

SFY 2022-2023 Unified Planning Work Program (UPWP)

The Annual Program of Federally-funded
Transportation Planning Projects in Dutchess County
(Revised Summer 2022)



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) 2022-2023 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 Infrastructure Investment and Jobs Act (IIJA or 'Infrastructure Act') (PL 117-58, November 15, 2022); and

WHEREAS, Section 11201 of the Infrastructure Act establishes requirements for metropolitan transportation planning in 23 U.S.C. 134, and Section 11104 of the Act provides for the apportionment of Metropolitan Planning funds in 23 U.S.C. 104; and

WHEREAS, the Draft 2022-2023 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, 2022 to March 31, 2023; and

WHEREAS, the Draft 2022-2023 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 2022-2023 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 2022-2023 UPWP, starting January 29, 2022 and ending February 28, 2022; now therefore be it

RESOLVED, that the attached Draft 2022-2023 UPWP is hereby approved by the DCTC; and be it further

RESOLVED, that the DCTC approves the Federal Highway Administration (PL) Program 2022-2023 and FTA Section 5303 (MPP) Program 2022-2022 budget statements outlined in the Draft 2022-2023 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 by ballot on March 1, 2022.

2/28/2022

Date

By Lance MacMillan

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

AMENDMENT TO THE DUTCHESS COUNTY TRANSPORTATION COUNCIL (DCTC) STATE FISCAL YEAR (SFY) 2022-2023 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 Infrastructure Investment and Jobs Act (IIJA or ‘Infrastructure Act’) (PL 117-58, November 15, 2021); and

WHEREAS, Section 11201 of the Infrastructure Act establishes requirements for metropolitan transportation planning in 23 U.S.C. 134 and 49 U.S.C. 5303; and

WHEREAS, the Dutchess County Transportation Council adopted the 2022-2023 UPWP on March 1, 2022, programming Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds for State Fiscal Year 2022; and

WHEREAS, the Dutchess County Transportation Council wishes to amend the budgets across all tasks in the 2022-2023 UPWP, so as to fully program available carryover FHWA (PL) funds and add additional FTA (MPP) funds recently allocated to the MPO; and

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

WHEREAS, the Dutchess County Transportation Council held a 15-day public comment period for the amended 2022-2023 UPWP (Summer 2022), starting June 17, 2022 and ending July 1, 2022; now therefore be it

RESOLVED, that the Dutchess County Transportation Council approves the amended or revised 2022-2023 UPWP, as provided.

CERTIFICATE, the undersigned, duly qualified and Secretary of the Dutchess County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by ballot on July 15, 2022.

7/15/2022
Date

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

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1. Background

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

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

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

- **Metropolitan Transportation Plan (MTP)** – 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. Our current plan, [Moving Dutchess Forward](#), serves as the strategic guiding

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

- **Transportation Improvement Program (TIP)** – the capital program for 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 includes funding sources, schedules, and responsible agencies for programmed highway, transit, bicycle, and pedestrian projects. We adopted our current [Federal Fiscal Year \(FFY\) 2020-2024 TIP](#) in 2019.
- **Unified Planning Work Program (UPWP)** – our annual work plan, identifying the federally funded planning activities we will undertake. The UPWP includes descriptions of planning tasks and resulting products, a schedule for completing tasks, the cost of the work, funding sources, and the organizations working on each task. We adopted the current [State Fiscal Year \(SFY\) 2021-2022 UPWP](#) in 2021.

2. Our Organization

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

urbanized cities and towns serving as permanent voting members and the remaining towns and villages serving on a rotating basis or as nominated by the Dutchess County Supervisors and Mayors Association.

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

The voting members are supported by a Planning Committee that reviews documents and plans prior to formal adoption. The Planning Committee provides agency, municipal, and public input during the development of the MTP, TIP, UPWP, and other DCTC products. Membership on the Planning Committee is open to all municipalities in Dutchess County. The DCTC also relies on subcommittees to assist with specific issues; these include a Bicycle Pedestrian Advisory Committee (BPAC) and a County Complete Streets Committee.

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

3. Supporting Documents

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

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

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Figure 1. Transportation Council Membership

<p><u>Permanent Voting Members</u></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><u>One Member from the Partially Urbanized Towns (rotating)</u></p> <p>Town of Pawling Supervisor Town of Pleasant Valley Supervisor² Town of Union Vale Supervisor</p> <p><u>One Member from the Urbanized Villages (rotating)</u></p> <p>Village of Fishkill Mayor Village of Pawling Mayor² Village of Wappingers Falls Mayor</p>	<p><u>Two Members from the Non-Urban Towns and Villages¹</u></p> <p>Town of Amenia Supervisor Town of Clinton Supervisor² Town of Dover Supervisor Town of Milan Supervisor Town of North East Supervisor Town of Pine Plains Supervisor Town of Red Hook Supervisor Town of Rhinebeck Supervisor Town of Stanford Supervisor Town of Washington Supervisor Village of Millbrook Mayor Village of Millerton Mayor Village of Red Hook Mayor Village of Rhinebeck Mayor Village of Tivoli Mayor</p> <p><u>Non-Voting Members</u></p> <p>Federal Highway Administration Federal Transit Administration NYSDOT Regional Director (Permanent Secretary) NYS Bridge Authority Director Dutchess County Department of Planning & Development Dutchess County Department of Public Works Dutchess County Division of Public Transit</p>
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¹ As nominated by the Dutchess County Supervisors and Mayors Association.

² Currently serving members.

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

- [DCTC Bylaws](#) (January 1, 2015): establishes the roles, responsibilities, and structure of the DCTC, including its voting membership, meeting protocols, decision-making process, and procedures for adding new projects and changing existing 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 Public Participation Plan](#) (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 Title VI Policy & Complaint Procedures](#) (June 8, 2018): outlines the procedures used by the DCTC to process complaints under [Title VI of the Civil Rights Act](#).
- DCTC Performance Monitoring Agreement (June 8, 2018): establishes the process for sharing data and setting targets among state and local transportation agencies in support of federal performance-based planning and programming requirements.
- NYSDOT-DCTC Host Agency Agreement (April 1, 2022): reauthorizes the host agency relationship between Dutchess County and NYSDOT and provides a ten-year schedule for funding the DCTC through SFY 2031-2032. This new agreement builds upon similar agreements made for previous federal transportation laws such as [SAFETEA-LU](#) and the [FAST Act](#).

4. Transportation Management Area (TMA)

In addition to carrying out the metropolitan transportation planning process within Dutchess County, we also address regional transportation needs through our participation in the [Mid-Hudson Valley Transportation Management Area \(TMA\)](#). The TMA is a federal designation used to classify Urbanized Areas with populations of 200,000 or more. The Poughkeepsie-Newburgh NY-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 Transportation Council \(OCTC\)](#) and [Ulster County Transportation 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 2021, with the final certification report

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

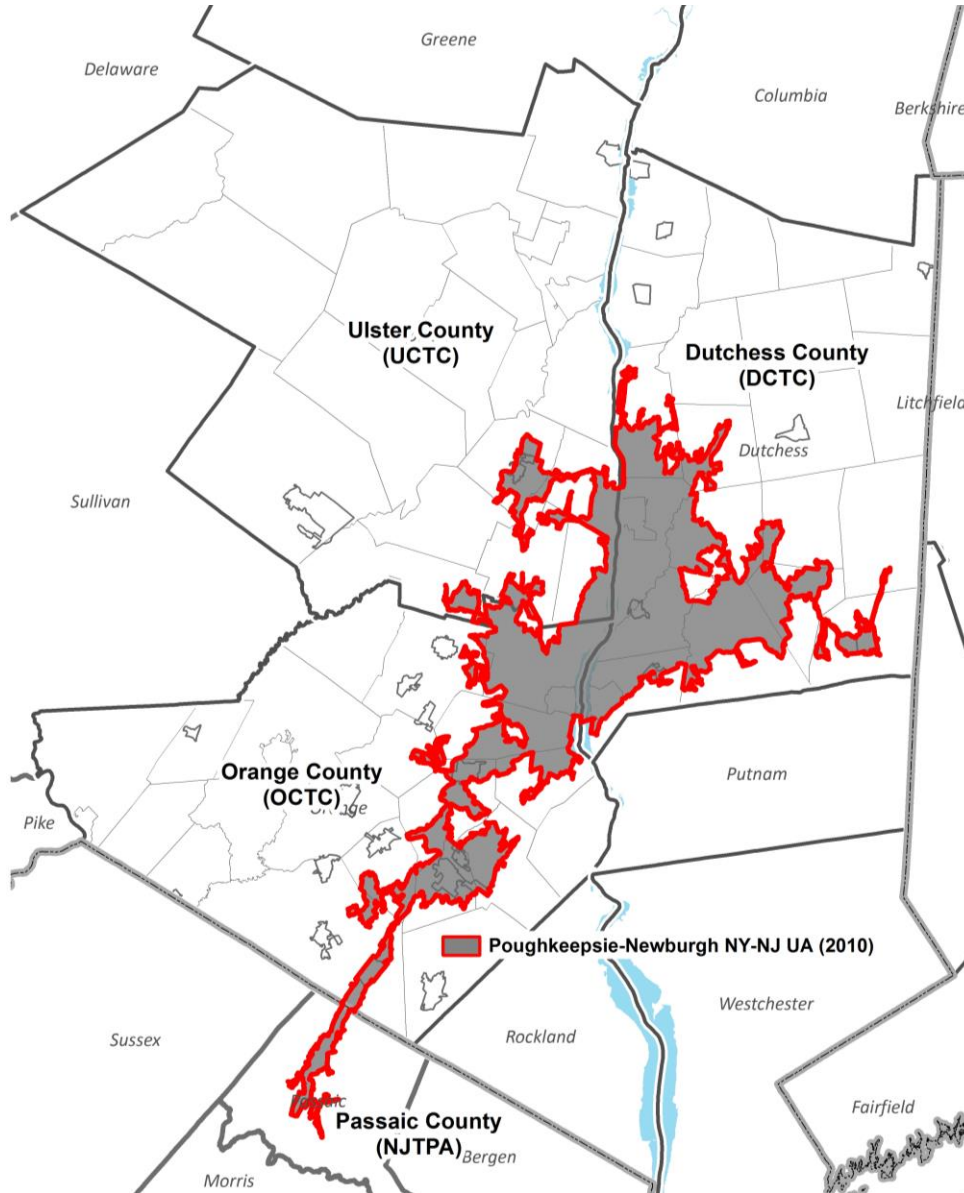
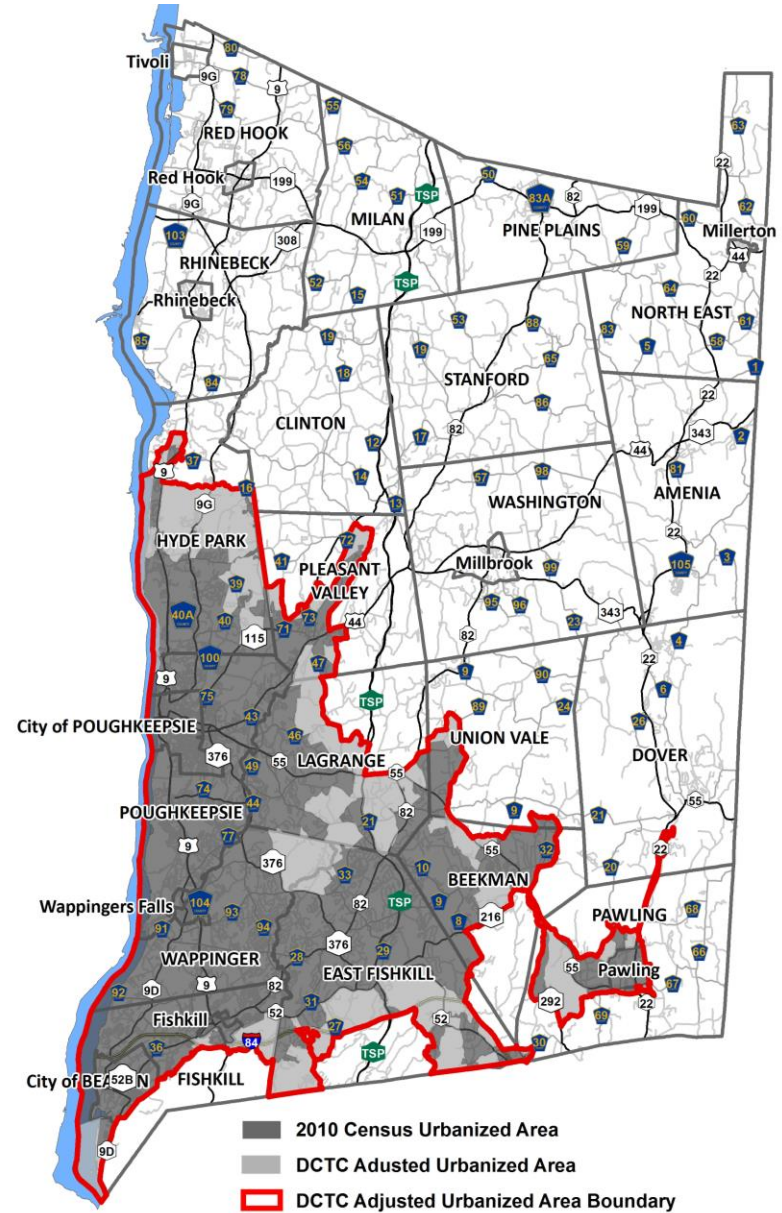


