

# SFY 2020-2021 Unified Planning Work Program (UPWP)

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The Annual Program of Federally-funded  
Transportation Planning Projects in Dutchess County  
(Revised June 17, 2020)



### **Disclaimer**

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

### **Title VI Statement**

The Dutchess County Transportation Council (DCTC) is committed to compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights 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 its programs, polices, and other activities do not have disproportionate adverse effects on minority and low income populations. Additionally, the DCTC will provide meaningful access to services for persons with Limited English Proficiency.

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**ADOPTION OF THE DUTCHESS COUNTY TRANSPORTATION COUNCIL (DCTC) STATE FISCAL YEAR (SFY) 2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the Dutchess County Transportation Council (DCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Dutchess County portions of the Poughkeepsie-Newburgh NY-NJ and New York-Newark NY-NJ-CT Urbanized Areas; and

**WHEREAS**, the federal surface transportation programs that are the responsibility of the DCTC are authorized by the Fixing America's Surface Transportation (FAST) Act (Pub. L. 112-141, December 4, 2015); and

**WHEREAS**, Section 1201 of the FAST Act establishes requirements for metropolitan transportation planning in 23 U.S.C. 134, and Section 1104 of the FAST Act provides for the apportionment of Metropolitan Planning funds in 23 U.S.C. 104; and

**WHEREAS**, the Draft 2020-2021 UPWP, developed in accordance with federal and state requirements and guidelines, serves as the formal statement of work of the DCTC, identifying the planning priorities and activities to be carried out within the metropolitan planning area from April 1, 2020 to March 31, 2021; and

**WHEREAS**, the Draft 2020-2021 UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the sources of funds, including the use of Federal Highway Administration (PL) and Federal Transit Administration (MPP) planning funds; and

**WHEREAS**, the New York State Department of Transportation has agreed to apply necessary State match funding for Federal Highway Administration (PL) and Federal Transit Administration (MPP) planning funds, in the amounts consistent with the Draft 2020-2021 UPWP; and

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

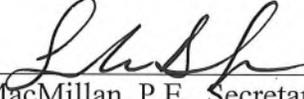
**WHEREAS**, the DCTC held a 30-day public comment period for the Draft 2020-2021 UPWP, starting January 29, 2020 and ending February 28, 2020; now therefore be it

**RESOLVED**, that the attached Draft 2020-2021 UPWP is hereby approved by the DCTC; and be it further

**RESOLVED**, that the DCTC approves the Federal Highway Administration (PL) Program 2020-2021 and FTA Section 5303 (MPP) Program 2020-2021 budget statements outlined in the Draft 2020-2021 UPWP.

**CERTIFICATE**, the undersigned, duly qualified and Secretary of the DCTC, certifies that the foregoing is a true and correct copy of a resolution adopted at a meeting on March 4, 2020.

3/4/2020  
Date

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

# **2020-2021 Unified Planning Work Program (UPWP)**

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## 1. Background

The [Dutchess County Transportation Council \(DCTC\)](#) serves as the designated Metropolitan Planning Organization (MPO) for Dutchess County. In accordance with the provisions set forth in the current federal transportation law – the [Fixing America’s Surface Transportation \(FAST\) Act](#) – and 23 U.S.C. 134 and 49 U.S.C. 5303, the Council is tasked with carrying out a cooperative and comprehensive multimodal transportation planning process in Dutchess County.

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

The Council develops three core products as part of the metropolitan transportation planning process:

- **Metropolitan Transportation Plan (MTP)** – the long-range multimodal transportation plan for Dutchess County. The MTP is updated every five years and addresses no less than a 20-year planning horizon. The current MTP, [Moving Dutchess 2](#), was adopted with an effective date of April 1,

2016, and uses a planning horizon year of 2040. The MTP recommends policies and projects to build and maintain a transportation system that promotes the safe and efficient movement of people and goods in a sustainable manner.

- **Transportation Improvement Program (TIP)** – the prioritized listing of federally funded transportation projects in Dutchess County, covering a period of no less than four years. The TIP implements the recommendations from the MTP and provides information on funding sources, schedules, and responsible agencies for programmed highway, transit, bicycle, and pedestrian projects. The Council adopted the current [Federal Fiscal Year \(FFY\) 2020-2024 TIP](#) in June 2019.
- **Unified Planning Work Program (UPWP)** – the annual statement of work identifying the federally funded planning activities to be carried out by the Council. The UPWP includes descriptions of planning tasks and resulting products, a schedule for completing tasks, the cost of the work, sources of funds, and the organizations performing each task. The Council adopted the current [State Fiscal Year \(SFY\) 2019-2020 UPWP](#) in February 2019.

## 2. Council Organization

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

rotating basis or as nominated by the Dutchess County Supervisors and Mayors Association.

In addition, Dutchess County, the [New York State Department of Transportation \(NYSDOT\)](#), and the [Metropolitan Transportation Authority \(MTA\)](#) serve as voting members on the Council, while the [Federal Highway Administration \(FHWA\)](#), [Federal Transit Administration \(FTA\)](#), [New York State Bridge Authority \(NYSBA\)](#), and [Dutchess County Department of Planning and Development](#), [Department of Public Works](#), and [Division of Public Transit](#) serve as non-voting advisory members. Figure 1 shows our membership structure.

The Council is supported by a Planning Committee that reviews documents and plans prior to Council action. The Planning Committee provides agency, municipal, and public input during the development of the MTP, TIP, UPWP, and other Council products. Membership on the Planning Committee is open to all municipalities in Dutchess County.

Our day-to-day activities are performed by staff hosted by the [Dutchess County Department of Planning and Development](#), located at 85 Civic Center Plaza, Suite 107, Poughkeepsie NY 12601. The Dutchess County staff includes a Transportation Program Administrator, Senior Planner, and Junior Planner.

### **3. Supporting Documents**

The Council relies on several agreements to carry out the federally prescribed metropolitan transportation planning process in Dutchess County:

- NYSDOT-DCTC Master Agreement (effective November 19, 1982): the original agreement between NYSDOT and Dutchess County that established the Council and identified the Council’s responsibilities and procedures for seeking reimbursement for MPO related expenses.
- NYSDOT-DCTC Supplemental Agreement (effective December 27, 2005): amends the original Master Agreement to coincide with the period covered by the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU).
- Mid-Hudson Valley TMA Memorandum of Understanding (effective March 7, 2006): provides a common understanding and structure for the continuing coordination and communication among the MPOs responsible for the Mid-Hudson Valley TMA: DCTC, [Orange County Council \(OCTC\)](#), and [Ulster County Council \(UCTC\)](#) .
- Air Quality Conformity Memorandum of Understanding (effective August 20, 2010): establishes the planning process for determining air quality conformity for the former Poughkeepsie Ozone Non-attainment Area, which the Council shared with the [New York Metropolitan Council \(NYMTC\)](#) and [OCTC](#). In 2013 the [Environmental Protection Agency \(EPA\)](#) identified Dutchess County as being in attainment for the 2008 ozone air quality standard of 0.075 parts per million (ppm), and in 2018, the EPA designated Dutchess to be in attainment for the stricter 2015 standard of 0.070 ppm.
- DCTC Written Agreement (effective March 16, 2011): identifies the roles, responsibilities, and cooperative procedures for carrying out the metropolitan

Figure 1. Transportation Council Membership

<p><b><u>Permanent Voting Members</u></b></p> <p>Dutchess County Executive (Permanent Chairperson)          NYSDOT Commissioner          Metropolitan Transportation Authority Chairman and CEO          City of Beacon Mayor          City of Poughkeepsie Mayor          Town of Beekman Supervisor          Town of East Fishkill Supervisor          Town of Fishkill Supervisor          Town of Hyde Park Supervisor          Town of LaGrange Supervisor          Town of Poughkeepsie Supervisor          Town of Wappinger Supervisor</p> <p><b><u>One Member from the Partially Urbanized Towns (rotating)</u></b></p> <p>Town of Pawling Supervisor<sup>2</sup>          Town of Pleasant Valley Supervisor          Town of Union Vale Supervisor</p> <p><b><u>One Member from the Urbanized Villages (rotating)</u></b></p> <p>Village of Fishkill Mayor<sup>2</sup>          Village of Pawling Mayor          Village of Wappingers Falls Mayor</p>	<p><b><u>Two Members from the Non-Urban Towns and Villages<sup>1</sup></u></b></p> <p>Town of Amenia Supervisor          Town of Clinton Supervisor<sup>2</sup>          Town of Dover Supervisor          Town of Milan Supervisor<sup>2</sup>          Town of North East Supervisor          Town of Pine Plains Supervisor          Town of Red Hook Supervisor          Town of Rhinebeck Supervisor          Town of Stanford Supervisor          Town of Washington Supervisor          Village of Millbrook Mayor          Village of Millerton Mayor          Village of Red Hook Mayor          Village of Rhinebeck Mayor          Village of Tivoli Mayor</p> <p><b><u>Non-Voting Members</u></b></p> <p>Federal Highway Administration          Federal Transit Administration          NYSDOT Regional Director (Permanent Secretary)          NYS Bridge Authority Director          Dutchess County Department of Planning &amp; Development          Dutchess County Department of Public Works          Dutchess County Division of Public Transit</p>
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<sup>1</sup> As nominated by the Dutchess County Supervisors and Mayors Association.

<sup>2</sup> Currently serving members.

transportation planning process in Dutchess County, as agreed to by the Council, Dutchess County, City of Poughkeepsie, NYSDOT, MTA/Metro-North Railroad, and NYS Bridge Authority.

- NYSDOT-DCTC Host Agency Agreement (effective April 1, 2012): reauthorizes the host agency relationship between Dutchess County and NYSDOT and provides a ten-year schedule for funding the Council through SFY 2021-2022.
- [DCTC Public Participation Plan](#) (effective January 1, 2015): establishes the framework for public involvement during the development of the MTP, TIP, and UPWP and outlines standard public participation activities.
- [DCTC Bylaws](#) (effective January 1, 2015): establishes the roles, responsibilities, and structure of the Council, including its voting membership, meeting protocols, decision-making process, and procedures for adding new projects and changing existing transportation projects on the TIP. The Bylaws also codify voting membership based on the 2010 Census-defined Urbanized Area. The Bylaws were modified in 2016 to allow for written ballots.
- [DCTC Title VI Policy & Complaint Procedures](#) (effective June 8, 2018): updates the procedures used by the Council to process complaints under [Title VI of the Civil Rights Act of 1964](#).
- DCTC Performance Monitoring Agreement (effective 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.

#### **4. Transportation Management Area (TMA)**

In addition to carrying out the metropolitan transportation planning process within Dutchess County, the Council also addresses regional transportation needs through its participation in the [Mid-Hudson Valley Transportation Management Area \(TMA\)](#). The TMA is a federal designation used to classify Urbanized Areas with populations of 200,000 or more. The Poughkeepsie-Newburgh NY-NJ Urbanized Area, with a population of over 423,000, includes parts of Dutchess, Orange, and Ulster Counties in New York and Passaic County in New Jersey (see Figure 2). Figure 3 shows the portion of the Poughkeepsie-Newburgh NY-NJ Urbanized Area in Dutchess County and the MPO's Adjusted Urbanized Area Boundary.

The [Orange County Council \(OCTC\)](#) and [Ulster County Council \(UCTC\)](#) manage the metropolitan transportation planning processes for their respective counties, while the [North Jersey Transportation Planning Authority \(NJTPA\)](#) is responsible for metropolitan planning for northern New Jersey including Passaic County.

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. Lastly, the MPOs must undergo an in-person Federal Certification Review every four years. The TMA completed its most recent [Federal Certification](#) in 2017, with the final certification report

