373	$8,572
MP 409 - Intersection Management Program	$35,404	$0	$5,590	$1,863	$42,857
MP 410 - Corridor Management Program	$35,404	$0	$5,590	$1,863	$42,857
MP 413 - Beacon-Hopewell Rail Trail Feasability Study	$24,783	$0	$3,913	$1,304	$30,000
MP 501 - Transportation Impact Reviews/Sustainable Development Practices	$31,863	$2,206	$5,445	$1,815	$41,329
MP 502 - Inter-Departmental Project Coordination	$10,621	$945	$1,854	$618	$14,038
MP 601 - Transportation Improvement Program (TIP)	$70,807	$7,878	$12,657	$4,219	$95,561
MP 701 - NYSAMPO Activities	$42,484	$1,576	$7,004	$2,335	$53,399
Total	**$1,416,144**	**$157,570**	**$253,147**	**$84,382**	**$1,911,243**

Note: In addition to the FHWA PL funds programmed, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds in the amount of $74,556 (100% federal share per FHWA match waiver) will be available.

Table 8. DCTC 2025-2026 UPWP Complete Streets PL Set-Aside Budget

Planning Task (Complete Streets Focus)	Total PL Set-Aside
MP 402 - Local Pedestrian Planning Initiative	$10,148
MP 403 - Pedestrian-Bicycle Plan Implementation	$10,148
MP 404 - Complete Streets Implementation	$23,005
MP 413 - Beacon-Hopewell Rail Trail Feasability Study	$30,000
Total Programmed	**$73,301**
Total Available (FFY 2023-2025)[1]	**$52,247**
Balance[2]	**-$21,054**

[1]Available funds as of October 1, 2024. Total available for FFY 2022-2025 is $74,556, with $22,309 spent to date in SFY 2024-2025.

[2]Balance will be reimbursed using routine FHWA PL funds.