Figure 3. DCTC Adjusted Urbanized Area



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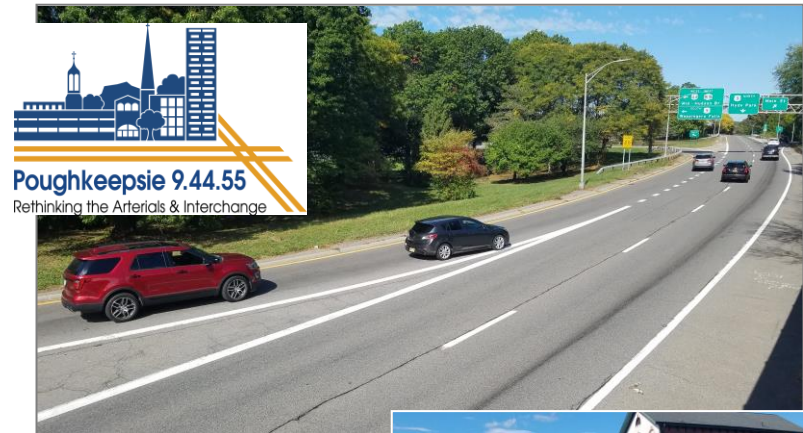
issued in 2022. Though yet to be finalized, the certification may identify corrective actions and recommendations for the MPOs, collectively and individually.

5. 2021-2022 Program Accomplishments

We worked with our member agencies, local communities, and stakeholders on a variety of transportation planning activities during the 2021-2022 program year. Highlights are listed below:

- Completed [Moving Dutchess Forward](#), our new 25-year Transportation Plan for Dutchess County. Designed as an interactive online plan, Moving Dutchess Forward humanizes our discussion about transportation. Instead of focusing on infrastructure for the sake of infrastructure, it focuses on people – specifically, how our transportation system enables or prevents people from participating in the basics of life (housing, work, education, services, etc.). It discusses the policies and infrastructure needed to improve access, considering safety, reliability, and basic needs. It also looks at equity to understand how access is different for some populations and identifies focus locations that face barriers to access. The new plan also uses an interactive mapping platform to present data and recommendations.
- Completed the [Poughkeepsie 9.44.55](#) study, our detailed analysis of the Route 9 Interchange at the Mid-Hudson Bridge and the Route 44/55 Arterials in the [City](#) and [Town of Poughkeepsie](#). This two-year study developed and tested multiple design concepts to address existing and

future reliability and safety issues for these two regionally significant transportation facilities. [Poughkeepsie 9.44.55](#) recommends design concepts to improve how people travel to, within, and through Poughkeepsie. Much of the work focused on developing microsimulation models for the interchange and arterials, which were used to test how the facilities operate under ‘build’ and ‘no build’ conditions. The study relied on a combination of in-person and virtual engagement tools to inform the public about ongoing work and to gather feedback on various design concepts.



We completed the [Poughkeepsie 9.44.55](#) analysis of the Route 9 interchange (above) and 44/55 arterials (right) in 2022. This extensive study produced design concepts to improve safety, reliability, and livability.



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- Completed an update of our [Coordinated Public Transit-Human Services Transportation Plan](#) ('Coordinated Plan'), which identifies ways to expand access for older adults (age 65 and over) and people with disabilities.
- Completed a [Safety Assessment of CR 14](#) (Hollow Rd) from South Creek Rd to West Cookingham Rd in the Town of Clinton, identifying low-cost improvements to reduce crashes on a high crash segment.



Relying on observations and input from a multi-disciplinary team, we completed a Safety Assessment of CR 14 (Hollow Rd) in the Town of Clinton to identify low-cost improvements to reduce crashes.

- Completed the 2021 [Traffic Count Program](#), collecting volume, classification, and speed data at approximately 140 locations throughout the county. We also deployed tube and video counters to count people walking and bicycling on the William R. Steinhaus Dutchess Rail Trail, the Maybrook Trailway, and the Harlem Valley Rail Trail.

- Updated our [Traffic Data app](#) with 2021 traffic count data. The viewer is an online mapping application that provides data on volumes, speeds, and heavy vehicles and includes a range of tools to analyze 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 continuing the County's [GTSC](#)-funded pedestrian safety education program for children, older adults, and transit customers in the Poughkeepsie area.
- Provided planning support to Dutchess County Public Works for its Universal Accessibility program, which provides funding for walking improvements on facilities such as CR 75 (Innis Ave) in the Town of Poughkeepsie.



In 2021, we provided planning support to Dutchess County Public Works as they designed sidewalk and crosswalk improvements on CR 75 (Innis Ave) in the Town of Poughkeepsie. This work will continue in 2022-2023.

2022-2023 Unified Planning Work Program (UPWP)

- Provided technical assistance to Dutchess County Public Transit during the development of its countywide transit plan, which analyzed the existing transit system and proposed solutions for underserved markets.
- Issued a call for planning proposals to better understand local transportation planning priorities and identify ways we can address them in this and future planning programs.
- In conjunction with OCTC and UCTC, successfully underwent a federal certification review of the Mid-Hudson Valley TMA's planning process.
- Approved a new ten-year host agency agreement between NYSDOT and Dutchess County.
- Began development of a new logo and style guide for the DCTC.

6. 2022-2023 UPWP Overview

The 2022-2023 UPWP identifies the federally funded planning activities that we will undertake between April 1, 2022 and March 31, 2023 (the State Fiscal Year). The UPWP serves as our annual statement of work and includes a variety of planning activities that address ongoing and emerging issues related to maintaining and improving the region's transportation system and overall quality of life. We have identified the following key tasks for the 2022-2023 program year:

- Develop and approve a capital program (TIP) for FFY 2023-2027, which will identify new and existing projects using federal highway and transit funding in Dutchess County during the five-year period.

- Update our Public Participation Plan to better define our outreach activities, with an emphasis on reaching focus equity populations, coordinating with tribal nations, and integrating virtual and web-based engagement tools in our planning process.
- Develop a new project selection framework that incorporates the themes presented in [Moving Dutchess Forward](#), with a focus on addressing future trends, safety, reliability, access to basic needs, and transportation equity.
- Initiate local pedestrian planning studies and Complete Streets assessments in the Town of Dover (Dover Plains), Town of Poughkeepsie (Route 113-Spackenkill Rd), and Village of Rhinebeck (Route 9-Montgomery/Mill St).
- Continue to lend planning support to County Public Works as they implement their Universal Accessibility program, to include sidewalk improvements on CR 75 (Innis Ave).
- Complete an analysis of speeding patterns on county and local roads using data collected from our annual traffic count program.
- Review and update the Functional Classifications of state, county, and local roads throughout Dutchess County.
- Continue our [Watch Out For Me](#) campaign to increase awareness of transportation safety issues in Dutchess County, in coordination with the [County's Complete Streets Committee](#).
- Provide planning support to Dutchess County Public Transit as they implement recommendations from their countywide transit plan, focusing on improving both fixed route and demand response services.

7. Funding Overview

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

Federal planning funds are authorized through each federal surface transportation program authorization, the most recent being the [Infrastructure Investment and Jobs Act \(IIJA\)](#), and 23 U.S.C. 134 and 49 U.S.C. 5303. For the SFY 2022-2023 program year, the federal allocation for New York State is estimated to total over \$41.3 million.

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

FHWA (PL) Funds

NYSDOT, in consultation with New York’s 14 MPOs, distributes the statewide apportionment of PL funds through an FHWA

approved formula. In developing the formula, NYSDOT considers various factors such as population, lane miles, and agreed upon set-asides. 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 2022-2023, 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 2022-2023, 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 totals \$69,687 for SFY 2022-2023.
4. The remaining funds are distributed to all MPOs proportionally by total population and lane miles. For the DCTC, this totals \$425,465 for SFY 2022-2023.

The formula is required to be reviewed and revised as applicable after each decennial Census. It is also updated when there are significant changes in federal law or when there is a change in the number of MPOs. Based on the NYSDOT formula, our 2022-2023 UPWP FHWA PL funding estimate totals \$694,243.

FTA (MPP) Funds

FTA planning funds are secured annually through the Section 5303 Metropolitan Planning Program (MPP) and distributed

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using a similar formula that NYSDOT applies to FHWA PL funds, except that lane mileage is not used. Based on the NYSDOT formula, our FTA MPP funding estimate for SFY 2022-2023 is \$164,526.