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

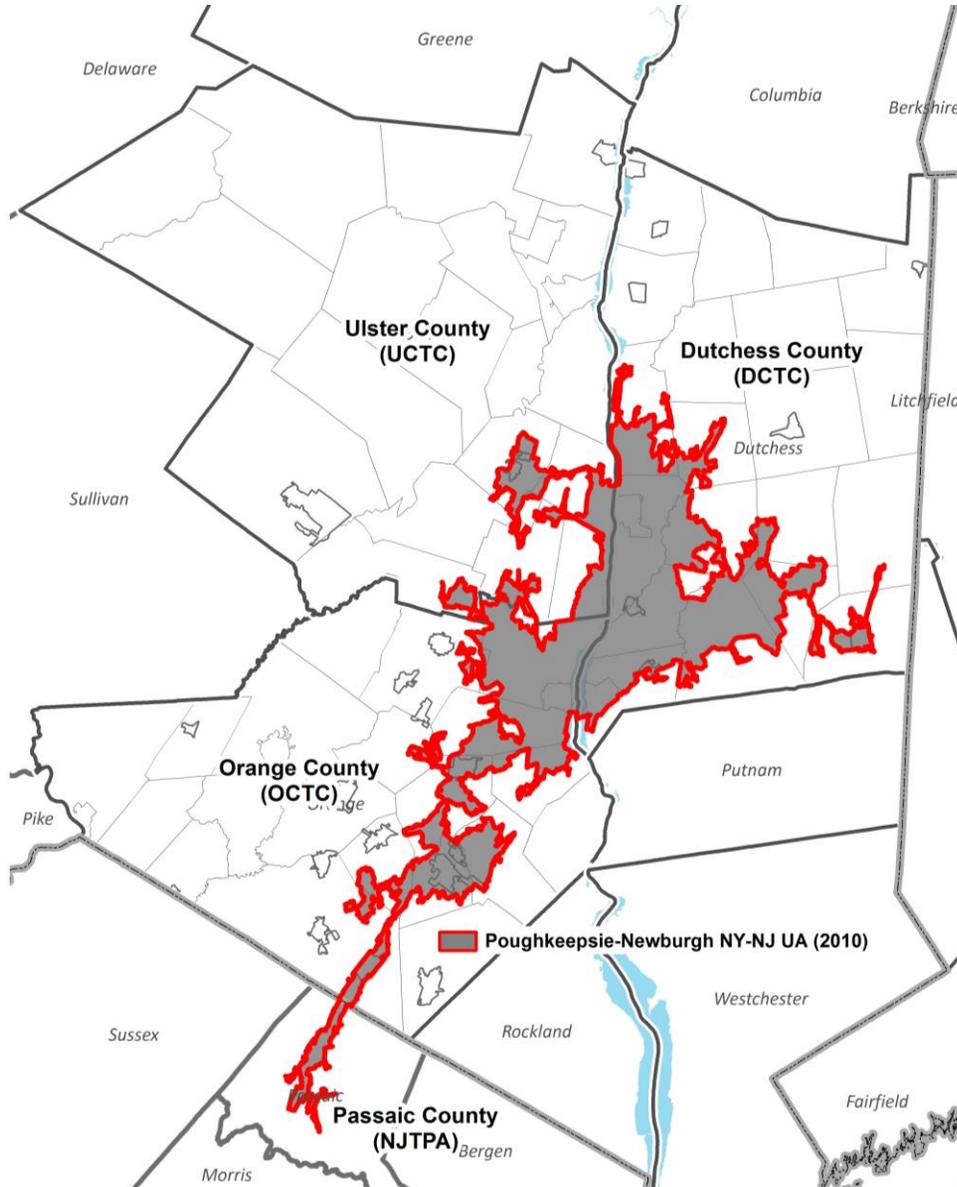
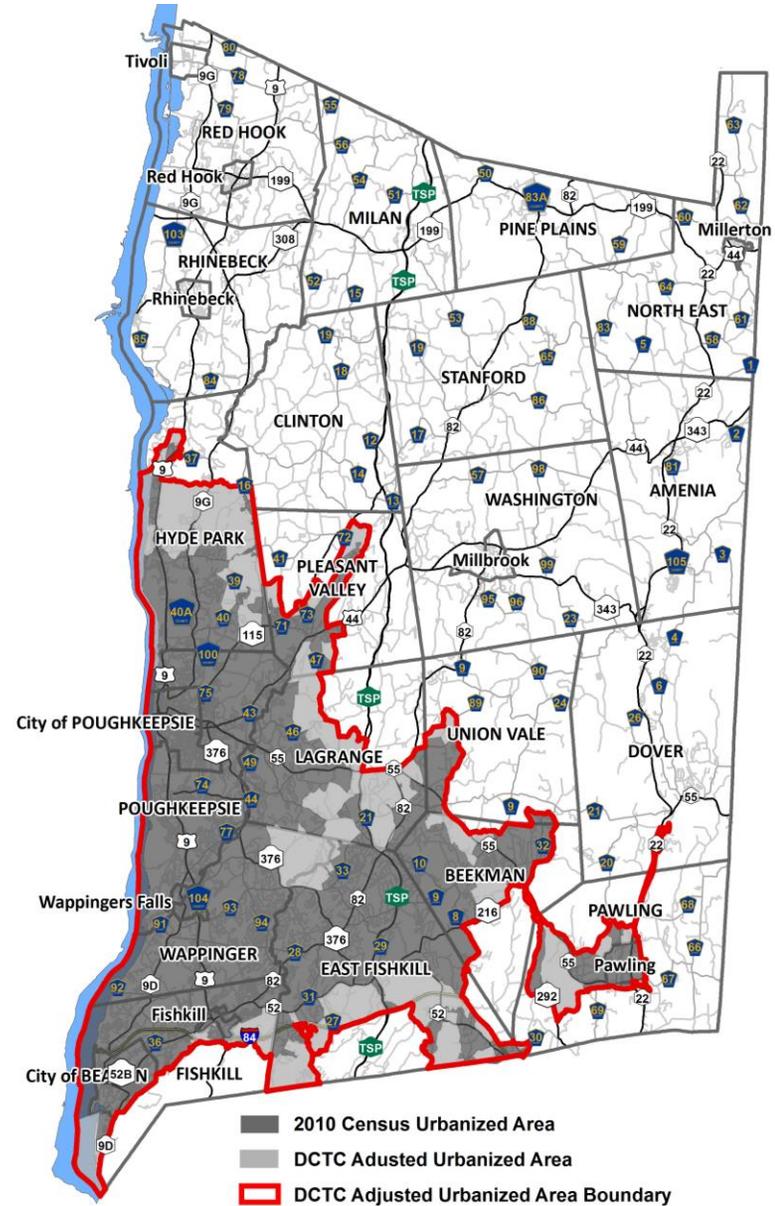


Figure 3. DCTC Adjusted Urbanized Area



issued in 2018. The Certification identified two corrective actions that the MPOs have addressed: reporting end-of-year expenditures for the UPWP and updating the regional CMP.

## 5. 2019-2020 Program Accomplishments

The Council worked with its member agencies, local communities, and various stakeholders on a variety of short and long-range transportation planning initiatives and activities during the 2019-2020 program year. The list below highlights some of those accomplishments:

- Began the update process for a new county-wide Metropolitan Transportation Plan (MTP). Using a 2045 planning horizon year, the MTP will address planning requirements in the FAST Act, most notably for performance monitoring, and take a more regional and countywide approach to addressing our transportation priorities. The new MTP will also be informed by national best practices, which has led to the development of new goal statements and research questions for the MTP.
- Developed and approved a new FFY 2020-2024 TIP, programming over \$110 million in federal highway and transit funds for 30 state, county, and local projects across Dutchess County.
- Completed the [Village of Pawling Pedestrian Plan](#), which identifies ways to improve pedestrian access and safety in the Village. The Plan includes an inventory of sidewalks and other infrastructure and a series of prioritized recommendations. The Plan was developed in

coordination with a volunteer task force made up of local officials and residents.



*The Village of Pawling Pedestrian Plan establishes a prioritized set of recommendations to improve pedestrian safety and access in the Village, including East Main St. shown above.*

- Completed a substantial portion of the [Arlington Main Street Redesign Initiative](#), which will identify a preferred design concept to make Main Street in the [Town of Poughkeepsie](#) a more walkable and safer street. This effort builds upon recommendations from the [2017 Arlington Pedestrian Plan](#). During the 2019-2020 program year, the project team collected and analyzed traffic and crash data, held a variety of public outreach activities, and developed preliminary design alternatives.
- Conducted a [Safety Assessment \(SA\) of CR 19 \(Slate Quarry Rd.\)](#) in the Town of Clinton. The SA, inspired by FHWA's [Road Safety Audit \(RSA\)](#) process, supports the Council's goal to improve transportation safety at high crash

locations in Dutchess County. The SA outlines opportunities to improve safety along the 1.7-mile study corridor, with a focus on low-cost, short-range improvements that address safety issues related to operating speeds, wet weather crashes, sign characteristics, road departures, and animal strikes.



*In 2019, Council staff worked with local highway and law enforcement agencies to conduct a Safety Assessment of CR 19 (Slate Quarry Rd.) in the Town of Clinton.*

- Completed the 2019 [Traffic Count Program](#), collecting volume, vehicle classification, and speed data at 256 locations across the county. The 2019 count program also deployed tube and video counters to count people walking and bicycling at 40 locations throughout the county, including the William R. Steinhaus Dutchess Rail Trail, the Harlem Valley Rail Trail, and some sidewalks and crosswalks.



*The 2019 Traffic Count Program collected volume, classification, and speed data on a variety of local roads in Dutchess County, including Main Street in the City of Beacon above.*

- Initiated an in-depth analysis of the Route 9/44/55 interchange and arterials in the [City](#) and [Town of Poughkeepsie](#). Titled [Poughkeepsie 9.44.55](#), this milestone effort seeks to identify ways to make the arterials and interchange safer, more accessible, and better integrated with adjacent neighborhoods. During the previous 2019-2020 UPWP, the project team substantially completed Tasks 1-Project Kick-off, 2-Data Collection, 3-Origin-Destination Analysis, and 4-Existing Conditions Analysis. The project team also conducted public outreach activities to include holding a First Friday pop-up event, creating a project website, and launching a virtual engagement tool.



[Poughkeepsie 9.44.55](#) includes a robust public outreach component to seek public input, both through in-person events such as the pop-up above and virtual engagement tools via the project website.



- In coordination with the Dutchess County Department of Public Works (DCDPW) and the [Cornell Local Roads Program \(CLRP\)](#), completed the fourth year of a pavement scoring program for local roads (county, city, town, and village owned) in Dutchess County. The initiative, which relies on summer interns from the [Cornell Asset Management Program \(CAMP\)](#), provides municipalities with a more uniform Pavement Condition Index (PCI) rating for paved roads. The PCI rating enables local officials to track road conditions over time, prioritize limited maintenance funds, and develop capital programs to maintain and improve roads. In 2019, DCDPW reassessed

pavement conditions in the 13 municipalities first evaluated in 2017.

- Completed an analysis of speeding patterns on county and local roads using data collected from the traffic count program. The analysis identifies road segments with high percentages of ‘high-end’ speeders, defined by staff as those travelling more than 10 mph over the posted speed limit. By highlighting road segments with high-end speeding, we hope to assist elected officials, law enforcement agencies, and highway departments with their efforts to target speed enforcement and allocate resources to reduce speeding.
- Launched a new [Traffic Data Viewer](#) that shows traffic count data via a mapping portal. Visitors can search counts by municipality, year, road name, or road class. The Viewer provides data on volumes, speeds and heavy vehicles, and includes a range of tools to analyze, chart, and export data.
- Continued to lead the County’s inter-departmental Complete Streets Committee. This work included progressing the County’s traffic safety education campaign, [Watch Out For Me](#), and the County’s [GTSC](#)-funded pedestrian safety education program for children, the elderly, and transit customers in the Poughkeepsie area.
- Supported DCDPW’s use of the County’s [Complete Streets checklist](#), which evaluates proposed projects involving county roads or requiring a permit from DCDPW.

- As a follow-up to the new [TMA Congestion Management Process \(CMP\)](#), completed a technical memorandum that describes a macro-level analysis of congestion and reliability on the tri-county highway network.
- In conjunction with OCTC and UCTC, substantially completed [Connect Mid-Hudson](#), the new regional transit plan for the Mid-Hudson Valley.

## 6. 2020-2021 UPWP Overview

The 2020-2021 UPWP identifies the federally funded planning activities to be carried out by the Council for the period between April 1, 2020 and March 31, 2021 (the State Fiscal Year). The UPWP serves as our annual statement of work and includes a variety of planning activities that address ongoing and emerging issues related to maintaining and improving the region’s transportation system and overall quality of life. We have identified the following planning objectives for the 2020-2021 program year:

- Complete a new county-wide Metropolitan Transportation Plan (MTP), which will take a strategic look at the transportation needs and priorities of the county and identify key projects and policies to meet our future transportation needs. These strategic recommendations will address the MTP goals that were developed in 2019. The new MTP will use a different format than recent MTPs and be supported by a robust public engagement component.
- Complete the [Poughkeepsie 9.44.55](#) analysis of the Route

9 Interchange at the Mid-Hudson Bridge and the Route 44/55 Arterials in Poughkeepsie. The analysis will develop design concepts that address existing and future capacity and safety issues for these two regionally significant highway facilities. [Poughkeepsie 9.44.55](#) will offer short- and long-range solutions to improve how people travel to, within, and through Poughkeepsie.

- Complete the [Arlington Main Street Redesign Initiative](#) to make Main Street in the [Town of Poughkeepsie](#) a more walkable and safer street. This effort will build upon recommendations from the Arlington Pedestrian Plan.



*The Council will finalize a detailed look at how to make Main Street in the Town of Poughkeepsie a more walkable and inviting street to all travelers.*

- Complete the 2020 [Traffic Count Program](#), collecting volume, classification, and speed data at approximately 250 locations throughout the county.

- Complete the annual county and local pavement monitoring program, assessing local road conditions using the Cornell Asset Management Program (CAMP).
- Complete our annual analysis of speeding patterns on county and local roads using data collected from the annual traffic count program.
- In conjunction with the [County's Complete Streets Committee](#), continue our public safety campaign to increase awareness of walking and bicycling safety issues in Dutchess County, and related efforts associated with the County's GTSC grant (through October 2020).
- Update the new FFY 2020-2024 TIP to reflect changes to programmed projects or to add new projects based on statewide funding awards.
- Continue to refine the TMA's CMP by conducting macro- and micro-level screenings of the region and each county, identifying highly congested locations and helping target solutions to reduce congestion.

## **7. Funding Overview**

The Council relies 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 authorization, the most recent being the [FAST Act](#), and 23 U.S.C. 134 and 49 U.S.C. 5303. For the SFY 2020-2021 program year, the federal allocation for New York State is estimated to total over \$32.6 million.

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

### FHWA (PL) Funds

NYSDOT, in consultation with New York's 14 MPOs, distributes the statewide apportionment of PL funds through a FHWA approved formula. In developing the formula, NYSDOT considers various factors such as population, lane miles, and agreed upon set-asides. In New York, the formula includes 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 2020-2021, this set-aside totals \$150,000 statewide.
2. Each MPO is then provided an equal base allocation of PL funds to ensure an adequate funding level regardless of size. For SFY 2020-2021, this totals \$200,000 per MPO.

3. NYSDOT then distributes 20 percent of PL funds proportionally to MPOs in TMAs, based on their total population and lane miles. For the DCTC, this equals \$51,195 for SFY 2020-2021.
4. The fourth step distributes the remaining funds to all the MPOs proportionally by total population and lane miles. For the DCTC, this totals \$299,076 for SFY 2020-2021.

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, the Council's 2020-2021 UPWP FHWA PL funding estimate totals \$549,328.

#### FTA (MPP) Funds

FTA planning funds are secured annually through the Section 5303 Metropolitan Planning Program (MPP) and distributed using a similar formula that NYSDOT applies to FHWA PL funds, except that lane mileage is not used. Based on the NYSDOT formula, the Council's FTA MPP funding estimate for SFY 2020-2021 is \$130,166.

#### State & Local Matches

As required by most federal transportation programs, a non-federal match of 20 percent is required for the federal planning funds programmed in the UPWP. For PL funds, NYSDOT provides a 15 percent match to the combined federal share of 80 percent and Dutchess County share of five

percent; for MPP funds, the state and local matches are based on the total project cost. The state match for PL funding is met through [toll credits](#): revenues generated by toll authorities (toll receipts and bonds) that are used to build and maintain highways and bridges that serve interstate commerce in a state. The NYSDOT match for MPP funding is provided through in-kind services.

#### Carryover Funds

In addition to its annual federal funding allocation, the Council has \$703,679 in FHWA (PL) funding still available from previous program budgets (i.e. savings backlog). These unexpended funds primarily stem from host agency budgetary limitations and staff capacity to reasonably manage multiple consultant contracts. Regardless, these funds are still available for programming now and in future years.

