

March  
2026

# DRAFT SFY 2026-2027

## 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

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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

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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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## Table of Contents

<b>Background .....</b>	<b>1</b>	<b>2026-2027 UPWP Tasks.....</b>	<b>15</b>
<b>Our Organization .....</b>	<b>1</b>	Program Support and Administration.....	<b>18</b>
<b>Supporting Documents .....</b>	<b>2</b>	Data Development and Analysis .....	<b>21</b>
<b>Transportation Management Area .....</b>	<b>4</b>	Long-Range Transportation Planning (System Level) .	<b>26</b>
<b>2025-2026 Program Accomplishments .....</b>	<b>6</b>	Long-Range Transportation Planning (Project Level) .	<b>32</b>
<b>2026-2027 UPWP Overview .....</b>	<b>8</b>	Short-Range Transportation Planning .....	<b>38</b>
<b>Funding Overview .....</b>	<b>8</b>	Transportation Improvement Program (TIP) .....	<b>39</b>
FHWA (PL) Funds .....	<b>9</b>	Other Activities .....	<b>40</b>
FTA (MPP) Funds .....	<b>9</b>	<b>Public Participation Process .....</b>	<b>41</b>
State & Local Match .....	<b>9</b>	<b>2026-2027 Program Budgets .....</b>	<b>45</b>
Carryover Funds .....	<b>10</b>	<b>List of Tables:</b>	
Total Funding.....	<b>10</b>	Table 1: Available Funds for 2026-2027 UPWP .....	<b>11</b>
<b>National &amp; Statewide Organizations .....</b>	<b>12</b>	Table 2: 2026-2027 UPWP FHWA Task Budget .....	<b>42</b>
Association of Metropolitan Planning Organizations .	<b>12</b>	Table 3: 2026-2027 UPWP FTA Task Budget .....	<b>42</b>
New York State Association of MPOs.....	<b>12</b>	Table 4: 2026-2027 UPWP FHWA Object Budget .....	<b>43</b>
<b>Statewide &amp; Regional Planning Initiatives .....</b>	<b>13</b>	Table 5: 2026-2027 UPWP FTA Object Budget .....	<b>43</b>
<b>Consultant &amp; Inter-Departmental Support .....</b>	<b>14</b>	Table 6: 2026-2027 UPWP FTA Detailed Budget .....	<b>44</b>
<b>Federal Planning Factors .....</b>	<b>14</b>	Table 7: 2026-2027 UPWP Task Budget Estimates.....	<b>45</b>
<b>Local Planning Priorities.....</b>	<b>15</b>	Table 8: 2026-2027 UPWP Complete Streets .....	<b>46</b>

**List of Figures:**

Figure 1: Transportation Council Membership .....	<b>3</b>
Figure 2: Mid-Hudson Valley TMA .....	<b>5</b>
Figure 3: DCTC Urban Area Detail .....	<b>5</b>
Figure 4: DCTC Savings, Allocations, & Expenses .....	<b>11</b>
Figure 5: Planning Tasks & Federal Planning Factors..	<b>16</b>

## 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.” An updated Plan will be done in 2026.

- **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 \(FFY\) 2026-2030 TIP](#) in 2025.
- **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 organizations working on each task. We adopted our current [State Fiscal Year \(SFY\) 2025-2026 UPWP](#) in 2025.

## 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 & Development](#), [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 staff from various County 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, we also receive 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 effective 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 2025, with a final report issued in 2026. The review did not identify any corrective actions for the DCTC but recommended



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

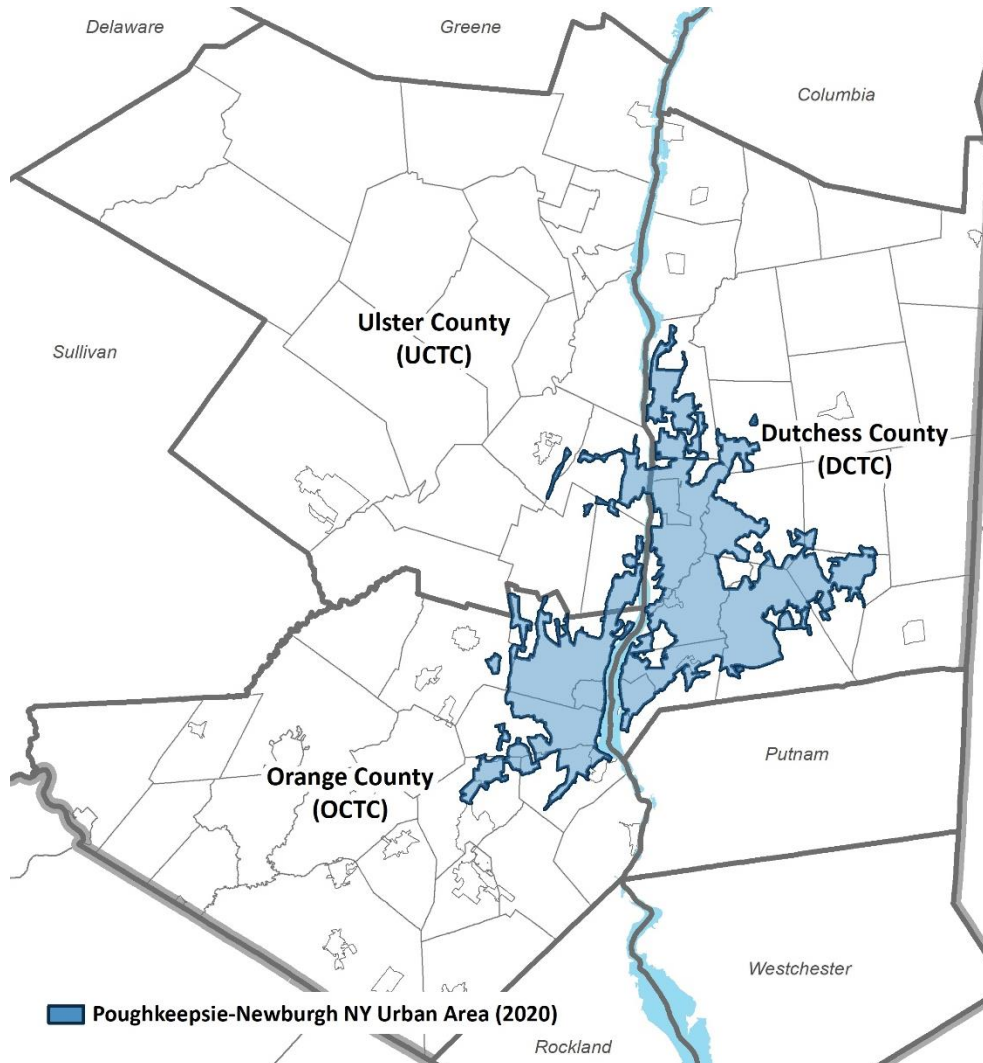
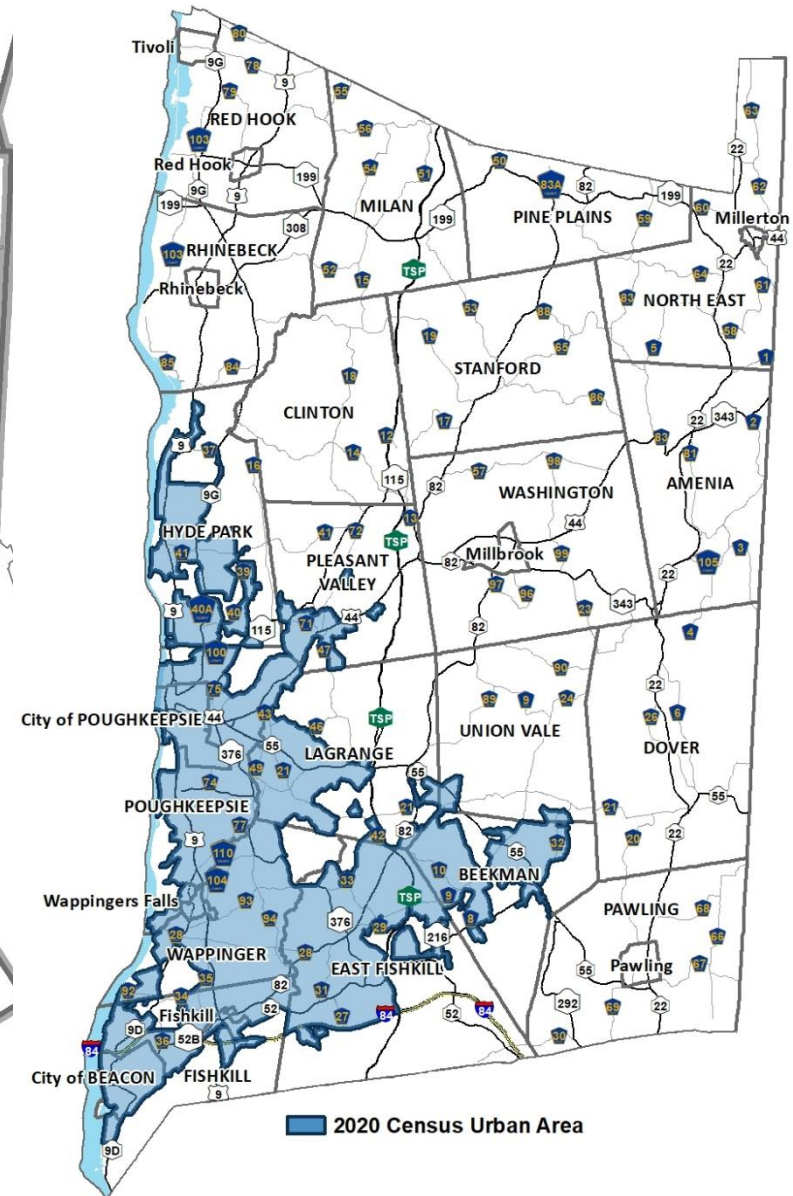