State & Local Matches

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

Carryover Funds

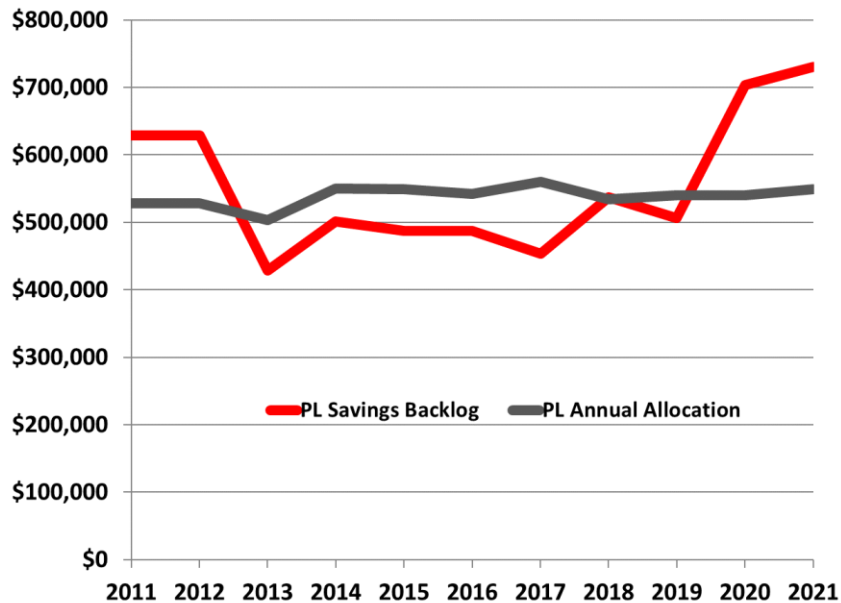
In addition to our annual federal funding allocation, we have \$730,735 in FHWA (PL) funding still available from previous program budgets. This savings backlog primarily stems from host agency budgetary limitations and staff capacity to reasonably manage multiple consultant contracts. Regardless, these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

As in previous years, we will program our entire savings backlog for the 2022-2023 program year. These funds will support projects that require additional staff support from the Dutchess County Planning Department, other County Departments such as the Office of Central and Information Services (OCIS) and Dutchess County Public Works, or private consultant services. We have dedicated a portion of our PL backlog funds to several consultant supported studies, including a countywide Vulnerability Assessment of transportation infrastructure, a sidewalk feasibility study for Route 113-Spackenkill Rd in the Town of Poughkeepsie, and on call consultant support for our new Intersection Management and Corridor Management Programs.

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

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Figure 4. DCTC FHWA (PL) Savings Backlog (2011-2021)



We do not anticipate any carryover funds from FTA Grant NY-80-0031 and expect all FTA funding allocations for FTA Grant NY-80-0032 to be expended during 2022-2023.

Total Funding

Based on our annual allocation of federal funds and the use of carryover funds, we have programmed \$1,589,504 in federal funds for SFY 2022-2023: \$1,424,978 in FHWA (PL) and \$164,526 in FTA (MPP) funds. Table 1 shows the overall funding amounts programmed in 2022-2023.

8. National & Statewide Organizations

We participate 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 integrate best practices into our 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 2022-2023, the dues total \$51,611 for the 14 NYS MPOs combined, which will be processed by the [Binghamton Metropolitan Transportation Study \(BMTS\)](#). The DCTC will support AMPO through a \$909 allocation of FHWA (PL) funds, deducted by NYSDOT from our 2022-2023 program allocation.

New York State Association of MPOs (NYSAMPO)

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

1. NYSAMPO Staff Support: NYSAMPO is supported by a consultant that provides administrative support for the Association, including organizing and documenting MPO

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Table 1. Available DCTC UPWP Funds for State Fiscal Year (SFY) 2022-2023

	Federal	State & Local Match ³		Total
		Dutchess County	NYS DOT	
FHWA (PL) Funds				
2022-2023 Allocation ¹	\$694,243	n/a	n/a	\$694,243
Previous Savings ²	\$730,735	n/a	n/a	\$730,735
Total Available	\$1,424,978	n/a	n/a	\$1,424,978
2022-2023 Program Budget	\$1,424,978	\$74,999	\$224,997	\$1,724,974
Unprogrammed Balance	\$0	n/a	n/a	\$0
FTA (MPP) Funds				
2022-2023 Allocation ¹	\$164,526	n/a	n/a	\$164,526
2022-2023 Program Budget	\$164,526	\$10,283	\$30,849	\$205,658
Total Funds				
2022-2023 Program Budget	\$1,589,504	\$85,282	\$255,846	\$1,930,632

¹ Final allocation of FHWA (PL) and FTA (MPP) funds for SFY 2022-2023 (as of April 22, 2022).

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

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

director meetings and facilitating working group meetings. For 2022-2023, 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 2022-2023, with \$150,000 coming from the NYSDOT 2022-2023 PL set-aside and \$100,000 coming from NYSDOT Statewide Planning and Research (SPR) funds.

2. **NYSAMPO Staff Training:** NYSAMPO will provide relevant training and professional development opportunities for the staff and member agencies of MPOs. The contract will be administered by the [Genesee Transportation Council \(GTC\)](#) and total \$73,795 in FHWA PL funds, \$104,345 in FTA MPP funds, and \$26,086 in NYSDOT in-kind services.
3. **Shared Cost Initiatives:** NYSAMPO and NYSDOT pool a portion of their federal metropolitan planning funds to pursue planning tasks of statewide significance. These projects, known as Shared Cost Initiatives (SCI), are funded through a combination of federal planning funds and NYSDOT SPR funds, depending on the subject and sponsor. The MPOs and NYSDOT identify tasks, reach consensus on priorities, and develop a scope of work for each task. For 2022-2023, NYSAMPO will continue its ‘Shared Transit Service Planning and Analytics Initiative’ under a contract administered by the [Capital District Transportation Committee \(CDTC\)](#); this is funded with \$458,590 in FTA MPP funds and \$114,648 in NYSDOT in-kind services.

9. Statewide & Regional Planning Initiatives

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

State Planning & Research (SPR) Projects

NYSDOT receives funds from FHWA under the State Planning and Research 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 informational purposes only. Though there are no DCTC-specific SPR projects in SFY 2022-2023, NYSDOT is pursuing the following statewide SPR funded projects that will benefit our transportation planning process (SPR # and funding amount shown in parenthesis):

1. Statewide Planning, Policy and Technical Research Tasks in Support of ATDM (Active Transportation Demand Management) (#C-15-52) (\$3.7 million).
2. Bus Safety Inspection System (BusNET) (#C-15-54) (\$2.3 million).
3. Pavement Condition Data Collection Services (#C-17-53) (\$20.5 million).
4. Statewide Coordination of Metropolitan Planning Programs (#C-17-56) (\$100,000).
5. Traffic Data Systems (#C-17-59) (\$3.9 million).
6. Probe Data: Floating Car (GPS-based) (#C-18-53)

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(\$337,500).

7. NYS Transportation Master Plan (#C-18-55) (\$2 million).
8. Short Count Traffic Count Program (2020-2024) (#C-19-51) (\$25.6 million).
9. NPTS, CTPP, Intercity Travel (ATS), and Travel Patterns in NYS (#SP-20-02) (\$3.6 million).
10. Research, Development, and Support of an Integrated Planning and Performance Data and Analytics Framework (PPDAF) program (#SP-20-03) (\$906,500).
11. Program and Project Management System Support Services (#SP-21-02) (\$1.1 million).
12. Highway Oversize/Overweight Credentialing System (HOOCS) (#SP-21-04) (\$2 million).
13. Statewide Small Culvert Inventory & Inspection System Improvements (#C-21-05) (\$4 million).
14. Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management (#SP-21-06) (\$295,000).
15. Traffic Count Program Zone 1 (#SP-21-08) (\$5.1 million).
16. Traffic Count Program Zone 2 (#SP-21-09) (\$4.8 million).

Other Transportation Planning Studies

We will participate in related studies by other agencies that may affect the transportation system in and around Dutchess County, including the County's Housing Needs Assessment and implementation of the [Mid-Hudson Regional Sustainability Plan](#). We will also review documents produced for other regional studies as needed.

10. Consultant & Inter-Departmental Support

We will use consultant and inter-departmental services to assist with a range of projects during 2022-2023, distributed across the following tasks (amounts are estimates and include required state and local matches):

1. **Program Support and Administration**
 - New logo and style guide for the DCTC: \$19,999 (FHWA)
2. **Data Development and Analysis**
 - Annual Traffic Count Program: \$75,000 (FHWA)
 - [Moving Dutchess Forward](#) web maps, [Traffic Data application](#), [TIP Viewer](#), and [Bike Dutchess application](#) maintenance: \$3,379 (FHWA)
 - Pedestrian/Bicycle Count data application: \$5,000 (FHWA)
3. **Long-Range Transportation Planning (System)**
 - [Moving Dutchess Forward](#) website maintenance: \$8,938 (FHWA)
 - TransCAD annual license: \$1,200 (FHWA)
 - Vulnerability Assessment: \$100,000-partial (FHWA)
4. **Long-Range Transportation Planning (Project)**
 - Intersection Management Program/Corridor Management Program (on call consultant support): Funding as needed (FHWA).
 - Route 113-Spackenkill Rd Sidewalk Feasibility Study (Town of Poughkeepsie): \$50,000-partial (FHWA)
 - Watch Out For Me Campaign (Dutchess County): \$10,000 (FHWA)

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We typically include a small contingency in our contracts to account for possible cost overruns or add-ons. For 2022-2023, this totals \$33,000 in FHWA PL funds.

11. IJA Planning Factors

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

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

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

We referenced these planning factors while developing our tasks for the 2022-2023 UPWP. 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 our process.

12. Local Planning Priorities

Our county continues to deal with the fallout from COVID in our lives, economy, and travel patterns. This planning program tries to address these changes by promoting our vision of the county's transportation future, embodied in [Moving Dutchess Forward](#). Our new program will shape how we tackle issues such as transportation safety, reliability, and equity, and attempt to reduce transportation barriers to housing, jobs, goods and services, education, and recreation. This program begins to carry out some of the policy actions and best practices that we recommend in the new plan. It also reflects several local planning priorities that we selected through an open call for planning proposals in the fall of 2021. Some of these studies will use consultant support and others will be done by DCTC staff. We have also created two new standing tasks – an Intersection Management and Corridor Management Program – that will use the same on-call consultant.

13. Planning Emphasis Areas

FHWA and FTA periodically establish Planning Emphasis Areas (PEAs) to advance national goals identified in federal law, reflect federal priorities, or to respond to congressional direction established through the appropriations process. PEAs highlight subjects that should be addressed in federally funded planning programs. On December 30, 2021, the Offices of Planning for FHWA and FTA issued joint guidance on eight new PEAs that MPOs should consider in their planning programs:

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future: Accelerate the nation’s transition to electric and other alternative fueled vehicles, plan for a sustainable infrastructure system, and take steps to prepare for and adapt to the impacts of climate change.
2. Equity and ‘Justice40’ in Transportation Planning: Advance racial equity and support for underserved and disadvantaged communities through transportation policy and projects (e.g., promoting walking, biking, and transit options for focus populations).
3. Complete Streets: Provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.
4. Public Involvement: Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement tools into outreach.
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination: Coordinate with

- representatives from DOD during the transportation process to address the needs for STRAHNET routes and other public roads that connect to DOD facilities
6. Federal Land Management Agency (FLMA) Coordination: Coordinate with FLMAs in the transportation planning process to address access roads and transportation services connected to federal lands.
7. Planning and Environment Linkages (PELs): Implement PELs as part of the transportation planning and environmental review processes. PELs consider environmental, community, and economic goals early in the planning process, and uses the resulting information, analysis, and products to inform the environmental review process. PEL leads to interagency relationship building among improve project delivery timeframes.
8. Data in Transportation Planning: Incorporate data sharing into the transportation planning process.