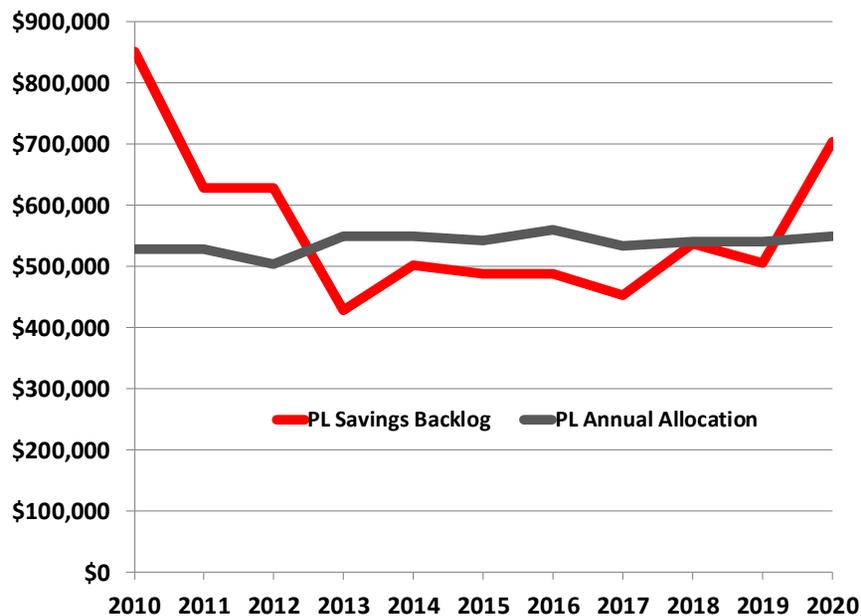
The Council will program all its backlog funds for the 2020-2021 program year. These funds will support projects that require additional staff support from the Dutchess County Department of Planning & Development, other County Departments such as the Office for Computer Information Systems (OCIS) and Dutchess County DPW, or private consultant services. We have dedicated a significant portion of our PL backlog funds to the [Poughkeepsie 9.44.55](#) analysis of the Route 9/44/55 interchange and Route 44/55 arterials in the City and Town of Poughkeepsie.

The available backlog funds do not include any undetermined positive or negative adjustments that will be calculated upon

reconciling the 2019-2020 program after April 1, 2020. However, we expect a large share of our savings backlog to have been spent down during the 2019-2020 program year, with some backlog funds carrying over to SFY 2020-2021 and possibly SFY 2021-2022. Since 2010, our annual backlog has averaged \$567,000 per year or about one year’s PL allocation.

Figure 4 shows our FHWA PL backlog since the SFY 2010-2011 UPWP (note: the 2020 amount shown below reflects the unreconciled 2019-2020 backlog amount, which will be calculated after April 1, 2020 and likely lower).

Figure 4. DCTC FHWA (PL) Savings Backlog (2010-2020)



We do not anticipate any carryover funds from FTA Grant NY-80-X029 and expect all FTA funding allocations for FTA Grant

NY-80-X030 to be expended during 2020-2021.

Total Funding

Based on our annual allocation of federal funds and the use of carryover funds, we have programmed \$1,383,173 in federal funds for SFY 2020-2021: \$1,253,007 in FHWA (PL) and \$130,166 in FTA (MPP) funds. Table 1 shows the overall funding amounts programmed in 2020-2021.

**8. National & Statewide Organizations**

The Council participates in several planning organizations that benefit the local metropolitan planning process. These organizations allow staff to better share information and resources with other MPOs, and in turn, integrate best practices into the local planning program.

Association of Metropolitan Planning Organizations (AMPO)

[AMPO](#) serves as the national association for MPOs, ensuring that MPOs are aware of and considered in the development of national transportation policy. AMPO provides a discounted dues structure with a single payment for statewide MPO associations, including the [New York State Association of MPOs](#). For 2020-2021, the dues total \$41,292 for the NYSMPOs combined, which will be processed by the [Binghamton Metropolitan Transportation Study \(BMTS\)](#). The Council will support AMPO through a \$943 allocation of FHWA (PL) funds, deducted by NYSDOT from our 2020-2021 program allocation.

Table 1. Available DCTC UPWP Funds for State Fiscal Year (SFY) 2020-2021

	Federal	State & Local Match <sup>3</sup>		Total
		Dutchess County	NYS DOT	
<b>FHWA (PL) Funds</b>				
2020-2021 Allocation <sup>1</sup>	\$549,328	n/a	n/a	\$549,328
Previous Savings <sup>2</sup>	\$703,679	n/a	n/a	\$703,679
Total Available	\$1,253,007	n/a	n/a	\$1,253,007
<b>2020-2021 Program Budget</b>	<b>\$1,253,007</b>	<b>\$65,948</b>	<b>\$197,843</b>	<b>\$1,516,798</b>
Unprogrammed Balance	\$0	n/a	n/a	\$0
<b>FTA (MPP) Funds</b>				
2020-2021 Allocation <sup>1</sup>	\$130,166	n/a	n/a	\$130,166
<b>2020-2021 Program Budget</b>	<b>\$130,166</b>	<b>\$8,135</b>	<b>\$24,406</b>	<b>\$162,707</b>
<b>Total Funds</b>				
<b>2020-2021 Program Budget</b>	<b>\$1,383,173</b>	<b>\$74,083</b>	<b>\$222,249</b>	<b>\$1,679,505</b>

<sup>1</sup> Estimate of allocated FHWA (PL) and FTA (MPP) funds for SFY 2020-2021 (as of November 5, 2019).

<sup>2</sup> Unprogrammed balance (PL funds only) from previous years (as of June 16, 2020).

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

New York State Association of MPOs (NYSAMPO)

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

1. NYSAMPO Staff Support: NYSAMPO is supported by a consultant that provides administrative support for the Association, including organizing and documenting MPO director meetings and facilitating working group meetings. For 2020-2021, we will participate in the following working groups: safety, bicycle and pedestrian, climate change, freight, GIS, traffic systems management & operations, travel demand modeling, and transit. The contract will be administered by the [Capital District Transportation Committee \(CDTC\)](#) and total \$250,000 for 2020-2021, with \$150,000 coming from the NYSDOT 2020-2021 PL set-aside and \$100,000 coming from NYSDOT Statewide Planning and Research (SPR) funds.
2. NYSAMPO Staff Training: NYSAMPO will provide relevant training and professional development opportunities for the staffs and member agencies of MPOs. The contract will be administered by the [Genesee Council \(GTC\)](#) and total \$92,513 in FHWA PL funds, \$20,923 in FTA MPP funds, and \$5,231 in NYSDOT in-kind services.
3. Shared Cost Initiatives: NYSAMPO and NYSDOT pool a portion of their federal metropolitan planning funds to

pursue planning tasks of statewide significance. These projects, known as Shared Cost Initiatives (SCI), are funded through a combination of FHWA and FTA planning funds and NYSDOT SPR funds, depending on the subject and sponsor. The MPOs and NYSDOT jointly identify potential tasks, reach consensus on priorities, and develop a scope of work for each task. Most projects are done by a consultant under contract with an MPO or NYSDOT.

## **9. Statewide & Regional Planning Initiatives**

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

### Statewide Planning & Research (SPR) Projects

NYSDOT receives funds from FHWA under the State Planning and Research Program (SPR). 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 information purposes only. Though there are no DCTC-specific SPR projects in SFY 2020-2021, NYSDOT is pursuing statewide SPR funded projects that will benefit us in carrying out its transportation planning process (SPR # and funding amount shown in parenthesis):

1. National Household Travel Survey (NHTS) (#C-10-54) (\$6.5 million).

2. Highway Oversize/Overweight Credentialing System (HOOCs) (#C-13-57) (\$5 million).
3. Program and Project Management Software and Training (#C-14-53) (\$2.3 million).
4. Technical Support for Use of National Performance Management Research Data (NPMRDS) (#C-14-61) (\$1.7 million).
5. Short Count Traffic Count Program (#C-19-51) (\$33.3 million).
6. Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management) (#C-15-52) (\$3.7 million).
7. Bus Safety Inspection System (BusNET) (#C-15-54) (\$2.3 million).
8. Traffic Count Program Zone 1 (#C-16-51) (\$2.5 million).
9. Traffic Count Program Zone 2 (#C-16-52) (\$2.2 million).
10. Pavement Condition Data Collection Services (#C-17-53) (\$20.5 million).
11. Statewide Coordination of Metropolitan Planning Programs (#C-17-56) (\$200,000).
12. Statewide Analysis of All Horizontal Curves and Associated Curve Warning Signs (#C-18-51) (\$2 million).
13. Probe Data: Floating Car (GPS-based) (#C-18-53) (\$337,500).
14. Statewide Small Culvert Inventory & Inspection System Improvements (#C-18-54) (\$4 million).
15. New York State Transportation Master Plan (#C-18-55) (\$2 million).
16. BrM Implementation and Operations Support for Tunnel Inspections (#C-18-57) (\$50,000).

### Other Regional Transportation Planning Studies

The Council will participate in related studies by other agencies that may affect the transportation system in and around Dutchess County, including work on the State's [Empire State Trail](#) and continued implementation of the [Mid-Hudson Regional Sustainability Plan](#). We will also review documents produced for other regional projects as needed.

## **10. Consultant & Inter-Departmental Support**

The Council will use consultant and inter-departmental services to assist with a variety of tasks during the 2020-2021 program year. Consultant and inter-departmental funds will be distributed across the following tasks:

1. Data Development and Analysis
  - Annual Traffic Count Program: \$75,000 (FHWA)
  - Pavement Monitoring Program: \$15,000 (FHWA)
  - Traffic Data Viewer, TIP Viewer, and Bicycle Parking Finder Application Maintenance: \$5,000 (FHWA)
2. Long-Range Transportation Planning (System)
  - MTP Public Engagement Services: \$75,000 (FHWA)
  - TransCAD Annual Maintenance: \$1,200 (FHWA)
3. Long-Range Transportation Planning (Project)
  - Poughkeepsie 9.44.55: \$250,800 (FHWA)
  - Arlington Main Street Corridor Redesign Initiative: \$11,150 (FHWA)
  - Traffic Safety Education Campaign: \$10,000 (FHWA)

The Council includes a small contingency of ten percent in its contract budget line in order to account for possible cost overruns or project add-ons. For the 2020-2021 program year, this totals \$44,195 in FHWA PL funds.

### **11. FAST Act Planning Factors**

The FAST Act requires that the metropolitan transportation planning process, which results in core products such as the MTP, TIP, and UPWP, address the following ten planning factors or strategic focus areas:

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

system.

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

The Council referenced these planning factors while developing its tasks for the 2020-2021 UPWP. To help visualize this connection, Figure 5 shows which planning factors are addressed by each UPWP task. In some cases, a single task addresses one or more planning factors. Some tasks, mostly administrative in nature, do not address a specific factor, though they are still essential to the MPO process. Figure 5 also highlights work on the MTP, TIP, and UPWP as tasks that address all ten factors.

### **12. 2020-2021 UPWP Tasks**

Tasks in the 2020-2021 UPWP are organized under FTA Activity Line Item (ALI) headings (e.g. 44.21.00) and then listed individually using ‘MP’ codes. The Council uses the ‘MP’ codes to track staff hours through the Dutchess County time accounting system. Each task is listed below and described in detail in the following pages.

#### **2020-2021 UPWP Task Codes**

Program Support and Administration (44.21.00)

MP 11 Council Support and Administration

MP 12 Unified Planning Work Program (UPWP)

MP 13 Public Participation Activities

Figure 5. 2020-2021 UPWP Tasks and FAST Act Planning Factors

DCTC 2020-2021 UPWP Task	1. Support Economic Viability	2. Increase Safety	3. Increase Security	4. Increase Accessibility and Mobility	5. Protect and Enhance Environment and Quality of Life	6. Promote Efficient System Management	7. Improve Preservation of Existing System	8. Enhance System Resiliency and Reliability	9. Enhance Travel and Tourism
MP11 - Council Support and Administration									
<b>MP12 - Unified Planning Work Program (UPWP)</b>	X	X	X	X	X	X	X	X	X
MP13 - Public Participation Activities									
MP14 - Transportation Management Area (TMA) Coordination									
MP15 - Federal, State, and Local Reporting									
MP16 - Professional Development									
MP21 - Demographic Data Analysis and Forecasting									
MP22 - Travel Data Analysis and Forecasting						X			
MP23 - Vehicle/Bicycle/Pedestrian Count Program	X	X			X	X			
MP24 - Major Projects Tracking	X								
MP25 - Geographic Information Systems (GIS)/Database Management									
MP26 - Pavement Condition Monitoring Program						X	X		
MP27 - Performance Monitoring						X			
MP28 - Countywide Vehicle Speed Analysis		X							
<b>MP31 - Metropolitan Transportation Plan (MTP) Update</b>	X	X	X	X	X	X	X	X	X
MP32 - Air Quality and Energy Planning					X			X	
MP33 - Congestion Management Planning (CMP)	X					X		X	
MP34 - Emerging Transportation Technologies Planning	X	X		X	X	X		X	X
MP35 - Regional Transit Planning	X		X	X	X	X		X	X
MP36 - Regional Freight Planning	X			X		X			
MP37 - Regional Resiliency Planning	X				X			X	X
MP38 - State and Regional Transportation Study Liaison									
MP41 - Community Transportation Planning Assistance	X			X	X	X	X	X	
MP42 - Local Pedestrian Planning Initiative	X	X		X	X	X			X
MP43 - Poughkeepsie 9.44.55	X	X	X	X	X	X	X	X	X
MP44 - Bicycle-Pedestrian Plan Implementation				X					
MP45 - Complete Streets Implementation		X		X	X	X			
MP46 - Arlington Main Street Redesign Initiative	X	X		X	X	X			
MP47 - Transportation Safety Planning		X	X						
MP48 - Coordination of Human Service Transportation				X	X	X			
MP49 - Local Transit Planning				X		X	X	X	X
MP51 - Transportation Impact Reviews/Sustainable Development Practices	X			X	X	X			
MP52 - Inter-Departmental Project Coordination				X		X	X		
<b>MP61 - Transportation Improvement Program (TIP)</b>	X	X	X	X	X	X	X	X	X
MP71 - NYSAMPO Activities									

- MP 14 Transportation Management Area (TMA) Coordination
- MP 15 Federal, State, and Local Reporting
- MP 16 Professional Development

Data Development and Analysis (44.22.00)

- MP 21 Demographic Data Analysis and Forecasting
- MP 22 Travel Data Analysis and Forecasting
- MP 23 Vehicle/Bicycle/Pedestrian Count Activities
- MP 24 Major Projects Tracking
- MP 25 Geographic Information Systems (GIS)/Database Management
- MP 26 Pavement Condition Monitoring Program
- MP 27 Performance Monitoring
- MP 28 Countywide Vehicle Speed Analysis

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

- MP 31 Metropolitan Transportation Plan (MTP) Update
- MP 32 Air Quality and Energy Planning
- MP 33 Congestion Management Planning
- MP 34 Emerging Transportation Technologies Planning
- MP 35 Regional Transit Planning
- MP 36 Regional Freight Planning
- MP 37 Regional Resiliency Planning
- MP 38 State and Regional Transportation Study Liaison

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

- MP 41 Community Transportation Planning Assistance
- MP 42 Local Pedestrian Planning Initiative
- MP 43 Poughkeepsie 9.44.55
- MP 44 Pedestrian-Bicycle Plan Implementation
- MP 45 Complete Streets Implementation

- MP 46 Arlington Main Street Redesign Initiative
- MP 47 Transportation Safety Planning
- MP 48 Coordination of Human Service Transportation
- MP 49 Local Transit Planning

Short-Range Transportation Planning (44.24.00)

- MP 51 Transportation Impact Reviews/Sustainable Development Practices
- MP 52 Inter-Departmental Project Coordination

Transportation Improvement Program (TIP) (44.25.00)

- MP 61 Transportation Improvement Program (TIP)

Other Activities (44.27.00)

- MP 71 New York State Association of Metropolitan Planning Organizations (NYSAMPO) Activities

**Program Support and Administration**

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

**MP 11 – Council Support and Administration**

Description: This task covers the administrative work of staff, which is necessary for the Council 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 Council and its Planning Committee, including administrative work items required by its host agency: the Dutchess County Department of Planning and Development. These items can include general inquiries by agencies about planning projects or budgets. Any communications with federal and state agencies not covered by other activities fall under this task.