Figure 3. DCTC Urban Area Detail



items such as strengthening our consultation procedures with tribal nations that have an interest in our area, refining our Congestion Management Process, and continuing to look at transportation-housing linkages in the county and region.

## 5. 2025-2026 Program Accomplishments

We worked with our member agencies, local communities, and stakeholders on a variety of transportation planning activities during the 2025-2026 program year. Highlights are listed below:

- Completed the [Beacon-Hopewell Rail Trail Feasibility Study](#), which determined that developing a rail trail was indeed feasible along the inactive Beacon Line from Beacon to Hopewell Junction. The study includes an assessment of existing conditions, documents the challenges and opportunities of constructing a rail trail, and presents a recommended trail concept with cost estimates.



We completed the Beacon-Hopewell Rail Trail Feasibility Study, looking at trail options for an unused 13-mile section of rail line in Southern Dutchess.

- Completed a countywide [Transportation Safety Action Plan \(SAP\)](#) to develop strategies to reduce fatal and serious injury crashes. The SAP reflects [USDOT's Safe System Approach](#) and meets the requirements of [USDOT's Safe Streets and Roads for All \(SS4A\) program](#). The SAP includes a comprehensive, data driven safety analysis to understand crash patterns across the county, as well as a two-part screening process: a Hotspot Screening to identify priority crash locations, and a Systemic Screening to identify locations where proactive safety improvements can be applied. The SAP frames improvements around ten emphasis areas and includes both infrastructure-based and behavioral countermeasures to reduce crashes. The SAP establishes a 2050 goal of zero traffic fatalities and a reduction in serious injuries by 50%.



We completed a countywide Transportation Safety Action Plan that included site visits to assess safety issues at local priority locations such as Pinewoods Rd in Hyde Park.



- Initiated an update to the countywide Metropolitan Transportation Plan (MTP), titled [Moving Dutchess Forward](#), which will serve as the guiding vision for improving transportation in Dutchess County over the next 25 years. Following the framework of the current Plan, but using a 2050 horizon year, we launched an updated website, completed an online survey, held two virtual public meetings, and attended several in-person pop-up events. We also completed work on the Learn and Assess sections, with the Advocate and Invest sections to follow in mid-2026. New for this update, we hired three Community Ambassadors to expand our outreach into different parts of the county and connect better with vulnerable populations.



We held several pop-up events, such as at the Beacon Farmers Market, to share ideas about our transportation future.

- Initiated a sidewalk condition inventory for the City of Beacon to include an assessment of sidewalks as well as curb ramps, crosswalks, and pedestrian signals.
- Completed substantial work on a [new Coordinated Public Transit-Human Services Transportation Plan](#) ('Coordinated

[Plan'\)](#) for Dutchess County, outlining strategies to address gaps related to transportation services for vulnerable populations such as people with disabilities and older adults.

- Completed 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.
- Continued a series of updates to the Functional Classification of state, county, and local roads in the county, to better reflect their role in the network and changes in population, land use, and travel.
- Continued to lead the County's inter-departmental [Complete Streets Committee](#). This included coordinating bi-monthly meetings and overseeing the County's [GTSC](#)-funded transportation safety education campaign, [Watch Out For Me](#).



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.

- Completed the [2025 Traffic Count Program](#), collecting volume, classification, and speed data at 197 locations.
- Completed an [analysis of speeding patterns](#) on county and local roads using data from our traffic count program.

## 6. 2026-2027 UPWP Overview

The 2026-2027 UPWP presents the federally funded planning activities that we will progress between April 1, 2026 and March 31, 2027 (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 2026-2027 program year:

- Complete our update of [Moving Dutchess Forward](#) – the new countywide Metropolitan Transportation Plan (MTP) for Dutchess County – following the framework of the current Plan but using a 2050 planning horizon year.
- Complete a [new Coordinated Public Transit-Human Services Transportation Plan \('Coordinated Plan'\)](#) for Dutchess County, outlining strategies to address gaps related to transportation services for vulnerable populations such as people with disabilities and older adults.
- Working with our municipalities, agencies, and other partners, progress recommendations from previous studies such as [Poughkeepsie 9.44.55](#), [Beacon-Hopewell Rail Trail Feasibility Study](#), [Transportation Safety Action Plan \(SAP\)](#), and [Resilient Ways Forward](#).
- Complete a sidewalk condition inventory for the City of Beacon to support future capital programming.

- 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](#).
- Progress federally funded highway and transit projects in our new [Capital Program \(TIP\)](#) for FFY 2026-2030.
- Identify and progress one or more transportation planning studies using on-call consultant services.
- Progress any relevant recommendations from our recent TMA Federal Certification Review.

## 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 2026-2027, this set-aside totals \$400,000 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 2026-2027, 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 \$71,938 for SFY 2026-2027.
4. The remaining funds are distributed to all MPOs proportionally by total population and lane miles. For the DCTC, this totals \$414,684 for SFY 2026-2027.

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 2026-2027 UPWP FHWA PL funding estimate totals \$735,455. In addition, [Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds \(Pub. L. 117-58 § 11206\)](#) were made available to the DCTC in the amount of \$93,684 for FFYs 2022-2026 for eligible Complete Streets tasks outlined in federal law. To date, we have spent \$74,556 of this set-aside.

