

April  
2024

**SFY 2024-2025**

# **Unified Planning Work Program (UPWP)**

The Annual Program of Federally Funded Transportation  
Planning Activities in Dutchess County (Revised)

DUTCHESS COUNTY  
TRANSPORTATION COUNCIL

Better ways from here to there

## DISCLAIMER

---

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

## TITLE VI STATEMENT

---

The Dutchess County Transportation Council (DCTC) is committed to compliance with Title VI of the Civil Rights Act of 1964, Restoration Act of 1987, and all related rules and statutes. DCTC assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under all programs, services, or activities administered by the DCTC, whether those programs and activities are federally funded or not. It is also the policy of the DCTC to ensure that all of its programs, policies, and other activities do not have disproportionate adverse effects on minority and low income populations. Additionally, the DCTC will provide meaningful access to services for persons with Limited English Proficiency.



85 Civic Center Plaza, Suite 107  
Poughkeepsie, NY 12601  
(845) 486-3600  
[dctc@dutchessny.gov](mailto:dctc@dutchessny.gov)  
[dutchessny.gov/dctc](http://dutchessny.gov/dctc)

**ADOPTION OF THE DUTCHESS COUNTY TRANSPORTATION COUNCIL (DCTC) STATE FISCAL YEAR (SFY) 2024-2025 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

**WHEREAS**, the federal surface transportation programs that are the responsibility of the DCTC are authorized by the Infrastructure Investment and Jobs Act (IIJA or 'Infrastructure Act') (PL 117-58, November 15, 2021); and

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

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

**WHEREAS**, the Draft 2024-2025 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, 2024 to March 31, 2025; and

**WHEREAS**, the Draft 2024-2025 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 2024-2025 UPWP; and

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

**WHEREAS**, the DCTC held a 15-day public comment period for the Draft 2024-2025 UPWP, starting February 9, 2024 and ending February 23, 2024; now therefore be it

**RESOLVED**, that the attached Draft 2024-2025 UPWP is hereby approved by the DCTC; and be it further

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

**CERTIFICATE**, the undersigned, duly qualified and Secretary of the Dutchess County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by ballot on March 4, 2024.

3/4/2024  
Date

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

## Table of Contents

<b>Background .....</b>	<b>1</b>	<b>2024-2025 UPWP Tasks.....</b>	<b>17</b>
<b>Our Organization .....</b>	<b>1</b>	Program Support and Administration.....	<b>18</b>
<b>Supporting Documents .....</b>	<b>2</b>	Data Development and Analysis.....	<b>21</b>
<b>Transportation Management Area .....</b>	<b>4</b>	Long-Range Transportation Planning (System Level) .	<b>26</b>
<b>2023-2024 Program Accomplishments .....</b>	<b>6</b>	Long-Range Transportation Planning (Project Level) .	<b>32</b>
<b>2024-2025 UPWP Overview .....</b>	<b>7</b>	Short-Range Transportation Planning .....	<b>40</b>
<b>Funding Overview .....</b>	<b>8</b>	Transportation Improvement Program (TIP) .....	<b>41</b>
FHWA (PL) Funds .....	<b>9</b>	Other Activities .....	<b>42</b>
FTA (MPP) Funds .....	<b>9</b>	<b>Public Participation Process .....</b>	<b>43</b>
State & Local Match .....	<b>10</b>	<b>2024-2025 Program Budgets .....</b>	<b>44</b>
Carryover Funds .....	<b>10</b>	<b>List of Tables:</b>	
Total Funding.....	<b>11</b>	Table 1: Available Funds for 2024-2025 UPWP .....	<b>12</b>
<b>National &amp; Statewide Organizations .....</b>	<b>11</b>	Table 2: 2024-2025 UPWP FHWA Task Budget .....	<b>44</b>
Association of Metropolitan Planning Organizations .	<b>11</b>	Table 3: 2024-2025 UPWP FTA Task Budget .....	<b>44</b>
New York State Association of MPOs.....	<b>11</b>	Table 4: 2024-2025 UPWP FHWA Object Budget.....	<b>45</b>
<b>Statewide &amp; Regional Planning Initiatives .....</b>	<b>13</b>	Table 5: 2024-2025 UPWP FTA Object Budget .....	<b>45</b>
<b>Consultant &amp; Inter-Departmental Support .....</b>	<b>14</b>	Table 6: 2024-2025 UPWP FTA Detailed Budget .....	<b>46</b>
<b>Federal Planning Factors.....</b>	<b>14</b>	Table 7: 2024-2025 UPWP Task Budget Estimates.....	<b>47</b>
<b>Local Planning Priorities.....</b>	<b>15</b>		
<b>Planning Emphasis Areas .....</b>	<b>15</b>		