Though FHWA and FTA state that these PEAs are not statutory requirements, we understand their importance in promoting national policy goals. And these goals happen to align very closely with our policy goals for the metropolitan planning area. In fact, our recently adopted transportation plan, [Moving Dutchess Forward](#), speaks to many of these PEAs, particularly as they relate to promoting safety, equity, and resiliency, either as stated policy goals or recommended, transformative projects. This planning program carries these issues forward into actual planning tasks such as beginning a Vulnerability Assessment, progressing next steps from the Poughkeepsie 9.44.55 study, implementing Complete Streets improvements, and updating our Public Participation Plan.

2022-2023 Unified Planning Work Program (UPWP)

Figure 5. 2022-2023 UPWP Tasks and IJJA Planning Factors

DCTC 2022-2023 UPWP Task	1. Support Economic Vitality	2. Increase Safety	3. Increase Security	4. Increase Accessibility and Mobility	5. Protect and Enhance Environment and Quality of Life	6. Enhance Integration and Connectivity	7. Promote Efficient System Management	8. Improve Preservation of Existing System	9. Enhance System Resiliency and Reliability	10. Enhance Travel and Tourism
MP 101 - Support and Administration										
MP 102 - Unified Planning Work Program (UPWP)	X	X	X	X	X	X	X	X	X	X
MP 103 - Public Participation Activities										
MP 104 - Transportation Management Area (TMA) Coordination										
MP 105 - Federal, State, and Local Reporting										
MP 106 - Professional Development										
MP 201 - Demographic Data Analysis and Forecasting										
MP 202 - Travel Data Analysis and Forecasting						X				
MP 203 - Vehicle/Bicycle/Pedestrian Count Activities	X	X			X	X				
MP 204 - Major Projects Tracking	X									
MP 205 - Geographic Information Systems (GIS)/Database Management										
MP 206 - Pavement Condition Monitoring Program						X	X			
MP 207 - Performance Monitoring						X				
MP 208 - Countywide Vehicle Speed Analysis		X								
MP 209 - Functional Classification Update							X			
MP 301 - Metropolitan Transportation Plan (MTP)	X	X	X	X	X	X	X	X	X	X
MP 302 - Air Quality and Energy Planning					X				X	
MP 303 - Congestion Management Planning (CMP)	X					X			X	
MP 304 - Emerging Transportation Technologies Planning	X	X		X	X	X	X		X	X
MP 305 - Regional Transit Planning	X		X	X	X	X			X	X
MP 306 - Regional Freight Planning	X			X	X					
MP 307 - Vulnerability Assessment	X			X					X	X
MP 308 - Other Studies										
MP 401 - Community Transportation Planning Assistance	X			X	X	X	X	X		
MP 402 - Local Pedestrian Planning Initiative	X	X		X	X	X				X
MP 403 - Bicycle-Pedestrian Plan Implementation				X						
MP 404 - Complete Streets Implementation		X		X	X	X				
MP 405 - Transportation Safety Planning		X	X							
MP 406 - Coordination of Human Service Transportation				X	X	X				
MP 407 - Local Transit Planning				X		X	X		X	X
MP 408 - Poughkeepsie 9.44.55 Implementation		X		X		X	X		X	
MP 409 - Intersection Management Program		X		X		X	X		X	
MP 410 - Corridor Management Program		X		X		X	X		X	
MP 411 - Route 9-Mill/Montgomery St Complete Streets Assessment		X		X	X	X			X	
MP 412 - Route 113-Spackenkill Rd Sidewalk Feasibility Study		X		X	X	X			X	
MP 501 - Transportation Impact Reviews/Sustainable Development Practices	X			X	X	X				
MP 502 - Inter-Departmental Project Coordination				X		X	X			
MP 601 - Transportation Improvement Program (TIP)	X	X	X	X	X	X	X	X	X	X
MP 701 - NYSAMPO Activities										

2022-2023 Unified Planning Work Program (UPWP)

2022-2023 UPWP Tasks

Tasks in the 2022-2023 UPWP are organized under FTA Activity Line Item (ALI) headings (e.g., 44.21.00) and then listed individually using 'MP' codes. We use the 'MP' codes to track staff hours through the Dutchess County time accounting system. Each task is listed below and described in detail in the following pages.

2022-2023 UPWP Task Codes

Program Support and Administration (44.21.00)

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

Data Development and Analysis (44.22.00)

- MP 201 Demographic Data Analysis and Forecasting
- MP 202 Travel Data Analysis and Forecasting
- MP 203 Vehicle/Bicycle/Pedestrian Count Activities
- MP 204 Major Projects Tracking
- MP 205 Geographic Information Systems (GIS)/Database
Management
- MP 206 Pavement Condition Monitoring
- MP 207 Performance Monitoring
- MP 208 Countywide Vehicle Speed Analysis
- MP 209 Functional Classification Update

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

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

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

- MP 401 Community Transportation Planning Assistance
- MP 402 Local Pedestrian Planning Initiative - Dover Plains
(Town of Dover)
- MP 403 Pedestrian-Bicycle Plan Implementation
- MP 404 Complete Streets Implementation
- MP 405 Transportation Safety Planning
- MP 406 Coordination of Human Service Transportation
- MP 407 Local Transit Planning
- MP 408 Poughkeepsie 9.44.55 Implementation
- MP 409 Intersection Management Program
- MP 410 Corridor Management Program
- MP 411 Route 9-Mill/Montgomery St (Village of Rhinebeck)
Complete Streets Assessment
- MP 412 Route 113-Spackenkill Rd (Town of Poughkeepsie)
Sidewalk Feasibility Study

Short-Range Transportation Planning (44.24.00)

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

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Transportation Improvement Program (TIP) (44.25.00)

MP 601 Transportation Improvement Program (TIP)

Other Activities (44.27.00)

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

Program Support and Administration

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

MP 101 – Support and Administration

Description: This task covers the administrative work of staff, which is necessary for us to comply with federal and state requirements for the metropolitan transportation planning program. It includes all activities related to the day-to-day operations of the DCTC and its Planning Committee, including administrative work items required by its host agency, the Dutchess County Planning Department. These items can include general inquiries by agencies about planning projects or budgets. Communications with federal and state agencies not covered by other activities also fall under this task.

Products:

- DCTC and Planning Committee meetings (April 2022-March 2023)
- DCTC Resolutions (April 2022-March 2023)
- Meeting materials (April 2022-March 2023)

Responsible Agencies: DCTC and Dutchess County Planning Department

Budget Estimate: FHWA \$135,373, FTA \$42,774, State \$29,397, Local \$9,803



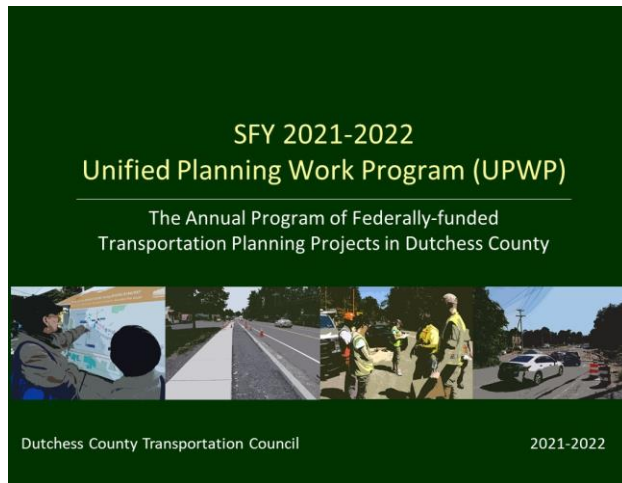
Our voting members meet periodically to approve actions necessary to carry out a locally driven transportation planning process. We also rely on virtual methods to collaborate.

MP 102 – Unified Planning Work Program (UPWP)

Description: This task includes all work associated with the development and publication of the UPWP, our annual statement of work. During 2022-2023, we will issue a final, approved version of the SFY 2022-2023 UPWP. Any work on

2022-2023 Unified Planning Work Program (UPWP)

amending or administratively modifying the UPWP to reflect scope or cost changes is also covered under this task. We will monitor the progress of approved planning tasks in this UPWP and begin development of the Draft SFY 2023-2024 UPWP. We will also issue a year-end expenditure report for the SFY 2021-2022 UPWP upon close-out of our final reimbursement request after March 31, 2022.



We typically approve a new UPWP in March of each year.

Products:

- Final 2022-2023 UPWP (April 2022)
- 2021-2022 UPWP Year-end Expenditure Report (April-June 2022)
- Draft 2023-2024 UPWP (November 2022-March 2023)

Responsible Agency: DCTC

Budget Estimate: FHWA \$32,489, FTA \$10,266, State \$7,055, Local \$2,352

MP 103 – Public Participation Activities

Description: This task involves work performed by staff to provide the public with timely and effective information about our activities and products. This 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. Other tasks include the distribution of our studies and reports to community organizations, individuals, and local media, and email updates about our activities. As part of our public outreach, we will continue to use visual and virtual tools to convey program information. This includes fine-tuning our website and the continued use of [federal plain language](#) principles.

For this year, we will revise our Public Participation Plan to better define our outreach activities, with an emphasis on reaching focus equity populations, coordinating with tribal nations, and integrating virtual and web-based engagement tools in our planning process. Using the County’s GovDelivery system, we will also update our contact database and email lists to better manage our contacts and public emails. And lastly, we will finalize a new logo and style guide for the DCTC to add consistency to our messaging and improve our brand recognition among the public.

Products:

- New contact database system (April-September 2022)
- New DCTC logo and style guide (April-June 2022)
- New Public Participation Plan (April-September 2022)
- Press releases and notices (April 2022-March 2023)

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- Public meetings or events (April 2022-March 2023)
- DCTC website updates (April 2022-March 2023)

Responsible Agency: DCTC

Budget Estimate: FHWA \$46,027, FTA \$12,833, State \$9,673, Local \$3,224



We use a variety of virtual tools to engage the public, including our website, which is hosted by Dutchess County government.

MP 104 – Transportation Management Area (TMA) Coordination

Description: This task covers our administrative work to meet TMA planning requirements for the Poughkeepsie-Newburgh NY-NJ Urbanized Area. This includes participating in TMA meetings, sharing information with OCTC and UCTC staff and other TMA partners, and collaborating on matters related to the TMA. As a member of the TMA, we will work closely with our partners to sub-allocate [FTA Section 5307 \(Urbanized Area](#)

[Formula](#)), [Section 5310 \(Enhanced Mobility of Seniors and Individuals with Disabilities\)](#), and [Section 5339 \(Bus and Bus Facilities\)](#) funding to local providers. TMA-related work on specific tasks such as the Congestion Management Process (CMP), Regional Transit Plan, and Regional Freight Plan are listed under separate tasks (MP 303, 305, and 306 respectively). We will also work on any corrective actions or recommendations stemming from the 2021 Federal Certification Review of the TMA.