### 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 2026-2027 is \$157,660.

### 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

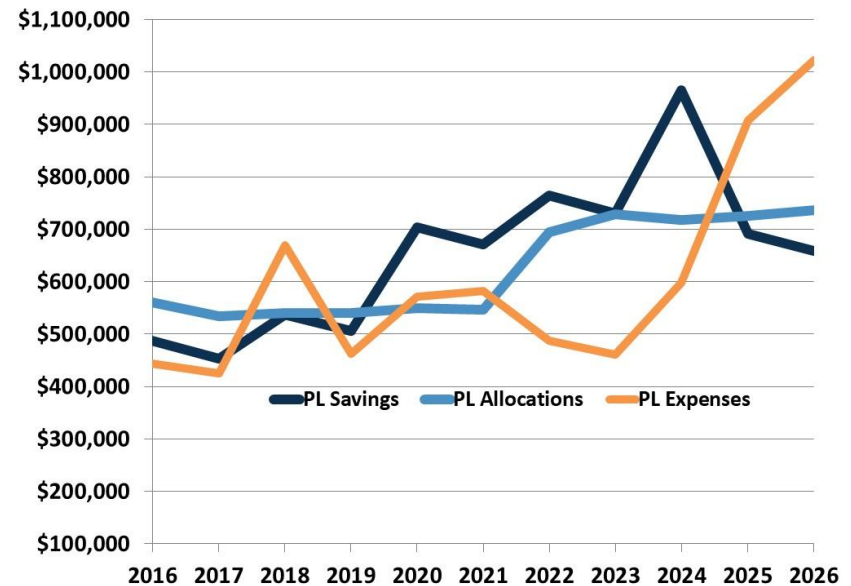
In addition to our annual federal funding allocation, we have an estimated \$658,927 in carryover FHWA PL funding available from previous programs and set asides. These carryover funds, accumulated over several years, stem from hiring limitations at our host agency, staff capacity to manage multiple consultant contracts, and a sizeable increase in federal planning funds from the Infrastructure Act-IIJA.

As is the practice in NYS, carryover funds remain available for programming in future years, and we will program our entire savings in this 2026-2027 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 our carryover funds to support on-call consultant work for various community planning tasks.

Though our carryover balance remains substantial, it is declining. We have fully recovered from the pandemic slowdown that affected our ability to program funds. Our estimated carryover amount in this 2026-2027 program is \$306,000 or 32 percent less than 2024-2025 (which saw our highest carryover balance on record). And notably, our PL expenses exceeded \$1 million in 2025-2026, a record amount for the DCTC. We expect to continue this trend, drawing down more of our FHWA PL savings through the 2027-2028 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 2016.

**Figure 4. DCTC FHWA (PL) Savings, Allocations, & Expenses (2016-2026)**



We do not anticipate any carryover funds from FTA Grant NY-80-0035 and expect all FTA funding allocations for FTA Grant NY-80-0036 to be expended during 2026-2027.

### Total Funding

Based on our annual allocation of federal funds and the use of carryover funds, we have programmed \$1,552,042 in federal funds for SFY 2026-2027: \$1,394,382 in FHWA PL and \$157,660 in FTA MPP funds. Table 1 shows our overall funding.



**Table 1. Available DCTC UPWP Funds for State Fiscal Year (SFY) 2026-2027**

	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
FHWA PL Funds				
2026-2027 Allocation <sup>1</sup>	\$735,455	n/a	n/a	\$735,455
Previous Savings <sup>2</sup>	\$658,927	n/a	n/a	\$658,927
Total Available	\$1,394,382	n/a	n/a	\$1,394,382
2026-2027 Program Budget	\$1,394,382	\$73,389	\$220,166	\$1,687,937
Unprogrammed Balance	\$0	n/a	n/a	\$0
FTA MPP Funds				
2026-2027 Allocation <sup>1</sup>	\$157,660	n/a	n/a	\$157,660
2026-2027 Program Budget	\$157,660	\$9,854	\$29,561	\$197,075
Total Funds				
2026-2027 Program Budget	\$1,552,042	\$83,243	\$249,727	\$1,885,012

<sup>1</sup> Estimated allocation of FHWA PL and FTA MPP funds for SFY 2026-2027 (as of November 25, 2025).

<sup>2</sup> Unprogrammed balance (FHWA PL funds only) from previous years (estimate as of August 1, 2025).

<sup>3</sup> NYSDOT match for FHWA PL funds provided through toll credits, while FTA MPP match provided through in-kind services.

## 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 federal 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 2026-2027, the dues total \$54,430 for the 14 NYS MPOs combined, which will be processed by the [Binghamton Metropolitan Transportation Study \(BMTS\)](#). The DCTC will support AMPO through a \$1,167 allocation of FHWA PL funds, deducted by NYSDOT from our 2026-2027 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 2026-2027, we will participate in the following working groups: safety, bicycle and pedestrian, climate change, freight, GIS, traffic systems management & operations, modeling, public

engagement, and transit. MPO funding supports the following Shared Cost Initiatives (SCIs) as part of the planning process:

#### NYSAMPO Staff Support and Conference

- Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.
- Cost: \$300,000 (\$200,000 FHWA PL/\$40,000 toll credits; \$80,000 FHWA SPR/\$20,000 State match)
- Lead Agency: [Capital Region Transportation Council](#)

#### Continuous Traffic Signal Count Data Conversion to Historic

- Objective: Analyze the feasibility of applying NYSDOT's methodology for capturing continuous traffic signal counts and converting it to historical counts for locally owned traffic signals.
- Cost: \$200,000 (\$200,000 FHWA PL/\$40,000 toll credits)
- Lead Agency: [Greater Buffalo Niagara Regional Transportation Council](#)

#### NYSAMPO Staff Training

- Objective: Provide relevant training and professional development opportunities for staff and member agencies of MPOs.
- Cost: \$155,410 (\$117,756 FHWA PL/\$23,551 toll credits; \$37,654 FTA MPP/\$9,414 NYSDOT in kind)
- Lead Agency: [Genesee Transportation Council](#)

#### AMPO Dues

- Objective: Ensure that MPOs are represented in the development of federal transportation policy.
- Cost: \$54,430 (\$54,430 FHWA PL/ \$13,608 toll credits)
- Lead Agency: [Binghamton Metropolitan Trans. 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 2026-2027, NYSDOT is pursuing the following statewide SPR funded projects that will benefit our planning process (listed old to new with the SPR # and funding amount shown in parenthesis):

- Pavement Condition Data Collection Services (C-17-53) (\$20.5 million)
- Statewide Coordination of Metropolitan Planning Programs (C-17-56) (\$600,000)
- Traffic Data Systems (C-17-59) (\$3.9 million)
- NYS Transportation Master Plan (C-18-55) (\$2 million)
- NPTS, CTPP, Intercity Travel (ATS), and Travel Patterns in NYS (SP-20-02) (\$3.6 million)
- Research, Development, and Support of an Integrated Planning and Performance Data and Analytics Framework (PPDAF) Program (SP-20-03) (\$2.6 million)
- Program and Project Management System Support Services (SP-21-02) (\$1.6 million)
- Highway Oversize/Overweight Credentialing System (HOOCS) Phase 2 (SP-21-04) (\$2 million)
- Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management (SP-21-06) (\$295,000)
- Traffic Count Program Zone 1 (SP-21-08) (\$5.5 million)
- Traffic Count Program Zone 2 (SP-21-09) (\$10.6 million)
- Statewide Mobility Services Program (SP-22-03) (\$7.9 million)
- TRANSEARCH Data (SP-22-06) (\$1.4 million)
- Highway Work Permit System Enhancement (23-02) (\$696,000)
- NYS Resiliency Improvement Plan (SP-23-03) (\$350,000)
- Employment/Establishment Data Acquisition (23-04) (\$400,000)
- Speed Probe Data (SP-24-03) (\$98,499)
- Short Count Traffic Program (2025-2029) (SP-24-05) (\$24 million)
- Statewide Coordination of Metropolitan Planning Programs (SP-25-02) (\$100,000)
- Bus Safety Inspection Program (SP-25-03) (\$459,930)
- Pavement Condition Data Collection Services (SP-25-04) (\$4.2 million)
- State Rail Plan (SP-25-05) (\$2 million)
- Demographic, Economic, and Construction Materials Forecasts (SP-25-06) (\$500,000)
- Wildlife Habitat Connectivity (SP-25-07) (\$683,700)
- Continuous Counts (SP-25-08) (\$140,000)
- NYS Wildlife Crossing Pilot Program (SWWP-248) (\$149,500)

## 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 housing. We will also participate in statewide studies such as the [NYSDOT Active Transportation Strategic Plan](#) and NYSDOT Freight Plan.