*The Council meets periodically to approve actions necessary in carrying out a locally driven, metropolitan transportation planning process.*

**Products:**

- Council and Planning Committee meetings (April 2020-

March 2021).

- Meeting agendas, summaries, and briefing packages (April 2020-March 2021).
- Resolutions (April 2020-March 2021).
- Written and verbal communications (as needed).

Responsible Agencies: DCTC and Dutchess County Planning Department.

Budget Estimate: FHWA \$68,915, FTA \$7,158, State \$12,222, Local \$4,077.

**MP 12 – Unified Planning Work Program (UPWP)**

Description: This task includes all work associated with the development and publication of the UPWP, the Council’s annual statement of work. During 2020-2021, we will issue a final, approved version of the SFY 2020-2021 UPWP. Any work on amending or administratively modifying the UPWP to reflect scope or cost changes is also covered under this task; this includes addressing any federal rescissions to planning funds during the year. We will monitor the progress of approved planning tasks in this UPWP and begin development of the Draft SFY 2021-2022 UPWP. We will also issue a year-end expenditure report for the 2019-2020 UPWP upon close-out of the final reimbursement request after March 31, 2020.

**Products:**

- Final 2020-2021 UPWP (April 2020).
- 2019-2020 UPWP Year-end Expenditure Report (April-June 2020).

- Draft 2021-2022 UPWP (November 2020-March 2021).

Responsible Agency: DCTC

Budget Estimate: FHWA \$16,540, FTA \$1,718, State \$2,934 Local \$978.



*In April 2019, the Council issued the Final 2019-2020 UPWP.*

### **MP 13 – Public Participation Activities**

Description: This task deals with any work performed by staff to implement the Council’s Public Participation Plan, which seeks to provide the public with timely and effective information about its activities and products. This work includes the production of official press releases, meeting notices, and public comment notices for major work products such as the MTP, TIP, and UPWP. It covers maintenance of our public information contact database and website, which is hosted by Dutchess County.

Other tasks include the distribution of Council reports to community organizations, individuals, and local media, and email updates on Council activities. As part of our public outreach, we will continue our efforts to use visual tools to convey program information. This includes fine-tuning our redesigned website and the continued use of [federal plain language](#) principles.



*The Council uses a variety of public engagement tools to interact with the public. This includes mobile workshops at already scheduled events such as the Arlington Street Fair above, where staff gathered feedback for the Main Street Redesign Initiative.*

#### Products:

- Press releases and public notices (April 2020-March 2021).
- Public meetings/events (April 2020-March 2021).
- Maintenance and updates to the Council’s public information contact database (April 2020-March 2021).

- Maintenance and updates to the Council’s website (April 2020-March 2021).

Responsible Agency: DCTC

Budget Estimate: FHWA \$16,540, FTA \$1,718, State \$2,934, Local \$978.

**MP 14 – Transportation Management Area (TMA)**

**Coordination**

Description: This task covers all administrative work done by the Council to meet TMA planning requirements for the Poughkeepsie-Newburgh NY-NJ Urbanized Area. This includes participating in TMA meetings and conference calls, sharing information with OCTC and UCTC staff or other TMA partners, and collaborating on general matters related to the TMA. As a member of the TMA, we will work closely with our partners to sub-allocate [FTA Section 5307 \(Urbanized Area Formula\)](#), [Section 5310 \(Enhanced Mobility of Seniors and Individuals with Disabilities\)](#), and [Section 5339 \(Bus and Bus Facilities\)](#) funding to local transit providers. TMA-related work on specific projects such as the Congestion Management Process (CMP), Regional Transit Plan, and Regional Freight Plan are listed under separate tasks (MP 33, 35, and 36 respectively).

Products:

- TMA meetings and conference calls (April 2020-March 2021).
- Feedback on TMA meeting agendas and summaries (April 2020-March 2021).

- Written and verbal TMA communications (as needed).

Responsible Agencies: DCTC, OCTC, and UCTC.

Budget Estimate: FHWA \$15,161, FTA \$1,575, State \$2,689, Local \$896.

**MP 15 – Federal, State, and Local Reporting**

Description: This task addresses work needed to fulfill federal, state, and local reporting requirements related to Council operations and finances. This includes the preparation of quarterly NYSDOT payment requests, semi-annual [Disadvantaged Business Enterprise \(DBE\)](#) reports, semi-annual UPWP progress reports, and Dutchess County auditing reports. It also includes preparation work on our portion of the host agency’s annual budget. Lastly, this task covers the completion of the Annual Listing of Obligated Projects for FFY 2020, ensuring that the public has an accurate understanding of how federal transportation funds are spent on highway and transit projects in the county.

Products:

- NYSDOT payment requests (April, July, and November 2020; January 2021).
- Semi-annual DBE reports (April and November 2020).
- Semi-annual UPWP progress reports (April and November 2020).
- Dutchess County Single Audit (July-September 2020).
- 2020 Dutchess County Budget development (May-September 2020).

- Annual Listing of Obligated Projects for FFY 2020 (December 2020).

Responsible Agency: DCTC

Budget Estimate: FHWA \$15,161, FTA \$1,575, State \$2,689, Local \$896.

**MP 16 – Professional Development**

Description: Based on availability and cost, staff will participate in professional development courses, conferences, and training events to increase their planning capacity and to identify best practices that will benefit our program. This includes both in-person and web-based training, which may cover topics related to land use and environmental planning, in addition to transportation-focused subjects. Staff will provide summary reports of training materials as needed.

Products:

- Training sessions and conferences (as needed).

Responsible Agency: DCTC

Budget Estimate: FHWA \$5,513, FTA \$573, State \$977, Local \$326.

**Data Development and Analysis**

The Data Development and Analysis planning category supports the gathering and analysis of data to better

understand the characteristics of the population served by the Council and the nature of travel across the planning area. This data analysis helps staff identify issues for further study, informs funding decisions by member agencies, and improves the accuracy of population and travel forecasts. This project category specifically involves the analysis of population, employment, and housing data, primarily from agencies such as the [U.S. Census Bureau](#) and [Bureau of Labor Statistics](#). In addition, this category includes gathering and analyzing transportation-specific data related to the condition and use of the transportation system, such as travel demand forecasts, traffic counts, and pavement conditions. These tasks also support various short- and long-range transportation planning activities, especially the MP 30 and MP 40-series tasks.

**MP 21 – Demographic Data Analysis and Forecasting**

Description: The Council uses demographic data to inform its metropolitan transportation planning process at the regional and local level, and to conduct Title VI analyses of protected populations. This task includes gathering and analyzing population and socio-economic data from the [American Community Survey \(ACS\)](#), [Census Transportation Planning Products \(CTPP\)](#) program, and other [U.S. Census Bureau](#) products. Staff also analyzes economic and employment data from the [Bureau of Labor Statistics \(BLS\)](#) to better understand commuter flows in the region. This task includes back-checking previous forecasts with new data to reassess long-range planning work. It also covers the analysis of [2017 National Household Travel Survey \(NHTS\)](#) data for the Poughkeepsie metropolitan area and other transportation

surveys from agencies such as NYMTC.

Products:

- Census, ACS, CTPP, and BLS data gathering and analysis (April 2020-March 2021).
- Administrative support and analysis of data from the NYSDOT 2017 NHTS add-on for the Poughkeepsie metropolitan area (April 2020-March 2021).
- Demographic forecasts for the MTP (April-July 2020).

Responsible Agency: DCTC

Budget Estimate: FHWA \$28,193, FTA \$7,615, State \$5,880, Local \$1,960.

**MP 22 – Travel Data Analysis and Forecasting**

Description: The Council analyzes a variety of data sources to understand how travel currently occurs and might occur within the region and county. Some of this understanding is informed by national and state data, such as the monthly [travel volume trends reported by FHWA](#) and the annual estimates of Vehicle Miles of Travel (VMT) issued by the [NYSDOT Highway Data Services Bureau](#). We also use the travel demand model to inform our understanding of future travel across the county’s highway network. Travel forecast data from the model supports our own long-range transportation planning efforts and other state and regional planning activities. We will use data from our traffic count program, 2017 NHTS survey, and Major Projects Report (task MP 24 – Major Projects Tracking) to help benchmark the travel

demand model. If available in early 2021, we will begin to explore how to integrate 2020 Census data into the model.

This task also encompasses our work on reviewing and proposing changes to the Functional Classifications of state, county, and local roads, to include proposed changes to the National Highway System (NHS). Annual maintenance support for [TransCAD](#) travel demand model software also falls under this task.

Products:

- Review and analysis of national, regional, and state travel trends (April 2010-March 2021).
- Countywide travel demand forecasts (April 2020-March 2021).
- Functional Classification review and changes (April 2020-March 2021).
- TransCAD maintenance support (April 2020-March 2021).

Responsible Agency: DCTC

Budget Estimate: FHWA \$15,036, FTA \$2,343, State \$2,813, Local \$937.

**MP 23 – Vehicle/Bicycle/Pedestrian Count Activities**

Description: This task covers all activities related to the implementation and management of the Council’s 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 continue to contract with a private consultant to collect traffic count data (volumes, vehicle classifications, and speeds) at approximately 250 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 28 – Countywide Vehicle Speed Analysis). We will provide the collected data to the [Dutchess County Office of Computer Information Services \(OCIS\)](#) to support the new [Traffic Data Viewer](#) (see task MP 25 – Geographic Information Systems/Database Management).

Through our contractor, we will continue to use video and tube counters to count people walking and bicycling on trails and local streets. In addition, this task includes staff coordination of pedestrian and bicycle counts conducted by volunteers using methods from the [National Bicycle and Pedestrian Documentation Project](#) and maintaining a pedestrian/bicycle count database.

Products:

- 2020 Traffic Count Program (April-December 2020).
- Bicycle/pedestrian counts at strategic locations (April-November 2020).
- Volunteer bicycle/pedestrian count program (August-September 2020).

Responsible Agencies: DCTC and NYSDOT.

Budget Estimate: FHWA \$84,578, FTA \$0, State \$13,354, Local \$4,451.



*The 2020 Traffic Count Program will collect volume, classification, and speed data on a variety of county and local roads in Dutchess County, such as CR 16 (South Quaker Ln) in Hyde Park above.*

**MP 24 – Major Projects Tracking**

Description: This task encompasses work to maintain the Dutchess County Major Projects database and produce the annual Major Projects Report. This work supports our efforts to forecast future population, housing, and employment, and in turn, future travel demand. We define major projects as new or programmed development projects with at least 25 residential units or 25,000 square feet of non-residential space in urban areas, and 10 residential units or 10,000 square feet of non-residential space in rural areas. This task also covers annual development inventory reports to the [New York](#)

[Metropolitan Council \(NYMTC\)](#) for their travel demand modelling work.

**Products:**

- 2019 Major Projects Report (April-June 2019).
- Development inventory reporting to NYMTC (October-December 2020).

**Responsible Agencies:** DCTC and Dutchess County Planning Department.

**Budget Estimate:** FHWA \$7,518, FTA \$586, State \$1,297, Local \$433.

**MP 25 – Geographic Information Systems (GIS)/Database Management**

**Description:** This task covers work on GIS programs and associated databases to visualize demographic and transportation data for various Council planning projects. This includes maintaining and updating the Council’s online [TIP Viewer](#) that shows project level information for the current TIP, and the [Bicycle Parking Finder](#) that provides detailed information on the location and type of bicycle parking available throughout the county and also designated bicycle routes in the county.

A major component of this task is the continued refinement and maintenance of our new [Traffic Data Viewer](#), which was developed in concert with the [Dutchess County Office of Computer Information Services \(OCIS\)](#). This new mapping tool

allows visitors to search counts by municipality, year, road name, or road class. Besides volumes, the Viewer provides data on speeds and heavy vehicles, and a range of tools to analyze and chart data. It also allows visitors to customize how data is displayed on the map and to export maps as needed. Building on this work, we will explore how walking and bicycling count data might be integrated into the Viewer.

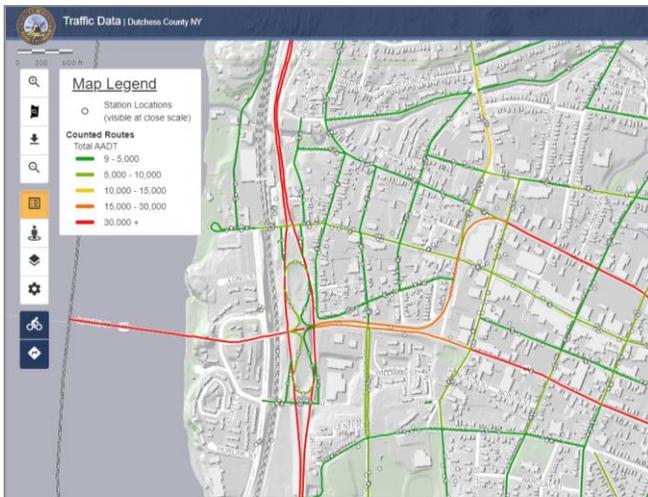
We will also partner with our host agency – [Dutchess County Planning and Development](#) – on ongoing efforts to manage and store demographic and transportation data and to better integrate this data into GIS platforms. This work will include work on a new internal database structure to categorize and store data.