Products:

- TMA meetings (April 2022-March 2023)
- TMA required resolutions and agreements (April 2022-March 2023)
- Staff coordination on TMA administrative activities, including items needed to satisfy any corrective actions or recommendations from the 2021 Federal Certification Review (April 2022-March 2023)

Responsible Agencies: DCTC, OCTC, and UCTC

Budget Estimate: FHWA \$35,197, FTA \$12,833, State \$7,963, Local \$2,654

MP 105 – Federal, State, and Local Reporting

Description: This task addresses work needed to fulfill federal, state, and local reporting requirements related to our operations and finances. This includes the preparation of quarterly NYSDOT payment requests, semi-annual [Disadvantaged Business Enterprise \(DBE\)](#) reports, semi-annual

2022-2023 Unified Planning Work Program (UPWP)

UPWP progress reports, and Dutchess County auditing reports. It also includes work on our portion of the Planning Department's annual budget. Lastly, this task covers the completion of the Annual Listing of Obligated Projects for FFY 2022, 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 2022; January 2023)
- Semi-annual DBE reports (April and November 2022)
- Semi-annual UPWP progress reports (April and November 2022)
- Dutchess County Single Audit (July-September 2022).
- 2023 Dutchess County Budget development (June-September 2022)
- Annual Listing of Obligated Projects for FFY 2022 (December 2022)

Responsible Agency: DCTC

Budget Estimate: FHWA \$13,537, FTA \$4,278, State \$2,939, Local \$979

MP 106 – 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 transportation-focused topics as well as land use and environmental planning. We will provide summary reports of trainings as needed.

Products:

- Training webinars and conferences (April 2022-March 2023)

Responsible Agency: DCTC

Budget Estimate: FHWA \$8,122, FTA \$2,567, State \$1,763, Local \$587

Data Development and Analysis

The Data Development and Analysis category supports gathering and analyzing data to better understand the population served by the DCTC 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 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 planning activities, especially the MP 300 and MP 400-series tasks.

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MP 201 – Demographic Data Analysis and Forecasting

Description: We use demographic data to help inform our transportation planning process and assess trends in our population, economy, and travel behavior. For 2022-2023, we will spend much of our time for this task analyzing data from the 2020 Census, especially as it relates to local population characteristics such as age, race and ethnicity, and housing. We will use this analysis to assess the accuracy of our demographic forecasts and trends in [Moving Dutchess Forward](#), and to further our understanding of focus equity populations and areas discussed in the plan. We will also assess changes to our urbanized area population resulting from the 2020 Census and the designation of new urbanized area boundaries by the Census Bureau.

We will continue our analysis of socio-economic data from the [American Community Survey \(ACS\)](#), [Census Transportation Planning Products \(CTPP\)](#) program, and other [U.S. Census Bureau](#) products – in particular, we will be looking at any noticeable changes caused by the COVID pandemic. We will also refer to economic and employment data from the [Bureau of Labor Statistics \(BLS\)](#) to better understand commuter flows in the region and data from the [2017 National Household Travel Survey \(NHTS\)](#) to understand travel behavior in Dutchess County.

Products:

- Assessment of demographic forecasts and trends in in [Moving Dutchess Forward](#) (April 2022-March 2023)
- Analysis of 2020 Census data as it relates to focus

equity populations identified in [Moving Dutchess Forward](#) (April 2022-March 2023)

- Assessment of new urbanized area boundary based on the 2020 Census (July-September 2022)
- Analysis of 2020 Census, 2020-2024 ACS, CTPP, and BLS data (April 2022-March 2023)
- Analysis of data from the NYSDOT 2017 NHTS add-on for the Poughkeepsie metropolitan area (April 2022-March 2023)

Responsible Agency: DCTC

Budget Estimate: FHWA \$36,337, FTA \$5,758, State \$6,817, Local \$2,272

MP 202 – Travel Data Analysis and Forecasting

Description: We analyze a range of data to understand how travel currently occurs and might occur within the region and county. Some of our understanding is informed by national and state data, such as monthly [travel volume trends reported by FHWA](#) and annual estimates of Vehicle Miles of Travel (VMT) issued by the [NYSDOT Highway Data Services Bureau](#). We occasionally use our travel demand model to inform our understanding of future travel across the county’s highway network. Travel forecasts from the model support our own long-range transportation planning efforts and other state and regional planning activities. We use data from our traffic count program, NHTS survey, and Major Projects Report (task MP 204 – Major Projects Tracking) to help benchmark travel forecasts. As appropriate, we will begin to explore how to

2022-2023 Unified Planning Work Program (UPWP)

integrate 2020 Census data into the model. Annual maintenance support for our [TransCAD](#) travel demand model software also falls under this task.

Products:

- TransCAD maintenance support contract (April 2022- March 2023)
- Countywide travel demand forecasts (as needed)

Responsible Agency: DCTC

Budget Estimate: FHWA \$14,962, FTA \$1,234, State \$2,593, Local \$864

MP 203 – Vehicle/Bicycle/Pedestrian Count Activities

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

We will use a consultant to collect traffic count data (volumes, vehicle classifications, and speeds) at approximately 210 locations across the county. Collected data will adhere to NYSDOT requirements and support system-wide and local transportation planning activities, including congestion management planning, safety planning, and our annual high-end speeding analysis (see task MP 208 – Countywide Vehicle Speed Analysis). We will also provide collected data to the [Dutchess County Office of Central and Information Services](#)

[\(OCIS\)](#) to update our [Traffic Data app](#) (see task MP 205 – Geographic Information Systems/Database Management).

Through our contractor, we will continue to use video and tube counters to count people walking and bicycling on select 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.



Our 2022 Traffic Count Program will collect volume, classification, and speed data on a variety of county and local roads in Dutchess County, such as CR 62 (Rudd Pond Rd) in North East shown here.

Products:

- 2022 Traffic Count Program (April-December 2022).
- Bicycle/pedestrian counts at selected locations (April-December 2022)
- Volunteer bicycle/pedestrian count program (September 2022)

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Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$85,499, State \$13,500, Local \$4,500

MP 204 – Major Projects Tracking

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

Products:

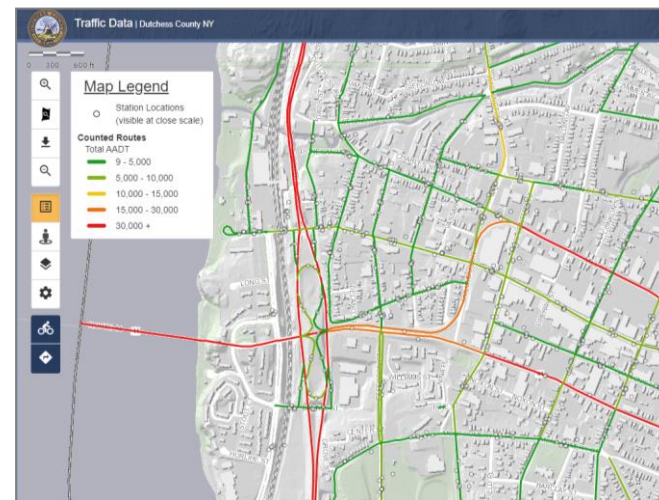
- 2021 Major Projects Report (April-June 2022).
- Development inventory reporting to NYMTC (as needed)

Responsible Agencies: DCTC and Dutchess County Planning Department

Budget Estimate: FHWA \$8,550, FTA \$411, State \$1,427, Local \$476

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

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



Our Traffic Data app presents traffic volume, speed, and classification data through an interactive mapping portal created by the Dutchess County Office of Central and Information Services (OCIS).

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

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to customize how data is displayed on the map and to export maps as needed.

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

Products:

- Maintenance and updates to our online mapping applications: [Moving Dutchess Forward web maps](#), [Traffic Data app](#), [TIP Viewer](#), and [Bike Dutchess app](#) (April 2022-March 2023)
- Pedestrian/Bicycle count application (April 2022-March 2023)
- Demographic and transportation mapping products for planning studies (April 2022-March 2023)

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

Budget Estimate: FHWA \$36,377, FTA \$411, State \$5,814, Local \$1,938

MP 206 – Pavement Condition Monitoring

Description: This task builds upon our previous work with [Dutchess County Public Works](#) and the [Cornell Asset](#)

[Management Program \(CAMP\)](#) to establish a uniform method to measure pavement conditions on non-state roads in Dutchess County. We began this process in 2016 and subsequently completed two full assessments of the entire county. Pausing during 2020-2021 due to COVID, we reassessed the utility of the program and investigated other monitoring systems that could better meet our goals for data quality and detail. Based on a review of best practices, we identified automated processes worth consideration. Accordingly, we may develop an RFP and scope of services for a new monitoring program to begin in 2023. In the meantime, we will continue to analyze pavement condition data collected by NYSDOT for state highways and local federal-aid roads.

Products:

- Analysis of pavement condition data collected by NYSDOT (April 2022-March 2023)
- Possible RFP for a new automated pavement monitoring program for county and local roads (January-March 2023)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$10,687, State \$1,687, Local \$562

MP 207 – Performance Monitoring

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

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

Products:

- Approval of new statewide or agency performance targets for safety, pavement/bridge conditions, traffic congestion, transit equipment, and transit safety (as needed)
- Develop goals for recommended performance measures in [Moving Dutchess Forward](#) (April 2022-March 2023)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$4,275, FTA \$411, State \$752, Local \$251

MP 208 – Countywide Vehicle Speed Analysis

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

enforcement agencies with efforts to target speed enforcement and implement traffic calming measures to reduce speeding in the county.

Products:

- Countywide high-end speeding analysis (January-March 2023)

Responsible Agency: DCTC

Budget Estimate: FHWA \$8,550, State \$1,350, Local \$450

MP 209 – Functional Classification Update

Description: We will review the current functional classifications of our road network and make suggestions for changes. Functional classification is a national system used to define the role that a road plays in serving traffic flow throughout the network, grouping them into classes according to their character and role. Since traffic and land use patterns have changed considerably since our previous update, we believe a thorough review is warranted. We will coordinate this update with any changes to our new urbanized area, which could affect urban/rural road functional classifications.

Products:

- Functional Classification changes (April 2022-March 2023)

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

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Budget Estimate: FHWA \$8,550, State \$1,350, Local \$450

Long-Range Transportation Planning (System Level)

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

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

MP 301 – Metropolitan Transportation Plan (MTP)

Description: In 2021, we completed [Moving Dutchess Forward](#), our groundbreaking 25-year Transportation Plan for Dutchess County. Designed as an interactive online plan, it seeks to humanize how we talk about transportation, so instead of focusing on infrastructure for the sake of

infrastructure, it focuses on people – specifically, how our transportation system enables or prevents people from participating in the basics of life (housing, work, education, services, etc.). The plan also includes this vision statement: **By 2045, Dutchess County’s transportation system will be safer, more reliable, resilient, and equitable.**

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



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

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

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

Products:

- Implementation of [Moving Dutchess Forward](#) (April 2022-March 2023)
- Updates to [Moving Dutchess Forward](#), including administrative modifications and amendments (as needed)

Responsible Agencies: DCTC and member agencies

Budget Estimate: FHWA \$70,394, FTA \$6,663, State \$12,364, Local \$4,121

MP 302 – Air Quality and Energy Planning

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

Although the EPA does not require a regional emissions analysis for orphan area conformity statements, we will participate as needed in statewide Interagency Consultation Group (ICG) conference calls and meetings to review project proposals and assess their impacts on regional air quality. We will also develop and publish required conformity determination statements for MPO actions in the Poughkeepsie Ozone Non-attainment Area, such as the adoption of our new FFY 2023-2027 TIP in 2022.