## 10. Consultant & Inter-Departmental Support

We will use consultant and inter-departmental services to assist with a range of planning tasks during 2026-2027 (amounts show estimated budgets or balances for consultant contracts):

1. Data Development and Analysis
  - Annual Traffic Count Program: \$75,000 (FHWA PL)
  - Online Applications (e.g., [Traffic Data Viewer](#), [TIP Viewer](#), [Bike Dutchess](#)): \$3,991 (FHWA PL)
2. Long-Range Transportation Planning (System)
  - [Moving Dutchess Forward](#) Public Engagement Services: \$35,000 (FHWA PL)
  - [Moving Dutchess Forward](#) website: \$37,240 (FHWA PL)
  - [Resilient Ways Forward](#) website: \$2,234 (FHWA PL)
3. Long-Range Transportation Planning (Project)
  - [Coordinated Plan](#): \$15,000 (FTA MPP)
  - On Call Transportation Planning Services: \$75,000 (FHWA PL)
  - [Watch Out For Me Campaign](#): \$10,000 (FHWA PL)

We typically include a 15 percent contingency in our contracts to account for possible cost overruns or add-ons. For 2026-2027, this totals almost \$37,000 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 2026-2027 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 and reliability, and finding ways to reduce transportation barriers to housing, jobs, goods and services, education, and recreation.

At the county level, we will work with our municipalities, agencies, and other partners to find ways to implement recommendations from several major studies completed since 2022 such as [Poughkeepsie 9.44.55](#), the [Beacon-Hopewell Rail Trail Feasibility Study](#), the [Transportation Safety Action Plan \(SAP\)](#), and [Resilient Ways Forward](#) – all of which identify numerous short and long-term solutions to improve transportation safety, reliability, and access. We will also work to progress recommendations from the new [Coordinated Plan](#) that will be completed in 2026.

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 (and especially Newburgh and Beacon), while also working with the MTA as it begins a study of rail access in the Mid-Hudson Valley.

## 2026-2027 UPWP Tasks

Tasks in the 2026-2027 UPWP are organized under FTA Activity Line Item 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 UPWP.

### 2026-2027 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

Figure 5. DCTC Planning Tasks and Federal Planning Factors

Planning Program Tasks	Federal Planning Factors									
	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	<div> 1. Support Economic Vitality 2. Increase Safety 3. Increase Security 4. Increase Accessibility &amp; Mobility 5. Protect &amp; Enhance Environment &amp; Quality of Life 6. Enhance Integration &amp; Connectivity 7. Promote Efficient System Management 8. Emphasize Preservation of Existing System 9. Improve System Resiliency &amp; Reliability 10. Enhance Travel &amp; Tourism </div>									
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 - On-Call Transportation Planning Services		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										

- 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 On-Call Transportation Planning Services

#### 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 typically include administrative tasks related to preparing for meetings, developing planning programs, engaging the public, and participating in professional development. 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 2026-March 2027)
- DCTC resolutions (April 2026-March 2027)
- Meeting materials (April 2026-March 2027)

Responsible Agencies: DCTC and County Planning

Budget Estimate: FHWA \$153,382, FTA \$15,767, State \$27,176, Local \$9,060

### MP 102 – Unified Planning Work Program (UPWP)

Description: This task includes all work associated with the development and publication of the UPWP. In April 2026, we will issue a final, approved version of this 2026-2027 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 2027-2028 UPWP. We will also issue a year-end expenditure report for the previous 2025-2026 UPWP, upon processing our final reimbursement requests for SFY 2025-2026 in March 2026.

Products:

- Final 2026-2027 UPWP (April 2026)
- SFY 2025-2026 UPWP Year-end Expenditure Report (April-June 2026)
- Draft 2027-2028 UPWP (December 2026-March 2027)

Responsible Agency: DCTC

Budget Estimate: FHWA \$27,888, FTA \$1,577, State \$4,699, Local \$1,567

### 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, currently scheduled for 2026.



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 (including racial/ethnic minorities and people with disabilities), and using [federal plain language](#) principles to shape our products. We will also use various tools to broaden access, including translating materials into other languages such as

Spanish and conducting in-person events at accessible 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 our products.

Products:

- Contact database (April 2026-March 2027)
- Press releases and notices (April 2026-March 2027)
- Public meetings and events (April 2026-March 2027)
- DCTC website updates (April 2026-March 2027)

Responsible Agency: DCTC

Budget Estimate: FHWA \$27,888, FTA \$1,577, State \$4,699, Local \$1,567

## 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 transit 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 done in response to the TMA's recent Federal Certification Review.

The TMA maintains a [website](#) through ESRI's ArcGIS. We use this site as a tool to introduce the public and stakeholders 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 2026-March 2027)
- TMA website (April 2026-March 2027)
- TMA Federal Certification tasks (April 2026-March 2027)

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

Budget Estimate: FHWA \$33,465, FTA \$9,460, State \$7,058, Local \$2,352

## 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.

2026-March 2027)

Products:

- NYSDOT payment requests (April, July, and November 2026; February 2027)
- Semi-annual DBE and UPWP progress reports (April and November 2026)
- Dutchess County Single Audit (July-September 2026)
- 2027 Dutchess County Budget development (June-September 2026)
- Annual Listing of Obligated Projects for FFY 2026 (October-December 2026)

Responsible Agencies: DCTC, NYSDOT, and Dutchess County

Budget Estimate: FHWA \$27,888, FTA \$1,577, State \$4,699, Local \$1,567

### 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, such as to our Planning Committee.

Products:

- Training courses, workshops, and related activities (April

Responsible Agency: DCTC

Budget Estimate: FHWA \$8,366, FTA \$1,577, State \$1,617, Local \$539

### Data Development and Analysis

The Data Development and Analysis category covers our efforts to gather and analyze demographic and transportation data to understand the populations we serve and the nature of travel in our 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 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 complete our evaluation of trends and assumptions for [Moving Dutchess Forward](#), further our awareness of focus populations and communities, and support community transportation planning studies.

#### Products:

- Analysis of demographic data and forecasts for [Moving Dutchess Forward](#) and other transportation planning studies (April 2026-March 2027)

Responsible Agency: DCTC

Budget Estimate: FHWA \$27,888, FTA \$15,766, State \$7,359, Local \$2,453

### **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 2026-March 2027)

Responsible Agency: DCTC

Budget Estimate: FHWA \$13,944, FTA \$7,883, State \$3,680, Local \$1,227

### **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 also 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:

- 2026 Traffic Count Program (April-December 2026)
- Bicycle/pedestrian counts at select locations (April-September 2026)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$125,494, State \$19,815, Local \$6,605

### 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:

- 2026 Major Projects Report (January-March 2027)

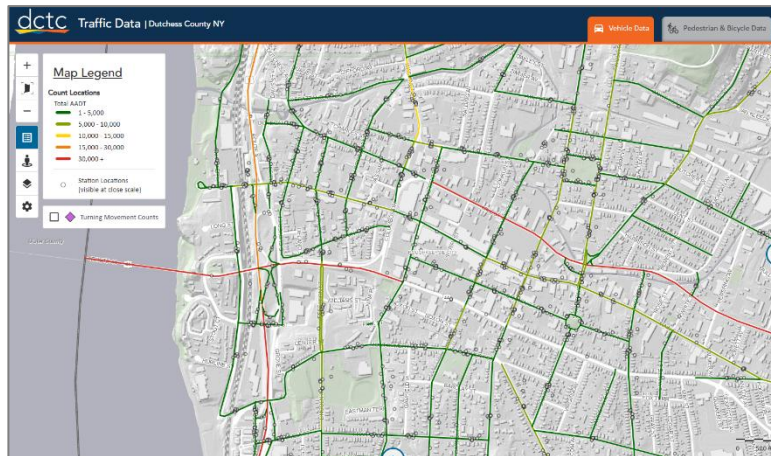
Responsible Agencies: DCTC and County Planning

Budget Estimate: FHWA \$8,366, FTA \$1,577, State \$1,617, Local \$539

### 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, safety, reliability, and recommendations.



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

We will continue to maintain our [Traffic Data app](#), which includes our vehicle count data, pedestrian and bicycle count data, and turning movement counts. The app allows users to search vehicle 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.