**List of Figures:**

Figure 1: Transportation Council Membership ..... **3**

Figure 2: Mid-Hudson Valley TMA ..... **5**

Figure 3: DCTC Urban Area..... **5**

Figure 4: DCTC Savings, Allocations, & Expenses ..... **10**

Figure 5: Planning Tasks & Federal Planning Factors.. **16**

## 1. Background

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

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

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

- **Metropolitan Transportation Plan (MTP or Plan)** – the long-range multimodal transportation plan for Dutchess County. The Plan is updated every five years and addresses no less than a 20-year planning horizon. Our current Plan, [Moving Dutchess Forward](#), serves as the strategic guiding document for improving transportation in the county through 2045.

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

- **Transportation Improvement Program (TIP or Capital Program)** – the capital program for federally funded transportation projects in Dutchess County, covering a period of no less than four years. The Capital Program implements the recommendations from the Plan and includes funding sources, schedules, and responsible agencies for programmed highway, transit, bicycle, and pedestrian projects. We adopted our current [Federal Fiscal Year \(FFY\) 2023-2027 TIP](#) in 2022.
- **Unified Planning Work Program (UPWP or Planning Program)** – our annual work plan, identifying the federally funded planning activities we will undertake. The Planning Program includes descriptions of planning tasks and resulting products, a schedule for completing tasks, the cost of the work, funding sources, and the organizations working on each task. We adopted the current [State Fiscal Year \(SFY\) 2023-2024 UPWP](#) in 2023.

## 2. Our Organization

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



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

The voting members are supported by a Planning Committee that reviews documents and plans prior to formal adoption. The Planning Committee provides agency, municipal, and public input during the development of the Plan, Capital Program, Planning Program, and other products. Membership on the Planning Committee is open to all municipalities in Dutchess County. We also rely on subcommittees to assist with specific issues; these include a [Bicycle Pedestrian Advisory Committee](#), open to the public, and a Dutchess County [Complete Streets Committee](#), comprised of County staff from various departments.

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

### 3. Supporting Documents

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

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



**Figure 1. Transportation Council Membership**

**Permanent Voting Members**

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

**One Member from the Urban Villages (Rotating)**

Village of Fishkill Mayor  
Village of Wappingers Falls Mayor

**Non-Voting Members**

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

**Two Members from the Non-Urban Towns & Villages\***

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

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

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

- [DCTC Title VI Policy & Complaint Procedures](#) (June 8, 2018): outlines the procedures we use to process complaints under [Title VI of the Civil Rights Act](#).
- DCTC Performance Monitoring Agreement (June 8, 2018): establishes the process for sharing data and setting targets among state and local transportation agencies in support of federal performance-based planning and programming requirements.
- [DCTC Project Selection Framework](#) (February 28, 2022): establishes guidelines to evaluate and prioritize transportation projects, consistent with the goals and recommendations in *Moving Dutchess Forward*.
- NYSDOT-DCTC Host Agency Agreement (April 1, 2022): reauthorizes the host agency relationship between Dutchess County and NYSDOT and provides a ten-year schedule for funding the DCTC through SFY 2031-2032. The agreement, updated as part of the new [Infrastructure Act](#), builds upon similar agreements made for previous federal transportation laws such as [SAFETEA-LU](#) and the [FAST Act](#).
- [DCTC Public Participation Plan](#) (December 23, 2022): establishes our outreach strategy to connect with the public and encourage their involvement in the transportation planning process. The Participation Plan offers a menu of virtual, in-person, and hybrid tools to engage people with our work. It also seeks to engage populations that have historically been excluded from the transportation planning process.
- [DCTC Bylaws](#) (January 1, 2024): establishes the roles, responsibilities, and structure of the DCTC, including our