**Products:**

- Maintenance and updates to the Council’s online applications: [Traffic Data Viewer](#), [TIP Viewer](#), and [Bicycle Parking Finder](#) (April 2020-March 2021).
- Demographic and transportation mapping products for various planning projects (April 2020-March 2021).
- Possible integration of bicycle/pedestrian counts into the [Traffic Data Viewer](#) (April 2020-March 2021).
- New host agency database structure (April 2020-March 2021).

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

**Budget Estimate:** FHWA \$24,434, FTA \$586, State \$3,968, Local \$1,323.



The Council's online Traffic Data Viewer presents traffic volume, speed, and classification data through an interactive mapping portal created by the Dutchess County Office of Computer Information Services (OCIS).

### **MP 26 – Pavement Condition Monitoring Program**

**Description:** This task builds upon the work done by the [Dutchess County Department of Public Works \(DCDPW\)](#) and the [Cornell Asset Management Program \(CAMP\)](#) to establish an objective and uniform Pavement Condition Index (PCI) rating for all county and local paved roads in Dutchess County. The PCI ratings, which rely on methodologies developed by the [Cornell Local Roads Program \(CLRP\)](#), enable county and local highway agencies to track road conditions over time, prioritize limited maintenance funds, and develop capital programs to improve road conditions.

The first iteration of this rating process occurred in 2016 when

local pavement quality was assessed for 17 municipalities, followed in 2017 with an assessment of pavement quality for the county's remaining 13 municipalities. In 2018, DCDPW reassessed conditions for the municipalities evaluated in 2016, and in 2019 for the municipalities evaluated in 2017. For each year, municipal PCI reports are published for use by local highway agencies. 2020 will mark the beginning of the third round of evaluations for the first group of municipalities, which will allow staff to compare data and identify trends in pavement conditions.

#### **Products:**

- Pavement condition data collection (July-October 2020).
- Municipal pavement condition reports (October-December 2020).

**Responsible Agencies:** DCTC and DCDPW.

**Budget Estimate:** FHWA \$18,795, State \$2,968, Local \$989.

### **MP 27 – Performance Monitoring**

**Description:** This task addresses work on researching and developing performance measures that support federal and state requirements for performance-based transportation planning. The Council may use available data to measure progress towards short- and long-range goals for specific areas such as highway and bridge conditions, transportation safety, walking and bicycling infrastructure, transit use, traffic congestion, project delivery, and natural resource protection.

We will continue to meet FAST Act rulemakings on various performance measures such as safety, pavement/bridge conditions, congestion, and transit asset management. This includes re-assessing already-approved targets and updating documents such as the MTP and TIP to address federal performance requirements.

Products:

- Data gathering and analysis related to performance measure monitoring (April-December 2020).
- Performance management updates to the MTP and TIP narrative (April 2020-March 2021).
- Approval of new performance targets for safety, highway/bridge conditions, traffic congestion, and transit assets (April 2020-March 2021).

Responsible Agency: DCTC and NYSDOT.

Budget Estimate: FHWA \$3,759, FTA \$586, State \$704, Local \$235.

**MP 28 – Countywide Vehicle Speed Analysis**

Description: The Council will analyze speed patterns on county and local roads using data from task MP 23 – Vehicle/Bicycle/Pedestrian Count Activities. This speeding analysis will identify 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 elected officials and law enforcement agencies with efforts to target speed

enforcement and implement traffic calming measures to reduce speeding in the county. As part of this task, we will assist municipalities with gathering data for speed studies required as part of local speed limit change requests.

Products:

- Countywide high-end speeding analysis report (January-March 2021).

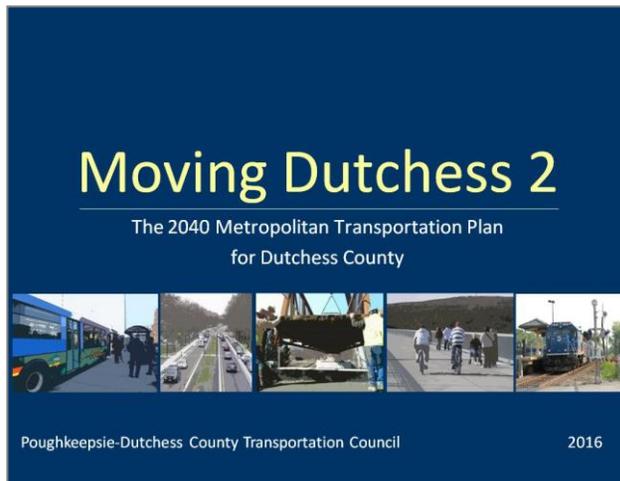
Responsible Agency: DCTC

Budget Estimate: FHWA \$5,639, FTA \$0, State \$890, Local \$297.

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

The Long-Range Transportation Planning (System Level) project category focuses on planning tasks that address long-range or system-wide transportation subjects. By trying to understand the system at a more holistic level, the Council seeks to identify transportation challenges that may face the metropolitan area beyond the near-term and what opportunities it might pursue to improve long-term transportation safety and access.

Our Metropolitan Transportation Plan (MTP) serves as the signature product of these long-range planning efforts, providing a 25-year vision for improving transportation in Dutchess County. Approved in 2016, the current MTP, [Moving Dutchess 2](#), continues to serve as the founding document for the tasks pursued by the Council.



*The Council approved Moving Dutchess 2 in 2016, making it the Council's sixth long-range transportation plan and marking a 35-year tradition of transportation planning in Dutchess County.*

The MTP provides the basis for future community planning activities and the programming of federal transportation funding. The system-level planning tasks in the UPWP tend to focus on regional, mode-specific subjects such as freight and transit, or regional initiatives such as the congestion management process. This category also supports statewide planning activities that might affect the region.

### **MP 31 – Metropolitan Transportation Plan (MTP) Update**

**Description:** Given the requirement to develop a new MTP every five years, this task will focus on developing a new countywide, long-range transportation plan for Dutchess County. Due to the level of effort required to produce an MTP, this task will occupy a significant amount of staff time and resources during the 2020-2021 program period. Staff began the update process in 2019 by reviewing MTP best practices from MPOs across the nation. This review helped inform the

draft goals and research questions that were developed for the new MTP; these were subsequently discussed at Planning Committee meetings in late 2019. This work will continue during 2020-2021 as staff attempts to answer questions related to future demographic, housing, economic, and travel trends in the region and county. Some of this analysis will be supported by work done for other tasks such as MP 21 – Demographic Data Analysis and Forecasting and MP 33 – Congestion Management Process (CMP).

Staff will also pursue a new format and structure for the MTP to better engage the public and key stakeholders. The new MTP will move away from the detailed sub-area approach used in previous MTPs and focus instead on broad policy- and project-based recommendations that help achieve strategic goals. As with *Moving Dutchess 2*, the new plan will address elements required by the FAST Act, including the ten planning factors discussed earlier, system performance reporting, and financial planning. As of January 1, 2020, we estimate that this task is five percent complete.

As part of this update, we will seek consultant assistance to carry out a public engagement strategy for the MTP. The public engagement strategy will include a variety of in-person and virtual public engagement tools to increase public awareness of the MTP, gather feedback during its development, and present interim work products. These tools will include open houses, pop-up events, stakeholder meetings, in-person/online surveys, and virtual engagement activities.

Products:

- MTP public engagement activities (April 2020-March 2021).
- Interim MTP reports (organized by goal) (April-December 2020).
- Draft MTP (January-March 2021)
- Final MTP (March 2021)

Responsible Agencies: DCTC and member agencies.

Budget Estimate: FHWA \$297,714, FTA \$14,579, State \$49,741, Local \$16,580.

**MP 32 – Air Quality and Energy Planning**

Description: The Council 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 after February 15, 2019.

Although the EPA does not require a regional emissions analysis for orphan area conformity statements, we will participate as needed in statewide Interagency Consultation Group (ICG) conference calls and meetings to review project proposals and assess their impacts on regional air quality. We

will also develop and publish required conformity determination statements for MPO actions in the Poughkeepsie Ozone Non-attainment Area, such as the adoption of our new MTP in March 2021.

Products:

- ICG conference calls/meetings (April 2020-March 2021).
- MTP/TIP conformity determination statements (April 2020-March 2021).

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

Budget Estimate: FHWA \$8,270, FTA \$911, State \$1,477, Local \$492.

**MP 33 – Congestion Management Process (CMP)**

Description: The Council will continue its work with [OCTC](#) and [UCTC](#) to publish follow-on technical reports in support of the Mid-Hudson Valley TMA [Congestion Management Process \(CMP\)](#). The new CMP, approved by the MPOs in 2019, builds on [previous CMP work](#) by the TMA. The new CMP establishes a four-step process to measure and define, locate, and manage congestion on the National Highway System, and then evaluate change over time and the effectiveness of management efforts.

To improve our understanding of where congestion is located (step two), the CMP calls for a four-part analysis of congestion

at the regional, then the county, level. The TMA began this process during the 2019-2020 program year by publishing a technical memorandum that uses a macro-level analysis to identify the most congested areas in the region. The TMA's CMP work in 2020-2021 will build on this analysis with a second technical memorandum on its micro-level investigation of the congested areas identified in the TMA-wide screening. Additional technical memorandums will include a county-wide macro-level screening to measure overall congestion levels and identify the most congested areas in each county, and a micro-level investigation of any congested areas identified in the county-wide screening that were not already addressed in the TMA-wide analysis.

As part of its ongoing CMP work, the TMA will work closely with the NYSAMPO Modeling Working Group and the [University at Albany's AVAIL Team](#) to analyze travel time and speed data using the [National Performance Management Research Data Set \(NPMRDS\)](#). The NPMRDS, 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 referencing data.

This task also addresses staff support of state, regional, and local [Travel Demand Management \(TDM\)](#) activities, including the [511NY Rideshare](#) program, [511NY website](#), and other NYSDOT TDM strategies to reduce single occupant vehicle travel and, in turn, reduce traffic congestion and energy consumption.

**Products:**

- NPMRDS data analysis (April 2020-March 2021).
- CMP technical memos (April 2020-March 2021).
- TDM activities (April 2020-March 2021).

**Responsible Agencies:** DCTC, OCTC, UCTC, and NYSDOT.

**Budget Estimate:** FHWA \$49,619, FTA \$2,278, State \$8,262, Local \$2,754.

**MP 34 – Emerging Transportation Technologies Planning**

**Description:** This new task addresses staff research and planning support for the deployment and integration of emerging transportation-related technologies and innovations. Much of this work will focus on researching the policy issues and practical considerations related to Connected and Autonomous Vehicles (CAVs). Connected vehicles refer to vehicles receiving real-time information from the other cars and infrastructure around it; autonomous vehicles refer to vehicles that can operate without human assistance through radar, lidar, GPS, sensors, and cameras. These and other emerging technologies have the potential to significantly change the nature of travel, especially for the elderly, young, and disabled, as well as the potential to greatly improve traffic safety.

Besides CAVs, this task will also investigate the planning and mobility issues surrounding the use of other emerging technologies such as Electric Vehicles (EV) and technology-driven mobility services supplied by Transportation Network

Companies (TNC's) (e.g. Uber and Lyft). Together, these emerging technologies may bring new land use, infrastructure, and equity challenges. Staff will survey how these technologies are being used and identify how we might better prepare ourselves as they are introduced into the region and county.

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

Products:

- Research and planning activities related to emerging transportation technologies (e.g. CAV, EV, TNC, etc.) (April 2020-March 2021).
- Implementation of the Hudson Valley's ITS architecture plan (April 2020-March 2021).

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

Budget Estimate: FHWA \$33,079, FTA \$3,189, State \$5,821, Local \$1,940.

**MP 35 – Regional Transit Planning**

Description: The Council will work with the Mid-Hudson Valley TMA to implement the regional transit plan, [Connect Mid-](#)

[Hudson](#), which will be finalized in spring 2020. Initiated during the 2018-2019 program year, the transit plan identifies ways to better coordinate and connect existing transit systems between Dutchess, Orange, and Ulster counties, as well as between the three counties and the Albany and New York City metropolitan areas. The plan offers ideas on how the region's transit systems can better connect major urban and job centers to one another and to major transportation facilities such as train stations and park-and-ride lots, and airports.

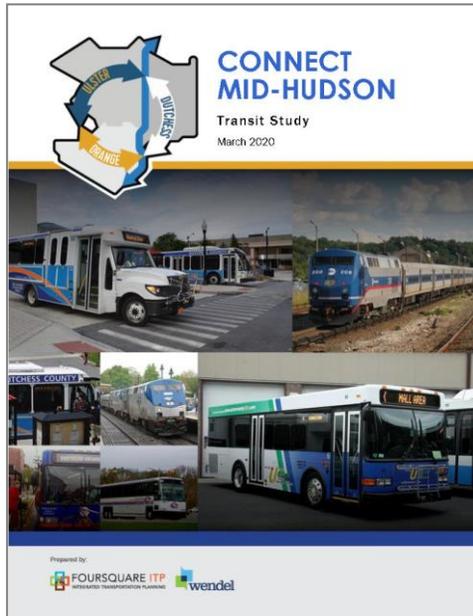
The new plan also includes an analysis of the future transit capital needs for the region, both for equipment and facilities, and estimate the amount of funding needed to maintain and expand the regional transit system. Work during the 2020-2021 program year will focus on finalizing the plan and determining how the TMA might address any unmet transit needs identified in the plan, both operational and capital. As of January 1, 2020, this consultant project was 59 percent complete. Table 8 shows TMA funding support for the plan.

Products:

- Final Regional Transit Plan (April 2020)
- Regional transit operational and capital planning (April 2020-March 2021).

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

Budget Estimate: FHWA \$0, FTA \$21,868, State \$4,100, Local \$1,367.