Other related tasks include maintaining the [Resilient Ways Forward Map Viewer](#) – our Transportation Resilience Improvement Plan (TRIP) that identifies transportation assets and services most vulnerable to climate change – our [TIP Viewer](#) that shows project level information for the TIP, and our

[Bike Dutchess app](#) that provides information on bicycle facilities and bike parking throughout the county.

#### Products:

- Maintenance of online mapping applications: [Moving Dutchess Forward Map Viewer](#), [Resilient Ways Forward Map Viewer](#), [Traffic Data Viewer](#), [TIP Viewer](#), and [Bike Dutchess app](#) (April 2026-March 2027)
- Mapping products for planning studies (as needed)

Responsible Agencies: DCTC, County Planning, and County OCIS

Budget Estimate: FHWA \$69,719, FTA \$4,730, State \$11,895, Local \$3,965

#### 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 2026)
- Annual pavement condition report for county and local

agencies (October-December 2026)

- Research on best practices for automated pavement monitoring (April 2026-March 2027)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$8,366, State \$1,321, Local \$440

### 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 the County's [Complete Streets policy](#), and update them as needed to reflect new 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 2026-March 2027)
- Review and update performance measures in [Moving Dutchess Forward](#), (April 2026-March 2027)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$8,366, FTA \$1,577, State \$1,617, Local \$539

### 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 85<sup>th</sup> 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 \$8,366, State \$1,321, Local \$440

### MP 209 – Functional Classification Update

Description: We will continue any final work needed 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

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

Budget Estimate: FHWA \$8,366, State \$1,321, Local \$440

### 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 emerging technologies. As required by federal law, we must update the Plan every five years, with the next iteration of [Moving Dutchess Forward](#) due in summer 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 topics such as resiliency.

### MP 301 – Metropolitan Transportation Plan (MTP)

Description: We adopted [Moving Dutchess Forward](#), our countywide 25-year Transportation Plan, in 2021. Presented in an interactive online format, the Plan focuses on how our transportation system enables or prevents people from safely and reliably accessing basic needs (such as housing, work, goods and services, and education). This approach was embodied in the Plan’s vision statement: By 2045, Dutchess County’s transportation system will be safer, more reliable, resilient, and equitable.



We began an update of [Moving Dutchess Forward](#) in late 2025, retaining the previous title, goals, and planning framework, but with a new 2050 horizon year. Like in 2021, the new Plan will discuss policies and projects needed to improve access, focusing on safety, reliability, and basic needs. The new Plan’s recommendations will continue to support four key 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.

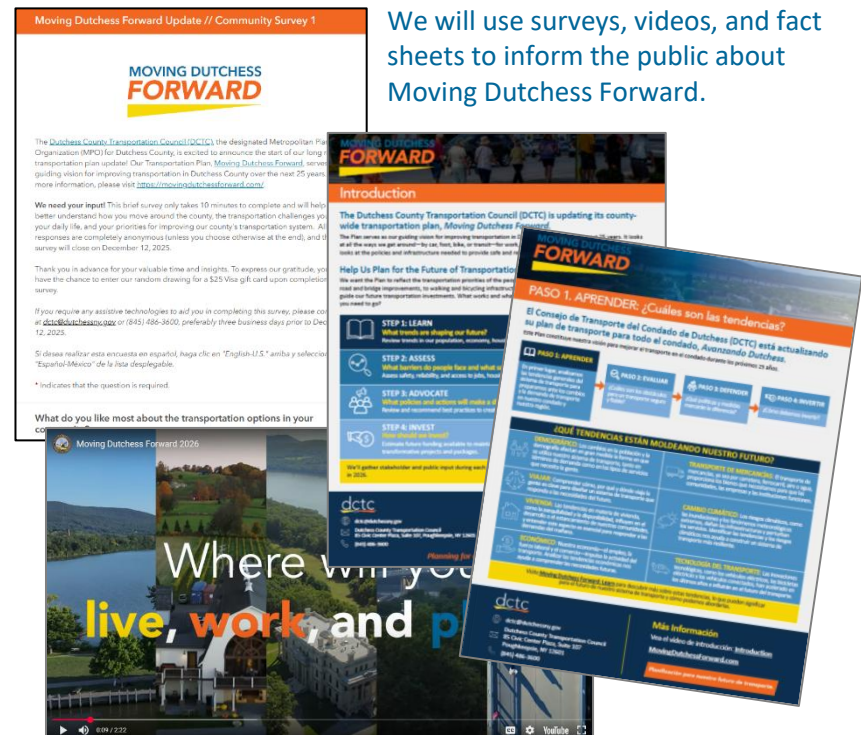
As in 2021, we will frame these goals as four sections of the Plan: Learn, Assess, Advocate, and Invest. The new Plan starts with a reassessment of trends affecting the transportation system, relying on more recent data and identifying our role in addressing future needs. It then analyzes various barriers, including safety, reliability, and access. The Plan will also recommend best practices and policies to realize our transportation vision and goals. To prioritize future investment, we will identify a series of transformative packages and projects to reduce transportation barriers and expand access across the county. To date, we have drafted the Learn and Assess sections of the new Plan and will focus on the Advocate and Invest sections in 2026.

The new Plan will also incorporate findings and recommendations from major studies such as [Resilient Ways Forward](#) (addressing climate change and our transportation vulnerabilities – see Task MP 307) and our [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 expected in summer 2026.

We are once again using consultant support to lead the Plan's public outreach process, using a mix of virtual and in-person tools to increase public awareness of the Plan, gather meaningful feedback, and present interim work products.

To date, we have held several in-person pop-ups, a virtual public meeting, and an online survey.

We will use surveys, videos, and fact sheets to inform the public about Moving Dutchess Forward.



#### Products:

- Complete an update of [Moving Dutchess Forward](#), focusing on revisions to the Advocate and Invest sections (April-September 2026)
- Public outreach activities (April-September 2026)

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



Budget Estimate: FHWA \$226,587, FTA \$6,306, State \$36,959, Local \$12,320

### 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 our new Plan in summer 2026.

#### Products:

- ICG meetings (April 2026-March 2027)
- PONA conformity determination statement (May-July 2026)

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

Budget Estimate: FHWA \$3,486, FTA \$315, State \$609, Local \$203

### 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 2019-2020 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.

We will work closely with OCTC and UCTC to update the previous CMP, with a focus on the measures used to identify congested locations across the region. As part of this CMP work, we will collaborate with the [University at Albany’s AVAIL team](#) to gather and analyze the most recent data from 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. We also integrate any CMP best practices showcased through the NYSAMPO Modeling Working Group. Findings from the updated CMP analysis will be incorporated into the update of Moving Dutchess Forward.

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 update (April 2026-March 2027)
- TDM support (April 2026-March 2027)

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT

Budget Estimate: FHWA \$52,289, FTA \$315, State \$8,315, Local \$2,772

### 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 2026-March 2027)
- 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 \$10,458, FTA \$946, State \$1,828, Local \$609

### 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 connect 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. We will focus on helping our operators pursue ideas such as micro-transit in select areas.