Products:

- TIP conformity determination statement (April-June 2022)
- ICG meetings (bi-monthly)

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

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Budget Estimate: FHWA \$11,115, FTA \$740, State \$1,894, Local \$631

MP 303 – Congestion Management Process (CMP)

Description: We will continue our work with [OCTC](#) and [UCTC](#) in support of the Mid-Hudson Valley TMA's [Congestion Management Process \(CMP\)](#). The CMP, approved by the MPOs in 2019, builds on [previous CMP work](#) by the TMA and establishes a four-step process to measure, define, locate, and manage congestion on the National Highway System.

The TMA began work on the CMP by publishing a technical memorandum that uses a macro-level analysis to identify the most congested areas in the region. For Dutchess County, we followed this with a second technical memorandum that described our micro-level investigation of the congested areas identified in the region-wide screening. For 2022-2023, we may explore a second iteration of this process, solely for Dutchess County, where we conduct a macro-level screening to measure overall congestion in the county and then a micro-level screening of identified congested areas. We may delay this analysis if additional data for non-federal aid road is not available or if travel time data is not reliable due to COVID induced travel disruptions.

As part of our CMP work, we will continue to work closely with the NYSAMPO Modeling Working Group and the [University at Albany's AVAIL team](#) to improve the functionality of its portal to the [National Performance Management Research Data Set \(NPMRDS\)](#). The NPMRDS, which is based on wireless vehicle

probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the [National Highway System \(NHS\)](#), and includes archived speed and travel time data matched to location data.

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

Products:

- NPMRDS data analysis (April 2022-March 2023)
- CMP technical memos (April 2022-March 2023)
- TDM support (April 2022-March 2023)

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT

Budget Estimate: FHWA \$37,049, FTA \$740, State \$5,989, Local \$1,996

MP 304 – Emerging Transportation Technologies Planning

Description: This task addresses staff research and planning support for the deployment and integration of emerging transportation-related technologies 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 other cars and infrastructure around them; autonomous vehicles refer to

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



We will continue to provide planning assistance to agencies and communities as they expand EV infrastructure in the county like this charging station in the City of Poughkeepsie.

We will also continue our support of [Intelligent Transportation Systems \(ITS\)](#) activities. Much of this ITS work will focus on

updates to the Hudson Valley's ITS architecture and ITS deployment within our region and county. This includes ITS planning support for Dutchess County Public Transit.

Products:

- Research and planning activities related to emerging transportation technologies such as CAVs, EVs, TNCs, etc. (April 2022-March 2023)
- Assist with updating and implementing the Hudson Valley's ITS architecture plan (April 2022-March 2023)

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

Budget Estimate: FHWA \$18,525, FTA \$1,234, State \$3,156, Local \$1,052

MP 305 – Regional Transit Planning

Description: We will work with OCTC and UCTC, in coordination with Mid-Hudson Valley transit operators, to implement our new regional transit plan, [Connect Mid-Hudson](#). The transit plan recommends ways to better coordinate and connect transit systems between Dutchess, Orange, and Ulster counties and connect our region to others such as the New York City metropolitan area. The recommendations focus on improving connections in urban centers, major residential and job centers, and transportation hubs such as train stations and park-and-ride lots. The plan includes an analysis of the future transit capital needs for the region, both for equipment and facilities, and estimates the

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amount of funding needed to maintain and expand the regional transit system. Work during 2022-2023 will focus on helping our operators implement the plan's recommendations, such as piloting select microtransit services, with consideration of changing travel patterns due to COVID and available funding.

Products:

- Implement recommendations from [Connect Mid-Hudson](#) (April 2022-March 2023)
- Regional transit operational and capital planning (April 2022-March 2023)

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

Budget Estimate: FTA \$12,586, State \$2,360, Local \$787

MP 306 – Regional Freight Planning

Description: This task covers our work to study freight movement trends across the region and county. In 2021-2022, the DCTC, OCTC, and UCTC created a freight subcommittee with staff from the three MPOs. Spearheaded by OCTC, the subcommittee developed a two-phased work program to study regional freight, beginning with an inventory of available freight data. The subcommittee subsequently began to analyze this data to understand freight travel patterns and develop county specific freight fact sheets that we will finalize in 2022-2023. The fact sheets and freight data analysis will lay

the groundwork for a regional freight plan. Our work will also focus on better understanding freight's effects on the transportation system, specifically as it relates to safety (crashes) and reliability (congestion). We will also look at access issues related to large warehouses and impacts of local freight deliveries on the road network.

The TMA has developed an online mapping platform, using ESRI's ArcGIS Hub, that we will use to engage the freight community and present information about freight to the public. We will continue to update this platform in 2022-2023 and broaden it to serve as a central clearinghouse for other TMA planning products such as the CMP and regional transit plan. The new platform will be used to introduce freight stakeholders to the MPOs and the TMA planning process. The three MPOs will continue to build their contact database of freight operators and begin to engage them during the year.

Products:

- Mid-Hudson Valley TMA ArcGIS Hub website (April 2022-March 2023)
- Freight fact sheets for TMA counties (April-September 2022)
- Analysis of regional freight flows and trends (April-September 2022)
- Freight stakeholder outreach (April 2022-March 2023)

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT

Budget Estimate: FHWA \$44,459, State \$7,020, Local \$2,340

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MP 307 – Vulnerability Assessment

Description: As recommended in [Moving Dutchess Forward](#), we will begin a consultant supported vulnerability assessment of our transportation infrastructure. The assessment will build upon our work in the plan, which broadly discusses how climate change will impact our transportation system (for example, see our [Flood Vulnerability Map](#)). We will begin a more detailed Vulnerability Assessment to better understand these impacts and prepare our system for climate change.

The Vulnerability Assessment will look at a range of climate hazards such as increased precipitation and flooding, warmer temperatures, and extreme climate events, and what impacts they will have on our transportation system, including roads, bridges, large culverts, rail lines/stations, bus routes and facilities, sidewalks, and rail trails. The assessment will use available climate and other data to identify hazard areas and their relationship to infrastructure. This information will inform agencies about which facilities may be the most vulnerable to climate change and help them prioritize needed improvements to make critical transportation infrastructure more resilient.

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

Smart Communities (CSC) program.

Products:

- Vulnerability Assessment RFP (April-June 2022)
- Data gathering (April-June 2022)
- Assessment website (July-September 2022)
- Existing conditions analysis (April-September 2022)
- Future conditions analysis (October-December 2022)
- Draft Vulnerability Assessment (January-March 2023)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$185,247, FTA \$2,468, State \$29,713, Local \$9,904

MP 308 – Other Transportation Studies

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 statewide traffic count collection, pavement condition monitoring, and infrastructure inventories. We will also participate in other regional or countywide studies that may have an impact on or support our transportation planning process.

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Products:

- Review and comment on state, regional, or countywide studies relevant to the metropolitan transportation planning process (as needed)

Responsible Agencies: DCTC, NYSDOT, and other agencies

Budget Estimate: FHWA \$3,705, FTA \$247, State \$631, Local \$210

Long-Range Transportation Planning (Project Level)

The Long-Range Transportation Planning (Project Level) category includes planning tasks that address transportation issues in a specific community, sub-area, or corridor within the metropolitan planning area. The Project Level category also addresses specific transportation modes and practices at the county and municipal level, most notably as they relate to promoting walking and bicycling or implementing Complete Streets principles.

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

MP 401 – Community Transportation Planning Assistance

Description: 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. These initiatives seek to create less auto-dependent neighborhoods by transforming strip commercial areas into mixed-use centers, improving connections between land uses, and promoting walking, bicycling, and transit. These principles can help reduce traffic congestion in neighborhoods and increase their livability.

This task also covers our work to better coordinate local land use and transportation planning decisions and promote sustainable development. For 2022-2023, we will work with the Dutchess County Planning Department on its new Housing Initiative to research and promote policies to expand the mix of housing types and level of affordability across the county. This includes the County's Housing Needs Assessment which was begun in late 2021. We will also work with the Town of Poughkeepsie to address parking issues in the Arlington area.

Products:

- Provide planning support for the Dutchess County Housing Needs Assessment and Housing Initiative (April 2022-March 2023)
- Community transportation planning assistance (April 2022-March 2023)
- Parking analysis support for Arlington (April-July 2022)

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

Budget Estimate: FHWA \$7,980, FTA \$494, State \$1,353, Local \$451

MP 402 – Local Pedestrian Planning Initiative – Town of Dover (Dover Plains)

Description: With support from the Dutchess County Planning Department, we will provide technical assistance to the Town of Dover as part of our long-standing pedestrian planning initiative. This work will include an analysis of existing pedestrian infrastructure and the identification of strategies to improve the walking experience by closing sidewalk gaps, providing new pedestrian connections, and offering design alternatives for locations with heavy walking 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 \(Arlington\)](#). For 2022-2023, we will begin a pedestrian plan for the Dover Plains hamlet in the Town of Dover. We may follow this plan with a similar effort for the Wingdale hamlet.

Products:

- Pedestrian infrastructure inventory for Dover Plains Pedestrian Plan (April-June 2022)
- Draft Dover Plains Pedestrian Plan (October-December 2022)
- Final Dover Plains Pedestrian Plan (January-March 2023)

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

Budget Estimate: FHWA \$83,789, FTA \$494, State \$13,323, Local \$4,441

MP 403 – Pedestrian-Bicycle Plan Implementation

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

Products:

- Implementation of walking and bicycling recommendations from [Walk Bike Dutchess](#) (April 2022-March 2023)
- Quarterly BPAC meetings (April 2022-March 2023)
- Dutchess County ADA Transition Plan assistance (April 2022-March 2023)

Responsible Agencies: DCTC, Dutchess County, and member agencies

Budget Estimate: FHWA \$11,970, FTA \$494, State \$1,983, Local \$661

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MP 404 – Complete Streets Implementation

Description: We will continue to manage an inter-departmental [Complete Streets Committee](#) to implement the County’s [Complete Streets Policy](#), with a focus on influencing the design of county highway and building projects to be consistent with the policy. We will also work with Dutchess County Public Works and private developers to promote Complete Streets features in land use projects requiring county permits; this includes working to incorporate pedestrian, bicycle, ADA, and other improvements in proposed projects, particularly in designated centers.

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

Products:

- County Complete Streets Policy implementation (April 2022-March 2023)
- *Watch Out For Me* campaign materials (April 2022-March 2023)
- Bi-monthly Inter-Departmental Complete Streets

Committee meetings (April 2022-March 2023)

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

Budget Estimate: FHWA \$39,900, FTA \$1,728, State \$6,624, Local \$2,208

MP 405 – Transportation Safety Planning

Description: We routinely conduct [Safety Assessments \(SAs\)](#) at high-crash locations identified through an analysis of crash data or as suggested by member agencies. For 2022-2023, we may conduct a SA at a location identified in [Moving Dutchess Forward](#) or as requested by a member agency. The SA would identify low-cost strategies to improve transportation safety on high-crash road segments and intersections. If done, we will follow a modified version of FHWA’s [Road Safety Audit \(RSA\)](#) process and NYSAMPO’s Safety Assessment guidelines to complete the SA. Working with our member agencies, we will continue to support safety-related recommendations from [NYSDOT’s Strategic Highway Safety Plan](#).

We will also continue to participate on the [Dutchess County Traffic Safety Board](#) to help identify and mitigate local safety issues. We will support any work done by the Board for its School Bus Safety Awareness Campaign, such as public service announcements and signage to educate drivers about the

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dangers of passing school buses while loading or unloading students. This includes assisting the county with its [Stop-Arm Camera](#) program.