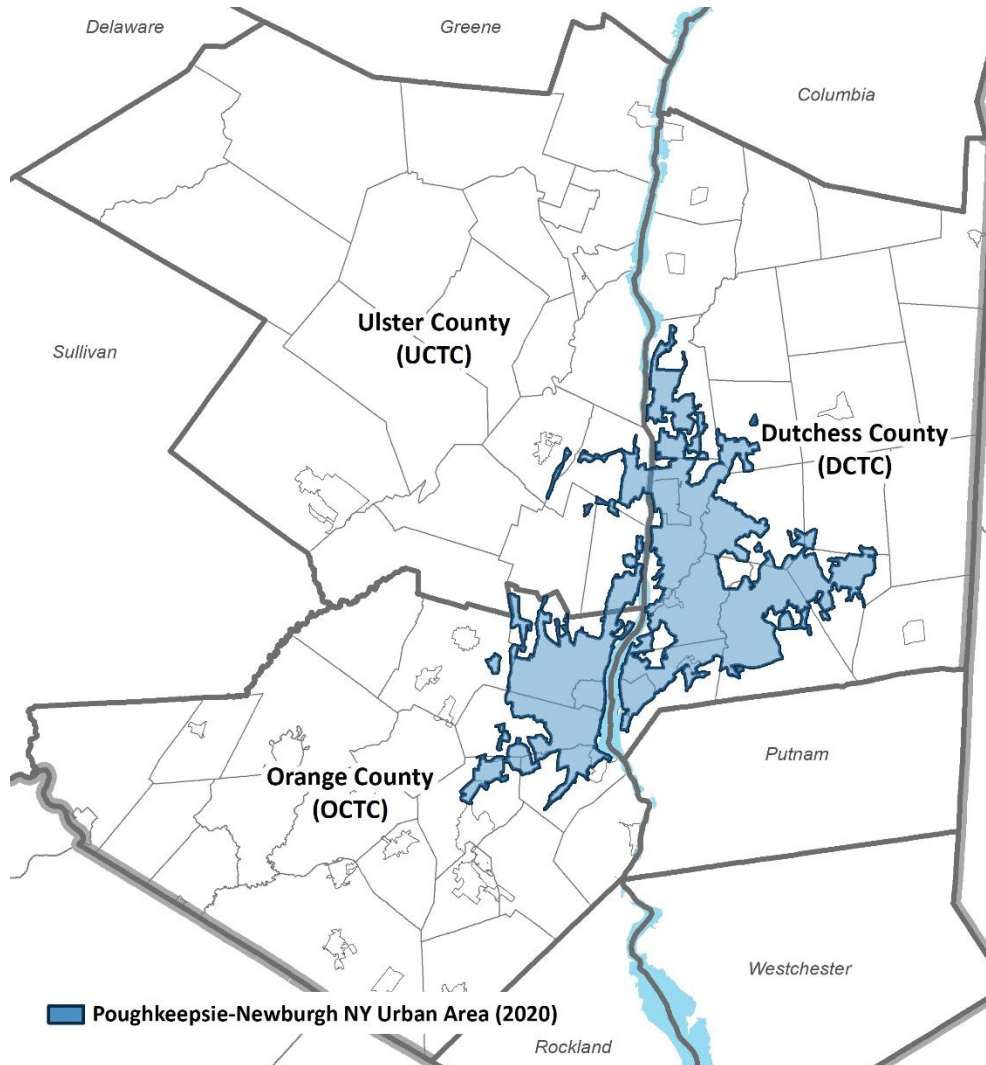
meeting protocols, decision-making process, and procedures for adding, removing, and changing projects in the Capital Program (TIP). The Bylaws codify voting membership based on the 2020 Census-defined Urban Area and were modified and adopted in September 2023 with an effective date of January 1, 2024.