*A collaborative effort of the DCTC, OCTC, and UCTC, Connect Mid-Hudson will be finalized in spring 2020 and stand as the region’s first comprehensive transit plan.*

**MP 36 – Regional Freight Planning**

Description: This task covers staff work on analyzing the freight industry and goods movement trends across the region and county. Part of this work will focus on assisting agencies with implementing the recently completed [Statewide Freight Plan](#). If pursued by the TMA, we will work with NYSDOT, OCTC, and UCTC on drafting a possible scope of work for a regional freight plan. Such a regional freight plan would include an inventory of existing freight activities across multiple modes of transportation (e.g. truck, rail, ship/barge, and air) and identify potential strategies to improve freight efficiency on facilities such as I-84/87, regional CSX rail lines, New York Stewart International Airport in Orange County, and the

Hudson River. A regional freight plan would require consultant services and not start until SFY 2021-2022 at the earliest.

Products:

- Draft Mid-Hudson Valley Regional Freight Plan Scope of Work (January-March 2021).

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT.

Budget Estimate: FHWA \$8,270, State \$1,306, Local \$435.

**MP 37 – Regional Resiliency Planning**

Description: The Council will support the implementation of the [Mid-Hudson Valley Regional Sustainability Plan](#), which establishes a sustainability baseline for the region, including inventories of greenhouse gas emissions and energy use, and includes an assessment of sustainability indicators including economic assets, liabilities and opportunities as well as transportation, land use, and natural resources. The Plan’s goals address increasing energy efficiency, promoting renewable energy, and reducing carbon emissions. We will provide support to other energy planning efforts, such as implementation of the [NYS Climate Action Plan](#) and the promotion of alternative fuels. This task also covers staff research on the potential impacts that climate change will have on our transportation system.

Products:

- Implementation of the [Mid-Hudson Valley Regional Sustainability Plan](#) (April 2020-March 2021).

- Resiliency planning activities (April 2020-March 2021).
- Climate change research (April 2020-March 2021).

Responsible Agencies: DCTC and NYSDOT.

Budget Estimate: FHWA \$12,405, FTA \$2,278, State \$2,386, Local \$795.

**MP 38 – State and Regional Transportation Study Liaison**

Description: This task encompasses staff support of planning studies or projects identified as Statewide Planning and Research (SPR) activities by NYSDOT or other regional agencies (see Section 9, Statewide & Regional Planning Initiatives, for a list of these projects). These efforts use federal funds and have been identified as having a statewide benefit or are necessary to satisfy a specific NYSDOT planning responsibility to FHWA. Examples include traffic count collection on state highways, statewide infrastructure inventories related to performance monitoring, deployment of new project delivery software, and planning for high-speed rail. We will participate in these and other studies if they affect Dutchess County or our member agencies or support the work of the Council.

Products:

- Review and comment on state and regional transportation studies (as needed).

Responsible Agencies: DCTC, NYSDOT, and member agencies.

Budget Estimate: FHWA \$4,135, FTA \$456, State \$739, Local \$247.

**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 transportation corridor within the metropolitan planning area. The Project Level category also addresses specific transportation modes and practices at the county and municipal level, most notably as they relate to promoting walking and bicycling or implementing Complete Streets principles.

The Council routinely leverages its resources to meet the transportation planning needs and priorities of its member agencies and communities. We accomplish this through the development of specific studies completed in-house with our own staff or through private consultant services. These projects typically stem from recommendations identified through the MTP process or by a formal request by a member agency or municipality, and typically require more detailed analyses than the transportation system-level tasks included in the MP 30-series.

**MP 41 – Community Transportation Planning Assistance**

Description: With support from the Dutchess County Planning Department, we will offer planning and design assistance to communities that wish to employ sustainable land use and transportation principles, notably those stemming from the

[Dutchess County Greenway Compact Program](#) and the Centers & Greenspaces planning approach, which seek to create less auto-dependent neighborhoods by transforming strip commercial areas into mixed-use centers, improving connections between land uses, and promoting other modes of transportation such as walking, bicycling, and transit. These principles aim to reduce traffic congestion in neighborhoods and promote livability.

This task covers our efforts to better coordinate local land use and transportation planning decisions and promote sustainable development across communities. For 2020-2021, staff will continue to work with the [City of Poughkeepsie](#) to transform Market Street into a two-way, more complete street. Staff will assist other communities with their local transportation planning needs as necessary.

**Products:**

- Community transportation planning assistance (April 2020-March 2021).
- Centers and Greenspaces support assistance (April 2020-March 2021).
- City of Poughkeepsie Market Street redesign assistance (April 2020-March 2021).

**Responsible Agencies:** DCTC, Dutchess County Planning Department, City of Poughkeepsie, and local municipalities.

**Budget Estimate:** FHWA \$24,810, FTA \$2,408, State \$4,369, Local \$1,457.

**MP 42 – Local Pedestrian Planning Initiative**

**Description:** With support from the Dutchess County Planning Department, the Council will provide technical assistance to select municipalities to inventory and evaluate their local sidewalk systems. This task typically includes an analysis of existing infrastructure and the identification of strategies for improving the pedestrian experience, by filling in sidewalk gaps, providing new pedestrian connections, and offering design alternatives for locations with heavy pedestrian activity. Since 2011, we have completed pedestrian plans for the [Villages of Millerton](#) , [Pawling](#), and [Rhinebeck](#), and for town centers in [Hyde Park](#), [Pine Plains](#), and [Poughkeepsie \(Arlington\)](#). Although no pedestrian plans are scheduled for the 2020-2021 UPWP, we will solicit communities for project requests during the period, with the goal of beginning work in spring 2021.

**Products:**

- Local pedestrian plan ‘call for projects’ (October 2020-March 2021).

**Responsible Agencies:** DCTC and Dutchess County Planning Department.

**Budget Estimate:** FHWA \$16,540, FTA \$963, State \$2,793, Local \$931.

**MP 43 – Poughkeepsie 9.44.55**

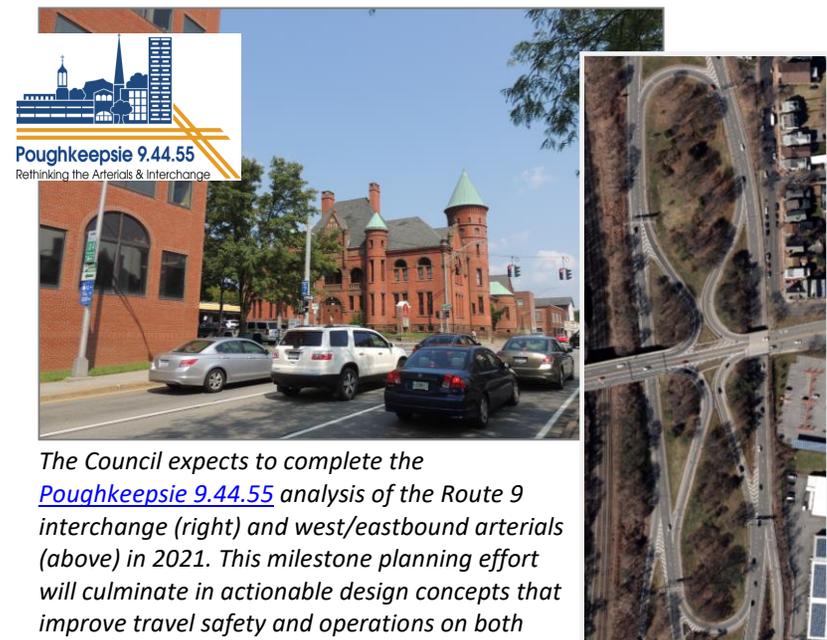
**Description:** In 2019 the Council launched a detailed analysis

of the Route 9/44/55 interchange and the Route 44/55 west/eastbound arterials in Poughkeepsie. These highway facilities, vital to the mobility needs of residents, visitors, and businesses, serve as critical components of the region’s transportation system. Titled [Poughkeepsie 9.44.55](#), the analysis will identify how these facilities might be redesigned to improve safety, simplify travel, and better integrate them within the fabric of Poughkeepsie. This planning initiative not only seeks ways to make travel more reliable and safer for drivers, especially at the interchange, but also for those who walk, bike, or ride transit on the arterials. Due to the study area’s complexity, we have employed a staggered, two-phased approach:

- **Phase I:** The first phase of [Poughkeepsie 9.44.55](#) will provide two or more conceptual designs that aim to reduce vehicle delay, improve safety, and mitigate non-recurring incidents at the interchange. The interchange, composed of a system of signalized and un-signalized on-ramps, exits, and intersections, connects Route 9 to the arterials, and by extension, the [Mid-Hudson Bridge](#). However, the configuration of ramps at the interchange creates numerous vehicle conflicts and forces drivers to make unintuitive movements. Phase I will find ways to mitigate these deficiencies.
- **Phase II:** The second phase of [Poughkeepsie 9.44.55](#) will develop two or more conceptual designs for the west/eastbound arterials. The designs will seek to balance the needs of drivers, transit customers,

pedestrians, and bicyclists travelling on or near the arterials, while improving overall safety, operations, and livability. Phase II will build upon Phase I and offer solutions to improve travel on the arterials.

For both phases, [Poughkeepsie 9.44.55](#) will assess the feasibility, right-of-way needs, environmental impacts, and costs associated with the preferred design concepts. We expect this effort to result in a future funding application. As of January 1, 2020, this consultant supported project was 27 percent complete, with most of the data gathering work and analysis of existing conditions (Tasks 1, 2 and 4) done during the 2019-2020 UPWP.



*The Council expects to complete the [Poughkeepsie 9.44.55](#) analysis of the Route 9 interchange (right) and west/eastbound arterials (above) in 2021. This milestone planning effort will culminate in actionable design concepts that improve travel safety and operations on both facilities and for all travelers.*

Products:

- Task 3: Origin-Destination analysis (April-December 2020).
- Task 5: Microsimulation model (April 2020-January 2021).
- Task 6: Development of design concepts (April 2020-January 2021).
- Task 7: Draft Concept Plan (October 2020-February 2021).
- Task 8: Final Concept Plan (March 2021).

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

Budget Estimate: FHWA \$277,040, FTA \$1,926, State \$44,104, Local \$14,701.

**MP 44 – Pedestrian-Bicycle Plan Implementation**

Description: This task addresses work on implementing recommendations from [Walk Bike Dutchess](#) – the Council’s Pedestrian and Bicycle Plan – and further integrating walking and bicycling into the county’s transportation system. We will continue to host and coordinate a [Bicycle-Pedestrian Advisory Committee \(BPAC\)](#) and use our website to provide information on walking and bicycling facilities and resources. This task also includes activities related to the development of an ADA Transition Plan for Dutchess County—a recommendation in [Walk Bike Dutchess](#)—and staff participation on an ADA Transition Plan Advisory Committee.

Products:

- Implementation of walking and bicycling recommendations from [Walk Bike Dutchess](#) (April 2020-March 2021).
- Quarterly BPAC meetings (April 2020-March 2021).
- Dutchess County ADA Transition Plan assistance (April 2019-March 2020).

Responsible Agencies: DCTC, Dutchess County, and member agencies.

Budget Estimate: FHWA \$12,405, FTA \$963, State \$2,140, Local \$713.

**MP 45 – Complete Streets Implementation**

Description: The Council will continue to manage an inter-departmental [Complete Streets Committee](#) to implement the County’s [Complete Streets Policy](#), with a focus on the planning and design of county highway and building projects, as well as private land use developments requiring county permits. This includes working to incorporate pedestrian, bicycle, ADA, and other improvements in proposed projects, particularly in designated centers.

We will also continue our support of the County’s traffic safety awareness campaign, [Watch Out For Me](#), to improve walking and bicycling safety in the county. These public outreach efforts include exterior and interior bus signs, brochures and posters, presentations, and youth education. The Committee, working with the County Department of Behavioral &

Community Health (DBCH), will direct its outreach efforts to target populations including youth, older adults, and transit riders. 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 2020-March 2021).
- *Watch Out For Me* campaign materials (April 2020-March 2021).
- Bi-monthly Inter-Departmental Complete Streets Committee meetings (April 2020-March 2021).

Responsible Agencies: DCTC, DCDPW, Dutchess County Public Transit, Dutchess County Department of Behavioral & Community Health (DBCH), Dutchess County Traffic Safety Board (DCTSB), Dutchess County Office for the Aging, and Dutchess County Sheriff's Office.

Budget Estimate: FHWA \$33,079, FTA \$2,408, State \$5,675, Local \$1,892.

**MP 46 – Arlington Main Street Redesign Initiative**

Description: Substantially completed during the 2019-2020 UPWP, the Council will finalize the [Arlington Main Street Redesign Initiative](#) and assist Dutchess County and the Town of Poughkeepsie with its implementation. The Main Street initiative will culminate in a conceptual design for Main Street (County Route 114) from Grand Ave to Taft Ave that improves

the safety and mobility of all travelers. The initiative will establish a consensus vision for the future design of the street, providing enough project-level detail to position the County and Town to pursue funding for construction in the next five years. As of January 1, 2020, this consultant-supported initiative was 70 percent complete.

Products:

- Final Arlington Main Street Redesign Initiative report (April-June 2020).
- Assistance with implementation of the preferred Main Street redesign concept (June 2020-March 2021).

Responsible Agencies: DCTC, DCDPW, and Town of Poughkeepsie.

Budget Estimate: FHWA \$8,270, FTA \$1,445, State \$1,577, Local \$525.

**MP 47 – Transportation Safety Planning**

Description: The Council routinely conducts [Safety Assessments \(SA\)](#) at high-crash locations identified through an analysis of crash data or as suggested by member agencies. For 2020-2021, the Council will conduct a SA of CR 14 (Hollow Rd.) in the [Town of Clinton](#). The SA will identify low cost strategies to improve transportation safety on high-crash road segments and intersections. We follow FHWA's [Road Safety Audit \(RSA\)](#) process and NYSAMPO's Safety Assessment guidelines to complete each SA. Working with our member agencies, we will continue to support safety-related

recommendations from [Moving Dutchess 2](#) and [NYSDOT's Strategic Highway Safety Plan](#).

We will also continue to participate on the [Dutchess County Traffic Safety Board \(DCTSB\)](#) to help identify and mitigate local safety issues, while also supporting work done by the DCTSB for its School Bus Safety Awareness Campaign. This campaign includes activities such as public service announcements and signage to educate drivers about the dangers of passing school buses when they are loading or unloading students. This includes assisting the county with its implementation of the State's recent [Stop-Arm Camera](#) legislation.