Products:

- Safety Assessment (as needed)
- DCTSB meetings (April 2022-March 2023)
- Dutchess County School Bus Safety Awareness Campaign and Stop-Arm implementation support (April 2022-March 2023)

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

Budget Estimate: FHWA \$55,859, FTA \$494, State \$8,913, Local \$2,971

MP 406 – Coordination of Human Service Transportation

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

Products:

- Implement the Coordinated Public Transit-Human Services Transportation Plan (April 2022-March 2023)
- Coordination with human service agencies to help meet their clients' mobility needs (April 2022-March 2023)
- Prioritize FTA Section 5310 projects in Dutchess County and the TMA (April-June 2022)

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

Budget Estimate: FTA \$6,170, State \$1,157, Local \$386

MP 407 – Local Transit Planning

Description: We will provide planning support to the [Dutchess County Public Transit](#) and [MTA/Metro-North Railroad](#) to improve the safety and effectiveness of local bus and rail services in the county and improve the customer experience 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 DCTC 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.



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

We will support the implementation of Dutchess County Public Transit’s countywide transit plan and its accessibility study of bus stops and shelters. We will also provide planning support to improve the availability of scheduling information to the public and support marketing efforts by Dutchess County Public Transit to expand public awareness of its services. We will participate on the County’s Transit Advisory Committee if reconstituted in 2022-2023.

Products:

- System, operational, and financial data sharing with transit providers, as per written agreement (April 2022-March 2023)
- Planning support to implement recommendations from the county transit plan and bus stop/shelter study (April 2021-March 2022)
- Transit Advisory Committee meetings (April 2022-March 2023)

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

Budget Estimate: FTA \$14,067, State \$2,638, Local \$879

MP 408 – Poughkeepsie 9.44.55 Implementation

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

Due to the complex nature of the two facilities, and based on recommendations in the study, some of these concepts may need to be tested further through a formal pilot project. Accordingly, this task will cover any planning work needed to progress the study’s recommendations, including a pilot project to test a 3-to-2 lane reduction on the arterials. This may include grant writing to secure funds for the pilot or to implement other recommendations from the study.

Products:

- Planning support to implement recommendations

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from the Poughkeepsie 9.44.55 study (April 2022-March 2023)

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

Budget Estimate: FHWA \$11,970, FTA \$247, State \$1,936, Local \$645

MP 409 – Intersection Management Program

Description: We will initiate a standing task to explore ways to improve the safety and reliability of key intersections throughout the county. Selected locations may include state, county, or local intersections identified by the DCTC through its planning work (e.g., high crash or high congestion locations in [Moving Dutchess Forward](#)) or suggested by member agencies. Typical work under this task will include the collection of turning movement counts and traffic signal data, an analysis of existing and future conditions, outreach to stakeholders, and the development of recommendations – the latter may include design concepts that help reduce barriers to safe, reliable, and equitable access, regardless of form of travel. This program may be used to determine the need for traffic signals or the replacement of signals with roundabouts.

For the first iteration of this program, we will likely focus on locations along the Route 9D corridor. This may include the I-84/9D interchange in Fishkill and the Route 9D/CR 92 (Chelsea Rd) intersection in Wappinger. Since Route 9D is a state highway, NYSDOT would play a critical advisory role

throughout any such planning. Due to the technical nature of this task, on-call consultant support will be needed to carry out the data gathering, traffic analysis, and design work.

Products:

- RFP for on-call consultant services (April 2022-March 2023)
- Data collection and analysis of existing conditions (April 2022-March 2023)
- Stakeholder outreach (April 2022-March 2023)
- Concept development (April 2022-March 2023)

Responsible Agencies: DCTC, NYSDOT, and local municipalities

Budget Estimate: FHWA \$63,839, State \$10,080, Local \$3,360

MP 410 – Corridor Management Program

Description: Like our Intersection Management Program, we will initiate a standing task to explore ways to improve the safety and reliability of key corridors throughout the county. Selected locations may include state, county, or local roads identified by the DCTC through its planning work (e.g., high crash or high congestion corridors or segments in [Moving Dutchess Forward](#)) or suggested by member agencies. Typical work under this task will include the collection of traffic and safety data, the modeling and analysis of existing and future conditions, outreach to stakeholders, and the development of recommendations, including design concepts. As with the Intersection Management Program, the goal would be to reduce barriers to safe, reliable, and equitable access,

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regardless of mode, while also expanding access to basic needs such as housing and jobs.

Though we have not identified any specific corridors for 2022-2023, the technical nature of this task would require consultant support to carry out any data gathering, modeling, and design work. This work would be done by the same on-call consultant used for the Intersection Management Program.

Products:

- RFP for on-call consultant services (April 2022-March 2023)

Responsible Agencies: DCTC, NYSDOT, and local municipalities

Budget Estimate: FHWA \$11,970, State \$1,890, Local \$630

MP 411 – Route 9-Mill/Montgomery St (Village of Rhinebeck) Complete Streets Assessment

Description: We will begin a new task to complete a Complete Streets assessment of Route 9 (Mill/Montgomery St) in the Village of Rhinebeck. This assessment, to be done by DCTC staff in coordination with the Village’s engineering consultant, will identify ways to improve walking and bicycling access on two key sections of Route 9 through the Village: Livingston St to Montgomery St to the north and South St to Rockefeller Ln to the south. These sections serve as informal gateways to the community. The assessment will focus on how to make these sections safer for walking and bicycling, and may produce a concept plan that identifies preferred improvements. Since

this road is a state highway, NYSDOT will play an advisory role during the planning process. The assessment may also help inform the design of NYSDOT’s pending culvert/bridge replacement project at the Landsman Kill near Rockefeller Ln.

Products:

- Work plan (April-June 2022)
- Data gathering and existing conditions assessment (July-September 2022)
- Stakeholder and public outreach (July 2022-March 2023)
- Draft Complete Streets Assessment, to include possible design concepts (October-December 2022)
- Final Complete Streets Assessment (January-March 2023)

Responsible Agencies: DCTC, NYSDOT, and Village of Rhinebeck



We will work with the Village of Rhinebeck and NYSDOT on a Complete Streets assessment of certain sections of Route 9 during the year.

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Budget Estimate: FHWA \$55,859, FTA \$247, State \$8,866, Local \$2,955

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

Description: Modeled after a similar study in Pleasant Valley, we will determine the feasibility of installing sidewalks on the Route 113 (Spackenkill Rd) corridor in the Town of Poughkeepsie. If deemed feasible, this task will also include a conceptual redesign of the road that identifies ways to improve safety, reliability, and livability, especially for people walking and biking.

For this task, we will look at access to Spackenkill High School and Todd Middle School, focusing on the section of Route 113 from Croft Rd to Cedar Ave. The concept plan and report will identify the issues, costs, and actions needed to implement any proposed improvements. Since this road is a state highway, NYSDOT will play a critical advisory role throughout the planning process. The final product would provide a basis for NYSDOT or the Town to pursue funding for construction in the coming years. Due to the technical nature of the work, we will seek consultant support to complete this task, and it may carry over to the 2023-2024 UPWP.

Products:

- Request for Proposals (July-September 2022)
- Data gathering and existing conditions analysis (October-December 2022)
- Public outreach (October 2022- March 2023)

- Preliminary design concepts (January-March 2023)

Responsible Agencies: DCTC, NYSDOT, and Town of Poughkeepsie

Budget Estimate: FHWA \$55,859, FTA \$247, State \$8,866, Local \$2,955

Short-Range Transportation Planning

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

MP 501 – Transportation Impact Reviews/Sustainable Development Practices

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

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plans and zoning referrals. During these reviews, we will recommend ways to mitigate impacts to the transportation system, especially on state and county highways.

Products: Site plan and zoning referral letters (April 2022-March 2023)

Responsible Agencies: DCTC and Dutchess County Planning Department

Budget Estimate: FHWA \$53,437, FTA \$6,170, State \$9,594, Local \$3,198

MP 502 – Inter-Departmental Project Coordination

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

Much of the work on this task will focus on progressing walkability projects funded through the county’s Universal Accessibility Program and completing the county’s Urban Trail project. For the former, we will continue to work closely with Dutchess County Public Works on their CR 75 (Innis Ave)

sidewalk and crosswalk project in the Town of Poughkeepsie. We will also provide planning support to Public Works for work on CR 103 (Annandale Rd) in the Town of Red Hook (done in coordination with Bard College).

Products:

- Planning support for projects funded through the Dutchess County Universal Accessibility Program, to include CR 75 (Innis Ave) (April 2022-March 2023)
- Planning support for the Urban Trail project in the City and Town of Poughkeepsie (April 2022-March 2023)
- Planning support for CR 103 (Annandale Rd) improvements in the Town of Red Hook (April 2022-March 2023)
- Recommendations on CDBG project submissions (October-December 2022)

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

Budget Estimate: FHWA \$17,812, FTA \$2,057, State \$3,198, Local \$1,066

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) serves as the capital program of federally funded transportation projects in Dutchess County and is developed and adopted by the DCTC as part of its metropolitan transportation planning process. The TIP covers a five-year period using the Federal Fiscal Year

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(FFY) calendar and is updated in conjunction with the [Statewide Transportation Improvement Program \(STIP\)](#). We will update the current [FFY 2020-2024 TIP](#) in the summer of 2022 as part of a statewide update of the STIP. The new TIP, covering FFY 2023-2027, will include new funding from IJJA.



We use the TIP to program federal funds for local transportation projects such as the reconstruction of CR 9 (Beekman Rd) shown here.

MP 601 – Transportation Improvement Program (TIP)

Description: This task includes all activities necessary to maintain the [FFY 2020-2024 TIP](#) through September 30, 2022 (the end of FFY 2022); this include processing Amendments and Administrative Modifications to maintain fiscal constraint and reflect changes to project scopes and schedules.

For 2022-2023, we will develop and approve a new FFY 2023-2027 TIP that programs federal highway and transit funding for our area from October 1, 2022-September 30, 2027. The new TIP will include funding from IJJA and other recent federal

laws such as the [American Rescue Plan Act \(ARPA\)](#). As part of this process, we may implement a new project selection framework to help prioritize federal-aid projects and better align the TIP with the goals and recommendations in [Moving Dutchess Forward](#). We will continue to actively engage project sponsors to help them progress local federal-aid projects and ensure that the TIP accurately reflects 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:

- Draft FFY 2023-2027 TIP (April-June 2022)
- Final FFY 2023-2027 TIP (July-September 2022)
- TIP Amendments and Administrative Modifications (April 2022-March 2023)
- Federal-aid project coordination with NYSDOT and project sponsors (April 2022-March 2023)

Responsible Agencies: DCTC, NYSDOT, and project sponsors

Budget Estimate: FHWA \$85,498, FTA \$11,517, State \$15,659, Local \$5,220

Other Activities

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

Description: We actively participate in [NYSAMPO](#), which provides a forum for the 14 MPOs across the state to coordinate and collaborate on mutually beneficial planning and training activities. These activities are supported by FHWA and FTA planning funds, which are matched by NYSDOT. In addition to regular staff director meetings, NYSAMPO coordinates 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. We will continue to chair the bicycle-pedestrian working group for SFY 2022-2023.