Products:

- Implement recommendations from [Connect Mid-Hudson](#) (April 2026-March 2027)
- Regional transit operational and capital planning (April 2026-March 2027)

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

Budget Estimate: FTA \$20,496, State \$3,843, Local \$1,281

### 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 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 (as needed)

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT

Budget Estimate: FHWA \$17,430, State \$2,752, Local \$917

### 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 includes 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](#): Projects that partner agencies may pursue to improve the resilience of 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.



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.

In 2024, FHWA certified that our TRIP was PROTECT compliant, positioning agencies to apply for capital funding through this federal resilience program. Accordingly, we will support agencies as they pursue PROTECT funding (if available) or other sources.

#### Products:

- Implement Resilient Way Forward, to include assisting agencies with applying for federal PROTECT or other funding (April 2026-March 2027)

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

Budget Estimate: FHWA \$17,430, FTA \$946, State \$2,929, Local \$976

#### 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 bus service 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:

- Issue RFP and select consultant (April-September 2026)
- Commence planning study (October 2026-March 2027)

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

Budget Estimate: FHWA \$17,430, FTA \$1,892, State \$3,107, Local \$1,035



Finding ways to better connect Newburgh and Beacon is one of several goals for the 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 being necessary to satisfy a specific NYSDOT planning responsibility to FHWA.

We will participate in and review products for statewide studies such as the [NYSDOT Active Transportation Strategic Plan](#) and NYS Rail Plan Update, 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 2026-March 2027)

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

Budget Estimate: FHWA \$3,486, FTA \$315, State \$609, Local \$203

### 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



## 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 implement 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 2026-March 2027)

Responsible Agencies: DCTC, County Planning, and local municipalities

Budget Estimate: FHWA \$27,888, FTA \$1,182, State \$4,625, Local \$1,542

## 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 filling 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 2026-2027, we will provide technical assistance to municipalities as needed.

Products:

- Local pedestrian planning assistance (April 2026-March 2027)

Responsible Agencies: DCTC and local municipalities

Budget Estimate: FHWA \$19,521, FTA \$1,182, State \$3,304, Local \$1,101

## MP 403 – Pedestrian-Bicycle Plan Implementation

Description: This task includes work to implement recommendations from our various pedestrian-bicycle planning efforts, including [Walk Bike Dutchess](#) – our countywide Pedestrian and Bicycle Plan – and the [Beacon-Hopewell Rail Trail Feasibility Study](#) – our assessment of developing a multi-use trail along an abandoned 13-mile section of the Beacon Line

in southern Dutchess. We will continue to work with our partners to expand walking and bicycling access across the county's transportation system. We will also host and coordinate a [Bicycle-Pedestrian Advisory Committee \(BPAC\)](#) and use our website to provide information on walking and bicycling facilities and resources.



In 2025, we completed a feasibility study of a potential multi-use trail along a 13-mile section of the Beacon Line between the City of Beacon and Hopewell Junction in the Town of East Fishkill. The study determined that developing such a trail was indeed feasible.

#### Products:

- Progress pedestrian and bicycle recommendations from [Walk Bike Dutchess](#), [Beacon Hopewell Rail Trail Feasibility Study](#), and other related studies (April 2026-March 2027)
- Quarterly BPAC meetings (April 2026-March 2027)

Responsible Agencies: DCTC, Dutchess County, and member agencies

Budget Estimate: FHWA \$27,888, FTA \$1,182, State \$4,625, Local \$1,542

#### 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 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. These public outreach efforts include ads on County buses, brochures, 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 2026-March 2027)
- [Watch Out For Me campaign](#) (April 2026-March 2027)
- Complete Streets Committee meetings (April 2026-March 2027)

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

Budget Estimate: FHWA \$13,944, FTA \$1,971, State \$2,572, Local \$857.

### MP 405 – Transportation Safety Planning

Description: We recently completed a countywide [Safety Action Plan](#) (SAP) that aligns with [USDOT’s Safe Streets and Roads for All \(SS4A\) Program](#) and the [Safe System Approach](#). The SAP will support our efforts to progress policies, plans, and projects to reduce crashes, especially fatal and serious injury crashes, across our entire road network and for all road users.

The SAP, supported by multiple consultants, 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 and Engineering Analysis Repository (CLEAR) application to analyze crash trends (e.g., severity, cause, type, etc.), screen for crash hotspots, and assess risks to vulnerable road users. The SAP also identifies County and local priority projects, presents countermeasure toolkits (site specific and systemic), and recommends strategies and action items. The SAP will enable the County and all 30 municipalities in Dutchess to apply for SS4A implementation funding.



Besides progressing the SAP, we will continue to work with our member agencies to improve highway, transit, pedestrian, and bicycle safety, including 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 [County Traffic Safety Board](#) (TSB) to identify and mitigate local safety issues.

#### Products:

- Promote and progress policies, tools, and project recommendations from the SAP (April 2026-March 2027)
- County TSB meetings (April 2026-March 2027)
- Support the NYS Strategic Highway Safety Plan (April 2026-March 2027)
- Safety assessments (as needed)

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

Budget Estimate: FHWA \$83,663, FTA \$1,971, State \$13,580, Local \$4,526

### MP 406 – Coordination of Human Services Transportation

Description: We will complete 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). The Coordinated Plan will follow [FTA Circular C.9070.1G](#). Per this guidance, the Plan must include the following:

- An assessment of available services and providers.
- An assessment of the transportation needs of 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 included an extensive public outreach process that collects feedback from a diverse range of perspectives, including stakeholders such as transportation and human service providers. As of January 1, 2026, the plan was 74 percent complete.

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 purchasing vehicles, supporting transportation operations, and providing mobility management

services. The DCTC programs 5310 funds in partnership with the Orange and Ulster County Transportation Councils ([OCTC](#) and [UCTC](#)) for the Poughkeepsie-Newburgh Urban Area.

#### Products:

- Draft & Final Coordinated Plan (April-June 2026)
- Ongoing coordination with human service agencies to help meet client needs (April 2026-March 2027)
- Prioritize FTA Section 5310 projects in Dutchess County and the TMA (as available)

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

Budget Estimate: FTA \$17,736, State \$3,326, Local \$1,109

#### MP 407 – Local Transit Planning

Description: We will provide planning support to [County Public Transit](#) and [MTA/Metro-North Railroad](#) to improve the safety and reliability of local bus and rail services in the county. We will actively seek the participation of transit operators in carrying out the metropolitan transportation planning process, including the implementation of existing written agreements 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 expand public awareness about local transit.



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

We will also support County Public Transit as they complete their Bus Electrification Study, which is funded by a \$450,000 grant from the FTA's [Areas of Persistent Poverty \(AoPP\) Program](#). The study will identify the capital and operational requirements needed to transition to a zero emissions fleet, including an assessment of the electrical capacity of existing facilities, charging locations, and possible next steps.

#### Products:

- Planning support for County Public Transit (April 2026-March 2027)
- Planning support for County Bus Electrification Study (April-June 2026)
- Data sharing with County Public Transit and MTA/Metro-North Railroad (April 2026-March 2027)

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

Budget Estimate: FTA \$14,189, State \$2,660, Local \$887

#### 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, and ride transit. The concepts were vetted through a traffic simulation model to assess their impact on existing and future traffic operations.

In 2024, as a follow-up to the 9.44.55 study, we completed a [Columbus Drive 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 the recommendations.

This task also includes any planning support for the conversion of Market St to two-way operations, accompanied by safety and access improvements (a possible State Downtown Revitalization Initiative-DRI funded project). This conversion is one of several projects recommended in [Moving Dutchess Forward](#).