Products:

- CR 14 (Hollow Rd.) Safety Assessment (April-December 2020).
- DCTSB meetings (April 2020-March 2021).
- Dutchess County School Bus Safety Awareness Campaign support (April 2020-March 2021).
- Dutchess County Stop-Arm implementation support (April 2020-March 2021).

Responsible Agencies: DCTC, NYSDOT, DCTSB, DCDPW, and Town of Clinton.

Budget Estimate: FHWA \$41,349, FTA \$482, State \$6,619, Local \$2,206.

**MP 48 – Coordination of Human Service Transportation**

Description: In coordination with human service providers, the

Council will identify transportation projects that improve the mobility of special needs populations such as the disabled and elderly. We will help secure funding for eligible projects through FTA programs such as [Section 5310 \(Enhanced Mobility of Seniors and Individuals with Disabilities\)](#). We will also update our [Coordinated Public Transit-Human Services Transportation Plan](#) to identify service gaps in mobility services for the elderly and disabled, and to help prioritize related capital and operational improvements.

Products:

- Coordination with human service agencies to help meet their clients' mobility needs (April 2020-March 2021).
- Update the Coordinated Public Transit-Human Services Transportation Plan (April-December 2020).
- Prioritize FTA Section 5310 projects in Dutchess County and the TMA (April-December 2020).

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

Budget Estimate: FHWA \$0, FTA \$5,779, State \$1,084, Local \$361.

**MP 49 – Local Transit Planning**

Description: The Council will provide planning support to the [Dutchess County Division of Public Transit](#) and [MTA/Metro-North Railroad](#) to improve the safety and effectiveness of local bus and rail services in the county, with a major goal being to

improve the customer experience across both systems. We will actively seek the participation of operators in carrying out the metropolitan transportation planning process, including the implementation of the written agreement between the Council and operators to share system, operational, and financial information in support of the [MTP](#), [TIP](#), and [Annual Listing of Obligated Projects](#). This includes work on requests from operators to satisfy FTA Triennial Review data requests or to meet other federal and state reporting requirements (e.g. TrAMS and 17-A reports).



*The Council works closely with local transit providers such as Dutchess County Public Transit to improve the delivery of transit services throughout the county.*

We will support ongoing work by Dutchess County Public Transit to assess the location and accessibility of bus stops and shelters on its fixed routes. We will also provide planning support to improve the availability of scheduling information for the public and support marketing efforts by Dutchess

County Public Transit to expand public awareness of existing services. We will also continue to participate on the County's Transit Advisory Committee.

Products:

- System, operational, and financial data sharing with transit providers, as per written agreement (April 2020-March 2021).
- Bus stop and shelter planning support (April-December 2020).
- Transit AVL and marketing support (April 2020-March 2021).
- Transit Advisory Committee meetings (April 2020-March 2021).

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

Budget Estimate: FTA \$31,787, State \$5,960, Local \$1,987.

**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. The Council, in coordination with the Dutchess County Planning Department, will review proposed land use and transportation projects for their potential impacts on the area's transportation network and for their consistency with our strategic goals and objectives, especially as they relate to livability and sustainable development.

**MP 51 – Transportation Impact Reviews/Sustainable Development Practices**

Description: The Council, through the [Dutchess County Department of Planning and Development](#), will provide municipal planning, zoning, and legislative boards with site plan alternatives, design improvements, and other recommendations to support our goals of promoting livability and sustainable development. These activities seek to improve transportation safety and access while balancing the need for economic development and environmental preservation. Council and Dutchess County Planning Department staff will primarily accomplish 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, staff will recommend ways to mitigate impacts to the transportation system, especially on state and county highways.

Products: Site plan and zoning referral memorandums (April 2020-March 2021).

Responsible Agencies: DCTC and Dutchess County Planning Department.

Budget Estimate: FHWA \$47,614, FTA \$4,946, State \$8,445, Local \$2,815.

**MP 52 – Inter-Departmental Project Coordination**

Description: This task covers work to improve the

coordination between the Council, [Dutchess County Planning Department](#), [DCDPW](#), and [DBCH](#) with regard to processing permit applications and using consistent messaging on project reviews. This task also seeks to improve coordination with DCDPW on local transportation projects, including [CDBG](#)-funded projects, federally funded projects, locally funded projects, and private projects.

Products:

- DCTC-Dutchess County Planning Department-DBCH-DCDPW coordination meetings (as needed).
- Recommendations on CDBG project submissions (October-December 2020).

Responsible Agencies: DCTC, Dutchess County Planning Department, DCDPW, and DBCH.

Budget Estimate: FHWA \$2,506, FTA \$260, State \$445, Local \$148.

**Transportation Improvement Program (TIP)**

The Transportation Improvement Program (TIP) serves as the prioritized listing of federally funded transportation projects in Dutchess County and is developed and adopted by the Council as part of the metropolitan transportation planning process. Using the Federal Fiscal Year (FFY) calendar, the TIP covers a five-year period and is updated in conjunction with the [Statewide Transportation Improvement Program \(STIP\)](#). The current [FFY 2020-2024 TIP](#) addresses federal funding for October 1, 2019 through September 30, 2024. The Council

periodically amends the TIP to account for funding, scope, and schedule changes.



The Council approved the FFY 2020-2024 TIP in June 2019, programming almost \$110 million in federal funds for state, regional, and local highway and transit projects in Dutchess County.

**MP 61 – Transportation Improvement Program (TIP)**

Description: This task includes all activities necessary to maintain the [FFY 2020-2024 TIP](#), primarily through Amendments and Administrative Modifications that meet FAST Act requirements, maintain fiscal constraint, and support changing sponsor priorities and project scopes. In order to improve STIP performance, we will actively engage project sponsors to progress local federal-aid projects and ensure that the TIP accurately reflects ongoing project realities.

We will also review project applications submitted in response to possible statewide project solicitations for the [Highway Safety Improvement Program \(HSIP\)](#), NYSDOT’s [Pedestrian Safety Action Plan \(PSAP\)](#), and [Surface Transportation Block Grant program \(STBG\)](#) set-asides for pedestrian-bicycle

projects, congestion mitigation/air quality improvements, and off-system bridges.

Products:

- TIP Amendments and Administrative Modifications (April 2020-March 2021).
- Federal-aid project coordination meetings with NYSDOT-Region 8 Local Projects Unit (April 2020-March 2021).
- Project application reviews (as needed).



The Council uses the TIP to program federal funds for local transportation projects such as the reconstruction of CR 93 (Myers Corners Rd) shown here. Located in the Town of Wappinger, Dutchess County DPW leveraged federal Surface Transportation Block Grant funds to support this \$8.4 million project.



Responsible Agencies: DCTC, NYSDOT, and Local Project Sponsors.

Budget Estimate: FHWA \$37,590, FTA \$3,905, State \$6,667, Local \$2,222.

**Other Activities**

**MP 71 – New York State Association of Metropolitan Planning Organizations (NYSAMPO) Activities**

Description: The Council will 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 staff director meetings, NYSAMPO employs several working groups to promote information sharing and best practices among staff, covering such topics as safety, bicycle and pedestrian planning, traffic management and operations, climate change, transit planning, travel demand modeling, and GIS mapping. Council staff will continue to chair the bicycle-pedestrian working group for SFY 2020-2021.

Products:

- NYSAMPO Director meetings/calls (April 2020-March 2021).
- NYSAMPO working group meetings/calls (April 2020-March 2021).
- NYSAMPO Bicycle-Pedestrian Working Group Chair activities (April-December 2020).

Responsible Agencies: DCTC, NYSDOT, and NYSAMPO.

Budget Estimate: FHWA \$12,530, FTA \$1,302, State \$2,222, Local \$740.

**14. Public Participation Process**

The Council’s Planning Committee discussed the Draft 2020-2021 UPWP at its meetings on December 4, 2019, and January 22, 2020. On January 29, 2020, we issued a public notice by email and standard mail to our public information list, including local media outlets and Planning Committee members. The public notice announced the availability of the UPWP for public review and comment for 30-days. The final draft UPWP was also posted on our [website](#). No public comments were received, and the Council adopted the UPWP at its meeting on March 4, 2020.

**15. SFY 2020-2021 Program Budgets**

The following tables provide information on the use of federal, state, and county funds in support of our work activities for SFY 2020-2021. 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; Table 7 shows the federal, state, and county cost estimates for each individual task; and Table 8 shows the budget for the TMA’s Regional Transit Study. As recommended in the TMA’s 2018 federal certification review, the most recent UPWP year-end expenditure report (2019-2020 UPWP) is included as Appendix A to this UPWP.

**Table 2. DCTC 2020-2021 UPWP FHWA (PL) Task Budget**

UPWP Task	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$137,831	\$7,254	n/a	\$145,085
Data Development and Analysis	\$187,951	\$9,892	n/a	\$197,843
Long-Range Transportation Planning (System Level)	\$413,492	\$21,763	n/a	\$435,255
Long-Range Transportation Planning (Project Level)	\$413,493	\$21,764	n/a	\$435,257
Short-Range Transportation Planning	\$50,120	\$2,638	n/a	\$52,758
Transportation Improvement Program (TIP)	\$37,590	\$1,978	n/a	\$39,568
Other Activities	\$12,530	\$659	n/a	\$13,189
Toll Credits	n/a	n/a	\$197,843	\$197,843
<b>Total</b>	<b>\$1,253,007</b>	<b>\$65,948</b>	<b>\$197,843</b>	<b>\$1,516,798</b>

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

**Table 3. DCTC 2020-2021 UPWP FTA (MPP) Task Budget**

UPWP Task	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$14,318	\$896	\$2,685	\$17,899
Data Development and Analysis	\$11,715	\$732	\$2,197	\$14,644
Long-Range Transportation Planning (System Level)	\$45,558	\$2,847	\$8,542	\$56,947
Long-Range Transportation Planning (Project Level)	\$48,162	\$3,010	\$9,030	\$60,202
Short-Range Transportation Planning	\$5,206	\$325	\$976	\$6,507
Transportation Improvement Program (TIP)	\$3,905	\$244	\$732	\$4,881
Other Activities	\$1,302	\$81	\$244	\$1,627
<b>Total</b>	<b>\$130,166</b>	<b>\$8,135</b>	<b>\$24,406</b>	<b>\$162,707</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 2020-2021 UPWP FHWA (PL) Object Budget**

Item	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYS DOT	
Staff Salaries	\$373,064	\$19,635	n/a	\$392,699
Fringe Benefits	\$228,653	\$12,034	n/a	\$240,687
Travel	\$7,370	\$388	n/a	\$7,758
Equipment	\$248	\$13	n/a	\$261
Supplies/Reproduction	\$4,114	\$217	n/a	\$4,331
Contractual	\$501,997	\$26,421	n/a	\$528,418
Indirect Charges	\$137,561	\$7,240	n/a	\$144,801
Toll Credits	n/a	n/a	\$197,843	\$197,843
<b>Total</b>	<b>\$1,253,007</b>	<b>\$65,948</b>	<b>\$197,843</b>	<b>\$1,516,798</b>

<sup>1</sup> Dutchess County match provided through local funds. NYS DOT match for FHWA (PL) funds provided through toll credits.

**Table 5. DCTC 2020-2021 UPWP FTA (MPP) Object Budget**

Item	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYS DOT	
Staff Salaries	\$65,082	\$4,068	\$12,203	\$81,353
Fringe Benefits	\$39,050	\$2,441	\$7,322	\$48,813
Travel	\$1,302	\$81	\$244	\$1,627
Equipment	\$1,302	\$81	\$244	\$1,627
Supplies/Reproduction	\$1,302	\$81	\$244	\$1,627
Contractual	\$0	\$0	\$0	\$0
Indirect Charges	\$22,128	\$1,383	\$4,149	\$27,660
<b>Total</b>	<b>\$130,166</b>	<b>\$8,135</b>	<b>\$24,406</b>	<b>\$162,707</b>

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

Table 6. DCTC 2020-2021 UPWP FTA (MPP) Detailed Budget

Item	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYS DOT	
Staff Salaries	\$65,082	\$4,068	\$12,203	\$81,353
Fringe Benefits	\$39,050	\$2,441	\$7,322	\$48,813
Travel	\$1,302	\$81	\$244	\$1,627
Equipment	\$1,302	\$81	\$244	\$1,627
Supplies/Reproduction	\$1,302	\$81	\$244	\$1,627
Contractual	\$0	\$0	\$0	\$0
Indirect Charges	\$22,128	\$1,383	\$4,149	\$27,660
<b>Total</b>	<b>\$130,166</b>	<b>\$8,135</b>	<b>\$24,406</b>	<b>\$162,707</b>
<b>Task</b>				
44.21.00 - Program Support, Administration & Liaison	\$14,318	\$896	\$2,685	\$17,899
44.22.00 - Data Development & Analysis	\$11,715	\$732	\$2,197	\$14,644
44.23.01 - Long Range Transportation Planning-System Level	\$45,558	\$2,847	\$8,542	\$56,947
44.23.02 - Long Range Transportation Planning-Project Level	\$48,162	\$3,010	\$9,030	\$60,202
44.24.00 - Short Range Transportation Planning	\$5,206	\$325	\$976	\$6,507
44.25.00 - Transportation Improvement Program	\$3,905	\$244	\$732	\$4,881
44.27.00 - Other Activities	\$1,302	\$81	\$244	\$1,627
<b>Total</b>	<b>\$130,166</b>	<b>\$8,135</b>	<b>\$24,406</b>	<b>\$162,707</b>