Products:

- NYSAMPO Director meetings (April 2022-March 2023)
- NYSAMPO working group meetings (April 2022-March 2023)
- NYSAMPO Bicycle-Pedestrian Working Group Chair activities (April 2022-March 2023)

Responsible Agencies: DCTC, NYSDOT, and NYSAMPO

Budget Estimate: FHWA \$14,250, FTA \$1,646, State \$2,559, Local \$853

14. Public Participation Process

Our Planning Committee reviewed the Draft 2022-023 UPWP at its meetings on January 26 and February 23, 2022. On January 28, 2022, we issued a public notice to our public information list, including local media outlets, agencies, and stakeholders. The public notice announced the availability of the UPWP for public review and comment for a 30-day period. The draft UPWP was also posted on our [website](#). We received over 25 comments on the draft UPWP, with most of these voicing strong support for the Route 113-Spackenkill Rd Sidewalk Feasibility Study. The DCTC voting members approved the UPWP on March 1, 2022.

On April 22, 2022, we received revised apportionment amounts for FTA MPP funds, which were higher than the estimates used in the UPWP. Accordingly, we processed an amendment to increase FTA funding across tasks. We also revised our FHWA PL budget to account for additional savings from the reconciled 2021-2022 UPWP. These changes were included in a 15-day public comment period prior to approval.

15. SFY 2022-2023 Program Budgets

The following tables provide information on the use of federal, state, and county funds in support of our work activities for SFY 2022-2023. Tables 2 and 3 summarize the FHWA and FTA Task Budgets; Tables 4 and 5 summarize the FHWA and FTA Object Budgets; Table 6 summarizes the FTA Detailed Budget; and Table 7 shows the federal, state, and county cost estimates for each individual task.

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Table 2. DCTC 2022-2023 UPWP FHWA (PL) Task Budget

UPWP Task	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$270,745	\$14,248	n/a	\$284,993
Data Development and Analysis	\$213,747	\$11,250	n/a	\$224,997
Long-Range Transportation Planning (System Level)	\$370,494	\$19,500	n/a	\$389,994
Long-Range Transportation Planning (Project Level)	\$398,995	\$21,001	n/a	\$419,996
Short-Range Transportation Planning	\$71,249	\$3,750	n/a	\$74,999
Transportation Improvement Program (TIP)	\$85,498	\$4,500	n/a	\$89,998
Other Activities	\$14,250	\$750	n/a	\$15,000
Toll Credits	n/a	n/a	\$224,997	\$224,997
Total	\$1,424,978	\$74,999	\$224,997	\$1,724,974

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

Table 3. DCTC 2022-2023 UPWP FTA (MPP) Task Budget

UPWP Task	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$85,553	\$5,348	\$16,043	\$106,944
Data Development and Analysis	\$8,226	\$514	\$1,542	\$10,282
Long-Range Transportation Planning (System Level)	\$24,679	\$1,542	\$4,627	\$30,848
Long-Range Transportation Planning (Project Level)	\$24,679	\$1,542	\$4,627	\$30,848
Short-Range Transportation Planning	\$8,226	\$514	\$1,542	\$10,282
Transportation Improvement Program (TIP)	\$11,517	\$720	\$2,159	\$14,396
Other Activities	\$1,646	\$103	\$309	\$2,058
Total	\$164,526	\$10,283	\$30,849	\$205,658

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

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Table 4. DCTC 2022-2023 UPWP FHWA (PL) Object Budget

Item	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$610,067	\$32,108	n/a	\$642,175
Fringe Benefits	\$373,912	\$19,680	n/a	\$393,592
Travel	\$2,606	\$137	n/a	\$2,743
Equipment	\$991	\$52	n/a	\$1,043
Supplies/Reproduction	\$1,437	\$76	n/a	\$1,513
Contractual	\$297,514	\$15,659	n/a	\$313,173
Indirect Charges	\$138,451	\$7,287	n/a	\$145,738
Toll Credits	n/a	n/a	\$224,997	\$224,997
Total	\$1,424,978	\$74,999	\$224,997	\$1,724,974

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

Table 5. DCTC 2022-2023 UPWP FTA (MPP) Object Budget

Item	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$83,906	\$5,244	\$15,732	\$104,882
Fringe Benefits	\$51,003	\$3,188	\$9,563	\$63,754
Travel	\$1,646	\$103	\$309	\$2,058
Equipment	\$1,646	\$103	\$309	\$2,058
Supplies/Reproduction	\$1,646	\$103	\$309	\$2,058
Contractual	\$0	\$0	\$0	\$0
Indirect Charges	\$24,679	\$1,542	\$4,627	\$30,848
Total	\$164,526	\$10,283	\$30,849	\$205,658

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

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Table 6. DCTC 2022-2023 UPWP FTA (MPP) Detailed Budget

Item	Federal Funding	State & Local Match ¹		Total
		Dutchess County	NYS DOT	
Staff Salaries	\$83,906	\$5,244	\$15,732	\$104,882
Fringe Benefits	\$51,003	\$3,188	\$9,563	\$63,754
Travel	\$1,646	\$103	\$309	\$2,058
Equipment	\$1,646	\$103	\$309	\$2,058
Supplies/Reproduction	\$1,646	\$103	\$309	\$2,058
Contractual	\$0	\$0	\$0	\$0
Indirect Charges	\$24,679	\$1,542	\$4,627	\$30,848
Total	\$164,526	\$10,283	\$30,849	\$205,658
Task				
44.21.00 - Program Support, Administration & Liaison	\$85,553	\$5,348	\$16,043	\$106,944
44.22.00 - Data Development & Analysis	\$8,226	\$514	\$1,542	\$10,282
44.23.01 - Long Range Transportation Planning-System Level	\$24,679	\$1,542	\$4,627	\$30,848
44.23.02 - Long Range Transportation Planning-Project Level	\$24,679	\$1,542	\$4,627	\$30,848
44.24.00 - Short Range Transportation Planning	\$8,226	\$514	\$1,542	\$10,282
44.25.00 - Transportation Improvement Program	\$11,517	\$720	\$2,159	\$14,396
44.27.00 - Other Activities	\$1,646	\$103	\$309	\$2,058
Total	\$164,526	\$10,283	\$30,849	\$205,658

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

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Table 7. DCTC 2022-2023 UPWP Task Cost Estimates

Task	FHWA (PL)	FTA (MPP)	NYS DOT	Dutchess County	Total
MP 101 - Support and Administration	\$135,373	\$42,774	\$29,397	\$9,803	\$217,347
MP 102 - Uinified Planning Work Program (UPWP)	\$32,489	\$10,266	\$7,055	\$2,352	\$52,162
MP 103 - Public Participation Activities	\$46,027	\$12,833	\$9,673	\$3,224	\$71,757
MP 104 - Transportation Management Area (TMA) Coordination	\$35,197	\$12,833	\$7,963	\$2,654	\$58,647
MP 105 - Federal, State, and Local Reporting	\$13,537	\$4,278	\$2,939	\$979	\$21,733
MP 106 - Professional Development	\$8,122	\$2,567	\$1,763	\$587	\$13,039
MP 201 - Demographic Data Analysis and Forecasting	\$36,337	\$5,758	\$6,817	\$2,272	\$51,184
MP 202 - Travel Data Analysis and Forecasting	\$14,962	\$1,234	\$2,593	\$864	\$19,653
MP 203 - Vehicle/Bicycle/Pedestrian Count Activities	\$85,499	\$0	\$13,500	\$4,500	\$103,499
MP 204 - Major Projects Tracking	\$8,550	\$411	\$1,427	\$476	\$10,864
MP 205 - Geographic Information Systems (GIS)/Database Management	\$36,337	\$411	\$5,814	\$1,938	\$44,500
MP 206 - Pavement Condition Monitoring	\$10,687	\$0	\$1,687	\$562	\$12,936
MP 207 - Performance Monitoring	\$4,275	\$411	\$752	\$251	\$5,689
MP 208 - Countywide Vehicle Speed Analysis	\$8,550	\$0	\$1,350	\$450	\$10,350
MP 209 - Functional Classification Update	\$8,550	\$0	\$1,350	\$450	\$10,350
MP 301 - Metropoltian Transportation Plan (MTP)	\$70,394	\$6,663	\$12,364	\$4,121	\$93,542
MP 302 - Air Quality and Energy Planning	\$11,115	\$740	\$1,894	\$631	\$14,380
MP 303 - Congestion Management Planning (CMP)	\$37,049	\$740	\$5,989	\$1,996	\$45,774
MP 304 - Emerging Transportation Technologies Planning	\$18,525	\$1,234	\$3,156	\$1,052	\$23,967
MP 305 - Regional Transit Planning	\$0	\$12,586	\$2,360	\$787	\$15,733
MP 306 - Regional Freight Planning	\$44,459	\$0	\$7,020	\$2,340	\$53,819
MP 307 - Vulnerability Assessment	\$185,247	\$2,468	\$29,713	\$9,904	\$227,332
MP 308 - Other Transportation Studies	\$3,705	\$247	\$631	\$210	\$4,793
MP 401 - Community Transportation Planning Assistance	\$7,980	\$494	\$1,353	\$451	\$10,278
MP 402 - Local Pedestrian Planning Initiative-Dover Plains	\$83,789	\$494	\$13,323	\$4,441	\$102,047
MP 403 - Bicycle-Pedestrian Plan Implementation	\$11,970	\$494	\$1,983	\$661	\$15,108
MP 404 - Complete Streets Implementation	\$39,900	\$1,728	\$6,624	\$2,208	\$50,460
MP 405 - Transportation Safety Planning	\$55,859	\$494	\$8,913	\$2,971	\$68,237

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Table 7. DCTC 2022-2023 UPWP Task Cost Estimates (Cont'd.)

Task	FHWA (PL)	FTA (MPP)	NYS DOT	Dutchess County	Total
MP 406 - Coordination of Human Service Transportation	\$0	\$6,170	\$1,157	\$386	\$7,713
MP 407 - Local Transit Planning	\$0	\$14,067	\$2,638	\$879	\$17,584
MP 408 - Poughkeepsie 9.44.55 Implementation	\$11,970	\$247	\$1,936	\$645	\$14,798
MP 409 - Intersection Management Program	\$63,839	\$0	\$10,080	\$3,360	\$77,279
MP 410 - Corridor Management Program	\$11,970	\$0	\$1,890	\$630	\$14,490
MP 411 - Route 9-Mill/Montgomery St Complete Streets Assessment	\$55,859	\$247	\$8,866	\$2,955	\$67,927
MP 412 - Route 113-Spackenkill Rd Sidewalk Feasibility Study	\$55,859	\$247	\$8,866	\$2,955	\$67,927
MP 501 - Transportation Impact Reviews/Sustainable Development Practices	\$53,437	\$6,170	\$9,594	\$3,198	\$72,399
MP 502 - Inter-Departmental Project Coordination	\$17,812	\$2,057	\$3,198	\$1,066	\$24,133
MP 601 - Transportation Improvement Program (TIP)	\$85,498	\$11,517	\$15,659	\$5,220	\$117,894
MP 701 - NYSAMPO Activities	\$14,250	\$1,646	\$2,559	\$853	\$19,308
Total	\$1,424,978	\$164,526	\$255,846	\$85,282	\$1,930,632