Products:

- Planning support to implement recommendations from the Poughkeepsie 9.44.55 and the Columbus Drive Redesign studies (April 2026-March 2027)
- Planning support for Market St conversion to two-way operations (April 2026-March 2027)

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

Budget Estimate: FHWA \$13,944, State \$2,202, Local \$734

**MP 409 – On-Call Transportation Planning Services**

Description: This task covers any planning work assigned to our on-call transportation planning consultant that furthers our goal to improve transportation safety, reliability, and access to basic needs, across all transportation modes, regardless of state, county, or local jurisdiction. Selected tasks and locations may stem from work done in plans such as [Moving Dutchess Forward](#) or the Safety Action Plan or be suggested by our planning partners. In recent years, work under this task has included collecting and analyzing turning movement counts and traffic signal timings, conducting speed studies, inventorying pedestrian infrastructure, and developing road design concepts.

Products:

- On-call transportation planning services (April 2026-March 2027)

Responsible Agencies: DCTC, NYSDOT, and local municipalities

Budget Estimate: FHWA \$92,029, State \$14,531, Local \$4,844

**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 County Planning, we review proposed land use and transportation projects for their potential impact 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 [County Planning](#), 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 roads.

Products: Site plan and zoning referral letters (April 2026-March 2027)

Responsible Agencies: DCTC and County Planning

Budget Estimate: FHWA \$52,289, FTA \$5,518, State \$9,291, Local \$3,097

### MP 502 – Inter-Departmental Project Coordination

Description: This task covers our work to improve coordination between DCTC staff and County [Planning](#), [Public Works](#), and [Health](#). This includes 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, redesigning the CR 114 (Main St)/Grand Ave intersection in the Town of Poughkeepsie, and improving CR 103 (Annandale Rd) in the Town of Red Hook. 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 (April 2026-March 2027)
- Coordination with County Planning on CDBG-funded transportation projects (October 2026-March 2027)
- Planning support to County Health for their Active Communities Action Plan (April 2026-March 2027).

Responsible Agencies: DCTC, County Planning, County Public Works, and County Health

Budget Estimate: FHWA \$17,430, FTA \$2,365, State \$3,195, Local \$1,065

### Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) serves as the capital program of federally funded transportation projects in Dutchess County and is developed and adopted by the DCTC as part of our metropolitan transportation planning process. The TIP covers a five-year period using the Federal Fiscal Year (FFY) calendar and is coordinated with the [Statewide Transportation Improvement Program \(STIP\)](#). The current [FFY 2026-2030 TIP](#) programs federally funded highway and transit projects through September 30, 2030.

### MP 601 – Transportation Improvement Program (TIP)

Description: This task covers all activities necessary to keep the [FFY 2026-2030 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 funding



opportunities as they become available. Projects programmed in the Capital Program/TIP align with the goals and recommendations in [Moving Dutchess Forward](#) and are prioritized using our [project selection framework](#).

We will also review applications submitted in response to any statewide solicitations 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).



The City of Poughkeepsie will begin replacing the Washington St Bridge in 2026, leveraging over \$10 million in federal highway funding from our Capital Program (TIP).

#### Products:

- FFY 2026-2030 TIP Amendments and Administrative Modifications (April 2026-March 2027)
- Federal-aid project coordination with NYSDOT and

project sponsors (April 2026-March 2027)

Responsible Agencies: DCTC, NYSDOT, and project sponsors

Budget Estimate: FHWA \$69,719, FTA \$7,883, State \$12,486, Local \$4,162

#### 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 various 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.

#### Products:

- NYSAMPO Director meetings (April 2026-March 2027)
- NYSAMPO working group meetings (April 2026-March 2027)
- NYSAMPO Bicycle-Pedestrian Working Group Chair and

Safety Working Group co-chair activities (April 2026-March 2027)

Responsible Agencies: DCTC, NYSDOT, and NYSAMPO

Budget Estimate: FHWA \$69,719, FTA \$7,883, State \$12,486, Local \$4,162



NYSAMPO meets regularly to discuss updates on federal and state transportation policy, coordinate with federal and state transportation partners, and share best practices.

## 14. Public Participation Process

We developed this Planning Program in coordination with our member agencies and municipalities. Beginning in late 2025, we announced the start of the UPWP update, welcoming suggestions on new planning tasks or studies. Our Planning Committee, which is open to all 30 municipalities in Dutchess County, reviewed the Draft 2026-2027 UPWP at its meetings on January 28 and February 25, 2026. On February 16, 2026, 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. The draft UPWP was also posted on our [website](#). The Council will discuss the new UPWP at its meeting on March #, 2026.

## 15. SFY 2026-2027 Program Budgets

The following tables provide information on the use of federal, state, and county funds in support of our work in SFY 2026-2027. 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 2026-2027 UPWP FHWA PL Task Budget**

UPWP Task	Federal Funding <sup>1</sup>	State & Local Match <sup>2</sup>		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$278,877	\$14,678	n/a	\$293,555
Data Development and Analysis	\$278,876	\$14,678	n/a	\$293,554
Long-Range Transportation Planning (System Level)	\$348,595	\$18,347	n/a	\$366,942
Long-Range Transportation Planning (Project Level)	\$278,877	\$14,679	n/a	\$293,556
Short-Range Transportation Planning	\$69,719	\$3,669	n/a	\$73,388
Transportation Improvement Program (TIP)	\$69,719	\$3,669	n/a	\$73,388
Other Activities	\$69,719	\$3,669	n/a	\$73,388
Toll Credits	n/a	n/a	\$220,166	\$220,166
<b>Total</b>	<b>\$1,394,382</b>	<b>\$73,389</b>	<b>\$220,166</b>	<b>\$1,687,937</b>

<sup>1</sup> In addition to the FHWA PL funds programmed, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds in the amount of \$19,128 (100% federal share per FHWA match waiver) will be available.

<sup>2</sup> Dutchess County match provided through local funds. NYSDOT match for FHWA PL funds provided through toll credits.

**Table 3. DCTC 2026-2027 UPWP FTA MPP Task Budget**

UPWP Task	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$31,533	\$1,970	\$5,913	\$39,416
Data Development and Analysis	\$31,532	\$1,971	\$5,912	\$39,415
Long-Range Transportation Planning (System Level)	\$31,532	\$1,971	\$5,912	\$39,415
Long-Range Transportation Planning (Project Level)	\$39,414	\$2,463	\$7,390	\$49,267
Short-Range Transportation Planning	\$7,883	\$493	\$1,478	\$9,854
Transportation Improvement Program (TIP)	\$7,883	\$493	\$1,478	\$9,854
Other Activities	\$7,883	\$493	\$1,478	\$9,854
<b>Total</b>	<b>\$157,660</b>	<b>\$9,854</b>	<b>\$29,561</b>	<b>\$197,075</b>

<sup>1</sup> Dutchess County match provided through local funds. NYSDOT match for FTA MPP funds provided through in-kind services.



**Table 4. DCTC 2026-2027 UPWP FHWA PL Object Budget**

Item	Federal Funding <sup>1</sup>	State & Local Match <sup>2</sup>		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$617,290	\$32,489	n/a	\$649,779
Fringe Benefits	\$411,527	\$21,659	n/a	\$433,186
Travel	\$3,109	\$164	n/a	\$3,273
Equipment	\$826	\$43	n/a	\$869
Supplies/Reproduction	\$1,156	\$61	n/a	\$1,217
Contractual	\$221,074	\$11,636	n/a	\$232,710
Indirect Charges	\$139,400	\$7,337	n/a	\$146,737
Toll Credits	n/a	n/a	\$220,166	\$220,166
<b>Total</b>	<b>\$1,394,382</b>	<b>\$73,389</b>	<b>\$220,166</b>	<b>\$1,687,937</b>

<sup>1</sup> In addition to the FHWA PL funds programmed, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds in the amount of \$19,128 (100% federal share per FHWA match waiver) will be available.