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

**Table 7. DCTC 2020-2021 UPWP Task Cost Estimates**

<b>Task</b>	<b>FHWA (PL)</b>	<b>FTA (MPP)</b>	<b>NYSDOT</b>	<b>Dutchess County</b>	<b>Total</b>
MP11 - Council Support	\$68,915	\$7,158	\$12,220	\$4,076	\$92,369
MP12 - Uinified Planning Work Program (UPWP)	\$16,540	\$1,718	\$2,934	\$978	\$22,170
MP13 - Public Participation Activities	\$16,540	\$1,718	\$2,934	\$978	\$22,170
MP14 - Transportation Management Area (TMA) Coordination	\$15,161	\$1,575	\$2,689	\$896	\$20,321
MP15 - Federal, State, and Local Reporting	\$15,161	\$1,575	\$2,689	\$896	\$20,321
MP16 - Professional Development	\$5,513	\$573	\$977	\$326	\$7,389
MP21 - Demographic Data Analysis and Forecasting	\$28,193	\$7,615	\$5,880	\$1,960	\$43,648
MP22 - Travel Data Analysis and Forecasting	\$15,036	\$2,343	\$2,813	\$937	\$21,129
MP23 - Vehicle/Bicycle/Pedestrian Count Program	\$84,578	\$0	\$13,354	\$4,451	\$102,383
MP24 - Major Projects Tracking	\$7,518	\$586	\$1,297	\$433	\$9,834
MP25 - Geographic Information Systems (GIS)/Database Management	\$24,434	\$586	\$3,968	\$1,323	\$30,311
MP26 - Pavement Condition Monitoring Program	\$18,795	\$0	\$2,968	\$989	\$22,752
MP27 - Performance Monitoring	\$3,759	\$586	\$704	\$235	\$5,284
MP28 - Countywide Vehicle Speed Analysis	\$5,639	\$0	\$890	\$297	\$6,826
MP31 - Metropoltian Transportation Plan (MTP) Update	\$297,714	\$14,579	\$49,741	\$16,580	\$378,614
MP32 - Air Quality and Energy Planning	\$8,270	\$911	\$1,477	\$492	\$11,150
MP33 - Congestion Management Planning (CMP)	\$49,619	\$2,278	\$8,262	\$2,754	\$62,913
MP34 - Emerging Transportation Technologies Planning	\$33,079	\$3,189	\$5,821	\$1,940	\$44,029
MP35 - Regional Transit Planning	\$0	\$21,868	\$4,100	\$1,367	\$27,335
MP36 - Regional Freight Planning	\$8,270	\$0	\$1,306	\$435	\$10,011
MP37 - Regional Resiliency Planning	\$12,405	\$2,278	\$2,386	\$795	\$17,864
MP38 - State and Regional Transportation Study Liaison	\$4,135	\$456	\$739	\$247	\$5,577
MP41 - Community Transportation Planning Assistance	\$24,810	\$2,408	\$4,369	\$1,457	\$33,044
MP42 - Local Pedestrian Planning Initiative	\$16,540	\$963	\$2,793	\$931	\$21,227
MP43 - Poughkeepsie 9.44.55	\$277,040	\$1,926	\$44,104	\$14,701	\$337,771
MP44 - Bicycle-Pedestrian Plan Implementation	\$12,405	\$963	\$2,140	\$713	\$16,221
MP45 - Complete Streets Implementation	\$33,079	\$2,408	\$5,675	\$1,892	\$43,054
MP46 - Arlington Main Street Redesign Initiative	\$8,270	\$1,445	\$1,577	\$525	\$11,817

**Table 7. DCTC 2020-2021 UPWP Task Cost Estimates (Cont'd.)**

<b>Task</b>	<b>FHWA (PL)</b>	<b>FTA (MPP)</b>	<b>NYS DOT</b>	<b>Dutchess County</b>	<b>Total</b>
MP47 - Transportation Safety Planning	\$41,349	\$482	\$6,619	\$2,206	\$50,656
MP48 - Coordination of Human Service Transportation	\$0	\$5,779	\$1,084	\$361	\$7,224
MP49 - Local Transit Planning	\$0	\$31,787	\$5,960	\$1,987	\$39,734
MP51 - Transportation Impact Reviews/Sustainable Development Practices	\$47,614	\$4,946	\$8,445	\$2,815	\$63,820
MP52 - Inter-Departmental Project Coordination	\$2,506	\$260	\$445	\$148	\$3,359
MP61 - Transportation Improvement Program (TIP)	\$37,590	\$3,905	\$6,667	\$2,222	\$50,384
MP71 - NYSAMPO Activities	\$12,530	\$1,302	\$2,222	\$740	\$16,794
<b>Total</b>	<b>\$1,253,007</b>	<b>\$130,166</b>	<b>\$222,249</b>	<b>\$74,083</b>	<b>\$1,679,505</b>

Table 8. Mid-Hudson Valley TMA Regional Transit Study Budget

MPO	FTA Section 5303 (MPP) Funding	NYS DOT (20% Match) <sup>1</sup>	Total	FTA Activity Code	Description
Dutchess County Transportation Council	\$79,600	\$19,900	<b>\$99,500</b>	44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning.
Orange County Transportation Council	\$149,958	\$37,490	<b>\$187,448</b>	44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning.
Ulster County Transportation Council	\$33,049	\$8,262	<b>\$41,311</b>	44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning.
<b>Total</b>	<b>\$262,607</b>	<b>\$65,652</b>	<b>\$328,259</b>		

<sup>1</sup> NYS DOT match for FTA funds provided through in-kind services.

**Dutchess County Transportation Council (DCTC)**  
**SFY 2019-20 UPWP Summary and Expenditure Report**

Activity Line Item Code/DCTC Time Code	Task/Project Description	UPWP page number	Continuous/ Ongoing Activity	Discrete Project?	Is the project a discrete planning study?	Project complete?	UPWP year project/ study originated	FHWA (PL) FUNDING			FTA (MPP) FUNDING			
								Programmed	Expended	Balance	Programmed	Expended	Balance	
								(#)	(Y/N)	(Y/N)	(Y/N)	(Y/N)	(Year)	
<b>44.21.00</b>	<b>Program Support and Administration</b>													
MP 11	Council Support and Administration	19	Y	N	N	N/A		\$69,149	\$25,047	\$44,102	\$12,767	\$20,958	-\$8,191	
MP 12	Unified Planning Work Program (UPWP)	20	Y	N	N	N/A		\$13,830	\$2,869	\$10,961	\$2,553	\$2,347	\$206	
MP 13	Public Participation Activities	20	Y	N	N	N/A		\$16,596	\$3,695	\$12,901	\$3,575	\$3,023	\$552	
MP 14	Transportation Management Area (TMA) Coordination	21	Y	N	N	N/A		\$15,213	\$282	\$14,931	\$3,575	\$1,127	\$2,448	
MP 15	Federal, State, and Local Reporting	22	Y	N	N	N/A		\$16,596	\$5,240	\$11,356	\$1,532	\$4,287	-\$2,755	
MP 16	Professional Development	22	Y	N	N	N/A		\$6,915	\$7,563	-\$648	\$1,532	\$6,188	-\$4,656	
<b>Program Support and Administration Total</b>								<b>\$138,299</b>	<b>\$44,695</b>	<b>\$93,604</b>	<b>\$25,534</b>	<b>\$37,930</b>	<b>-\$12,396</b>	
<b>44.22.00</b>	<b>Data Development and Analysis</b>													
MP 21	Demographic/Survey Data Analysis and Forecasting	23	Y	N	N	N/A		\$16,903	\$3,254	\$13,649	\$4,392	\$13,017	-\$8,625	
MP 22	Vehicle/Bicycle/Pedestrian Count Activities	23	Y	Y	Y	Y	2019	\$76,063	\$93,672	-\$17,609	\$0	\$0	\$0	
MP 23	Major Projects Tracking	24	Y	N	N	N/A		\$8,451	\$10,454	-\$2,003	\$204	\$550	-\$346	
MP 24	Geographic Information Systems/Database Management	24	Y	N	N	N/A		\$37,186	\$28,515	\$8,671	\$204	\$0	\$204	
MP 25	Pavement Condition Monitoring Program	25	Y	Y	Y	Y	2019	\$16,903	\$16,408	\$495	\$0	\$0	\$0	
MP 26	Performance Monitoring	26	Y	N	N	N/A		\$5,071	\$230	\$4,841	\$306	\$153	\$153	
MP 27	Countywide Vehicle Speed Analysis	26	Y	Y	Y	Y	2020	\$8,451	\$2,727	\$5,724	\$0	\$0	\$0	
<b>Data Development and Analysis Total</b>								<b>\$169,028</b>	<b>\$155,260</b>	<b>\$13,768</b>	<b>\$5,106</b>	<b>\$13,720</b>	<b>-\$8,614</b>	
<b>44.23.01</b>	<b>Long-Range Transportation Planning - System Level</b>													
MP 31	Metropolitan Transportation Plan (MTP) Implementation	27	Y	N	N	N/A		\$95,405	\$28,266	\$67,139	\$3,728	\$12,114	-\$8,386	
MP 32	Travel Model/Transportation Data Analysis & Forecasting	28	Y	N	N	N/A		\$6,695	\$2,768	\$3,927	\$153	\$1,186	-\$1,033	
MP 33	Air Quality and Energy Planning	28	Y	N	N	N/A		\$6,695	\$1,638	\$5,057	\$153	\$702	-\$549	
MP 34	Congestion Management Process (CMP)	29	Y	Y	Y	N	2018	\$46,866	\$15,856	\$31,010	\$153	\$835	-\$682	
MP 35	Travel Demand Management (TDM) Activities	29	Y	N	N	N/A		\$1,674	\$168	\$1,506	\$255	\$72	\$183	
MP 36	Intelligent Transportation System (ITS) Support	30	Y	N	N	N/A		\$1,674	\$67	\$1,607	\$255	\$29	\$226	
MP 37	Regional Freight Planning	30	Y	N	N	N/A		\$1,674	\$455	\$1,219	\$0	\$0	\$0	
MP 38	Regional Sustainability Planning	31	Y	N	N	N/A		\$5,021	\$441	\$4,580	\$255	\$189	\$66	
MP 39	State and Regional Transportation Study Liaison	31	Y	N	N	N/A		\$1,674	\$1,089	\$585	\$153	\$467	-\$314	
<b>Long-Range Transportation Planning - System Level Total</b>								<b>\$167,378</b>	<b>\$50,747</b>	<b>\$116,631</b>	<b>\$5,105</b>	<b>\$15,593</b>	<b>-\$10,488</b>	
<b>44.23.02</b>	<b>Long-Range Transportation Planning - Project Level</b>													
MP 41	Community Transportation Planning Assistance	32	Y	N	N	N/A		\$12,917	\$3,080	\$9,837	\$2,426	\$1,384	\$1,042	
MP 42	Local Pedestrian Planning Initiative	32	Y	Y	Y	Y	2018	\$96,879	\$6,343	\$90,536	\$2,426	\$2,850	-\$424	
MP 43	Route 9/44/55 Planning Initiative	33	Y	Y	Y	N	2019	\$400,434	\$214,723	\$185,711	\$4,852	\$6,641	-\$1,789	
MP 44	Pedestrian-Bicycle Plan Implementation	35	Y	N	N	N/A		\$19,376	\$6,543	\$12,833	\$4,852	\$5,353	-\$501	
MP 45	Complete Streets Implementation	35	Y	N	N	N/A		\$32,293	\$11,376	\$20,917	\$8,490	\$11,376	-\$2,886	
MP 46	Arlington Main Street Corridor Redesign	36	Y	Y	Y	N	2019	\$83,962	\$37,274	\$46,688	\$1,213	\$1,962	-\$749	
<b>Long-Range Transportation Planning - Project Level Total</b>								<b>\$645,861</b>	<b>\$279,338</b>	<b>\$366,523</b>	<b>\$24,259</b>	<b>\$29,566</b>	<b>-\$5,307</b>	

SFY 2019-20 UPWP Summary and Expenditure Report

Activity Line Item Code/DCTC Time Code	Task/Project Description	UPWP page number	Continuous/Ongoing Activity	Discrete Project?	Is the project a discrete planning study?	Project complete?	UPWP year project/study originated	FHWA (PL) FUNDING			FTA (MPP) FUNDING			
								Programmed	Expended	Balance	Programmed	Expended	Balance	
								(#)	(Y/N)	(Y/N)	(Y/N)	(Y/N)	(Year)	
<b>44.24.00</b>	<b>Short Range Transportation Planning</b>													
MP 51	Transportation Impact Reviews/Sustainable Development Pra	37	Y	N	N	N/A		\$44,716	\$18,493	\$26,223	\$4,954	\$5,760	-\$806	
MP 52	Inter-Departmental Project Coordination	35	Y	N	N	N/A		\$1,383	\$787	\$596	\$153	\$245	-\$92	
	<b>Short Range Transportation Planning Total</b>							<b>\$46,099</b>	<b>\$19,280</b>	<b>\$26,819</b>	<b>\$5,107</b>	<b>\$6,005</b>	<b>-\$898</b>	
<b>44.25.00</b>	<b>Transportation Improvement Program (TIP)</b>													
MP 61	Transportation Improvement Program (TIP)	38	Y	N	N	N/A		\$52,782	\$5,149	\$47,633	\$5,107	\$5,149	-\$42	
	<b>TIP Total</b>							<b>\$52,782</b>	<b>\$5,149</b>	<b>\$47,633</b>	<b>\$5,107</b>	<b>\$5,149</b>	<b>-\$42</b>	
<b>44.26.XX</b>	<b>Planning Emphasis Areas</b>													
44.26.12	Coordination of Non-Emergency Human Service Transportati	39	Y	N	N	N/A		\$0	\$0	\$0	\$4,941	\$1,607	\$3,334	
44.26.13	Participation of Transit Operators in Metropolitan Planning	40	Y	N	N	N/A		\$0	\$0	\$0	\$7,686	\$2,936	\$4,750	
44.26.14	Transit System Management and Operations	40	Y	N	N	N/A		\$0	\$0	\$0	\$15,920	\$4,005	\$11,915	
44.26.15	Regional Transit Planning in Support of Effective Capital Inves	41	Y	Y	Y	N	2018	\$0	\$0	\$0	\$24,705	\$2,711	\$21,994	
44.26.16	Transportation Safety and Security Planning	42	Y	Y	Y	Y	2019	\$38,415	\$6,577	\$31,838	\$1,647	\$5,690	-\$4,043	
	<b>Transit Planning Activities</b>							<b>\$38,415</b>	<b>\$6,577</b>	<b>\$31,838</b>	<b>\$54,899</b>	<b>\$16,950</b>	<b>\$37,949</b>	
<b>44.27.00</b>	<b>Other Activities</b>													
MP 81	NYSAMPO Activities	42	Y	N	N	N/A		\$16,364	\$9,499	\$6,865	\$2,554	\$2,758	-\$204	
	<b>Other Activities Total</b>							<b>\$16,364</b>	<b>\$9,499</b>	<b>\$6,865</b>	<b>\$2,554</b>	<b>\$2,758</b>	<b>-\$204</b>	
	<b>UPWP TOTAL</b>							<b>\$1,274,226</b>	<b>\$570,547</b>	<b>\$703,679</b>	<b>\$127,671</b>	<b>\$127,671</b>	<b>\$0</b>	