<sup>2</sup> Dutchess County match provided through local funds. NYSDOT match for FHWA PL funds provided through toll credits.

**Table 5. DCTC 2026-2027 UPWP FTA MPP Object Budget**

Item	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$76,044	\$4,752	\$14,257	\$95,053
Fringe Benefits	\$50,696	\$3,169	\$9,506	\$63,371
Travel	\$1,577	\$99	\$296	\$1,972
Equipment	\$0	\$0	\$0	\$0
Supplies/Reproduction	\$1,577	\$99	\$296	\$1,972
Contractual	\$12,000	\$750	\$2,250	\$15,000
Indirect Charges	\$15,766	\$985	\$2,956	\$19,707
<b>Total</b>	<b>\$157,660</b>	<b>\$9,854</b>	<b>\$29,561</b>	<b>\$197,075</b>

<sup>1</sup> Dutchess County match provided through local funds. NYSDOT match for FTA MPP funds provided through in-kind services.

Table 6. DCTC 2026-2027 UPWP FTA MPP Detailed Budget

Item	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$76,044	\$4,752	\$14,257	\$95,053
Fringe Benefits	\$50,696	\$3,169	\$9,506	\$63,371
Travel	\$1,577	\$99	\$296	\$1,972
Equipment	\$0	\$0	\$0	\$0
Supplies/Reproduction	\$1,577	\$99	\$296	\$1,972
Contractual	\$12,000	\$750	\$2,250	\$15,000
Indirect Charges	\$15,766	\$985	\$2,956	\$19,707
<b>Total</b>	<b>\$157,660</b>	<b>\$9,854</b>	<b>\$29,561</b>	<b>\$197,075</b>

Item	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
44.21.00 - Program Support and Administration	\$31,533	\$1,970	\$5,913	\$39,416
44.22.00 - Data Development & Analysis	\$31,532	\$1,971	\$5,912	\$39,415
44.23.01 - Long Range Transportation Planning-System Level	\$31,532	\$1,971	\$5,912	\$39,415
44.23.02 - Long Range Transportation Planning-Project Level	\$39,414	\$2,463	\$7,390	\$49,267
44.24.00 - Short Range Transportation Planning	\$7,883	\$493	\$1,478	\$9,854
44.25.00 - Transportation Improvement Program	\$7,883	\$493	\$1,478	\$9,854
44.27.00 - Other Activities	\$7,883	\$493	\$1,478	\$9,854
<b>Total</b>	<b>\$157,660</b>	<b>\$9,854</b>	<b>\$29,561</b>	<b>\$197,075</b>

<sup>1</sup> Dutchess County match provided through local funds. NYSDOT match for FTA MPP funds provided through in-kind services.

Table 7. DCTC 2026-2027 UPWP Task Cost Estimates

Task	FHWA PL	FTA MPP	NYSDOT	Dutchess County	Total
MP 101 - Support and Administration	\$153,382	\$15,766	\$27,175	\$9,059	\$205,382
MP 102 - Unified Planning Work Program (UPWP)	\$27,888	\$1,577	\$4,699	\$1,567	\$35,731
MP 103 - Public Participation Activities	\$27,888	\$1,577	\$4,699	\$1,567	\$35,731
MP 104 - Transportation Management Area (TMA) Coordination	\$33,465	\$9,460	\$7,058	\$2,352	\$52,335
MP 105 - Federal, State, and Local Reporting	\$27,888	\$1,577	\$4,699	\$1,567	\$35,731
MP 106 - Professional Development	\$8,366	\$1,577	\$1,617	\$539	\$12,099
MP 201 - Demographic Data Analysis and Forecasting	\$27,888	\$15,766	\$7,359	\$2,453	\$53,466
MP 202 - Travel Data Analysis and Forecasting	\$13,944	\$7,883	\$3,680	\$1,227	\$26,734
MP 203 - Vehicle/Bicycle/Pedestrian Count Activities	\$125,494	\$0	\$19,815	\$6,605	\$151,914
MP 204 - Major Projects Tracking	\$8,366	\$1,577	\$1,617	\$539	\$12,099
MP 205 - Geographic Information Systems (GIS)/Database Management	\$69,719	\$4,730	\$11,895	\$3,965	\$90,309
MP 206 - Pavement Condition Monitoring	\$8,366	\$0	\$1,321	\$440	\$10,127
MP 207 - Performance Monitoring	\$8,366	\$1,577	\$1,617	\$539	\$12,099
MP 208 - Countywide Vehicle Speed Analysis	\$8,366	\$0	\$1,321	\$440	\$10,127
MP 209 - Functional Classification Update	\$8,366	\$0	\$1,321	\$440	\$10,127
MP 301 - Metropolitan Transportation Plan (MTP)	\$226,587	\$6,306	\$36,959	\$12,320	\$282,172
MP 302 - Air Quality and Energy Planning	\$3,486	\$315	\$609	\$203	\$4,613
MP 303 - Congestion Management Process (CMP)	\$52,289	\$315	\$8,315	\$2,772	\$63,691
MP 304 - Emerging Transportation Technologies	\$10,458	\$946	\$1,828	\$609	\$13,841
MP 305 - Regional Transit Planning	\$0	\$20,496	\$3,843	\$1,281	\$25,620
MP 306 - Regional Freight Planning	\$17,430	\$0	\$2,752	\$917	\$21,099
MP 307 - Resilient Ways Forward	\$17,430	\$946	\$2,929	\$976	\$22,281
MP 308 - Orange and Dutchess Transportation Access and Mobility Study	\$17,430	\$1,892	\$3,107	\$1,035	\$23,464
MP 309 - Other Transportation Studies	\$3,486	\$315	\$609	\$203	\$4,613
MP 401 - Community Transportation Planning Assistance	\$27,888	\$1,182	\$4,625	\$1,542	\$35,237
MP 402 - Local Pedestrian Planning Initiative	\$19,521	\$1,182	\$3,304	\$1,101	\$25,108
MP 403 - Pedestrian-Bicycle Plan Implementation	\$27,888	\$1,182	\$4,625	\$1,542	\$35,237
MP 404 - Complete Streets Implementation	\$13,944	\$1,971	\$2,572	\$857	\$19,344

**Table 7. DCTC 2026-2027 UPWP Task Cost Estimates (Cont'd.)**

Task	FHWA PL	FTA MPP	NYS DOT	Dutchess County	Total
MP 405 - Transportation Safety Planning	\$83,663	\$1,971	\$13,580	\$4,526	\$103,740
MP 406 - Coordination of Human Services Transportation	\$0	\$17,736	\$3,326	\$1,109	\$22,171
MP 407 - Local Transit Planning	\$0	\$14,189	\$2,660	\$887	\$17,736
MP 408 - Poughkeepsie 9.44.55 Implementation	\$13,944	\$0	\$2,202	\$734	\$16,880
MP 409 - On Call Transportation Planning Services	\$92,029	\$0	\$14,531	\$4,844	\$111,404
MP 501 - Transportation Impact Reviews/Sustainable Development Practices	\$52,289	\$5,518	\$9,291	\$3,097	\$70,195
MP 502 - Inter-Departmental Project Coordination	\$17,430	\$2,365	\$3,195	\$1,065	\$24,055
MP 601 - Transportation Improvement Program (TIP)	\$69,719	\$7,883	\$12,486	\$4,162	\$94,250
MP 701 - NYSAMPO Activities	\$69,719	\$7,883	\$12,486	\$4,162	\$94,250
<b>Total</b>	<b>\$1,394,382</b>	<b>\$157,660</b>	<b>\$249,727</b>	<b>\$83,243</b>	<b>\$1,885,012</b>

Note: In addition to the FHWA PL funds programmed, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds in the amount of \$19,128 (100% federal share per FHWA match waiver) will be available.