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

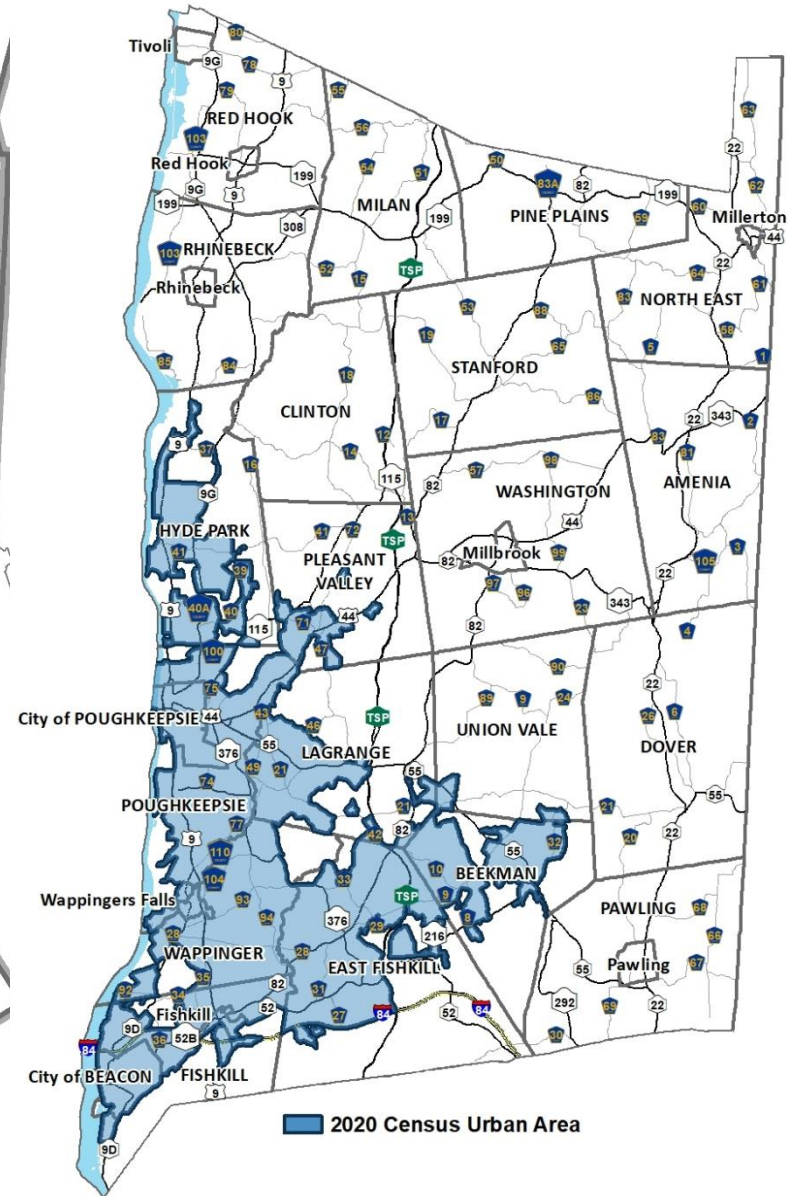
In addition to carrying out the metropolitan transportation planning process within Dutchess County, we also address regional transportation needs through our participation in the [Mid-Hudson Valley Transportation Management Area \(TMA\)](#). The TMA is a federal designation used to classify Urban Areas with populations of 200,000 or more. The Poughkeepsie-Newburgh NY Urban Area, with a population of about 315,000, includes parts of Dutchess, Orange, and Ulster Counties in New York (see Figure 2). Figure 3 shows the portion of the Urban Area in Dutchess County. The [Orange County Transportation Council \(OCTC\)](#) and [Ulster County Transportation Council \(UCTC\)](#) manage the metropolitan transportation planning processes for their respective counties.

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

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



**Figure 3. DCTC Urban Area Detail**

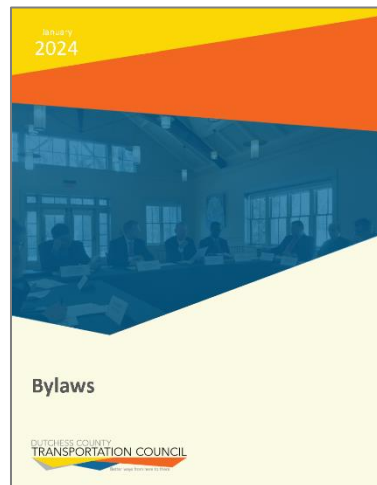


identify any corrective actions for the DCTC, but recommended items such as completing a vulnerability/climate resiliency study of our transportation system (which is nearing completion), updating our public participation plan (done in 2022), and coordinating more with tribal nations that have a historic and cultural interest in our area (which is ongoing).

## 5. 2023-2024 Program Accomplishments

We worked with our member agencies, local communities, and stakeholders on a variety of transportation planning activities during the 2023-2024 program year. Highlights are listed below:

- Adopted a new set of Bylaws that revised the DCTC’s voting membership based on changes to the Census-defined 2020 Urban Area boundary. The new Bylaws also clarify how changes are made to the five-year capital program (TIP).
- Approved over \$8.6 million in new federal pandemic funding for County Public Transit.
- Completed a sidewalk feasibility study of Route 113-Spackenkill Rd in the Town of Poughkeepsie. The study found that sidewalks on both sides of Spackenkill Rd (from Croft Rd to CR 74-Cedar Ave) are possible within the existing right-of-way with limited impacts to private property.
- Completed substantial work on a climate vulnerability



assessment of the transportation system in Dutchess County. Titled [Resilient Ways Forward](#), the assessment identifies the effects of climate change on transportation infrastructure and services, and recommends ways to improve resiliency through adaptation policies and practices.

- Completed substantial work on a redesign concept for the Columbus Dr section of the westbound arterial in the City of Poughkeepsie (known locally as the ‘weave’). This work builds on a recommendation from the [Poughkeepsie 9.44.55 study](#) and looks at ways to make the weave safer for people driving, walking, and biking.
- Continued to lead the County’s inter-departmental [Complete Streets Committee](#). This work included continuing the County’s [GTSC](#)-funded pedestrian safety education campaign, [Watch Out For Me](#), for children and older adults in the Poughkeepsie area.



We partner with county agencies and others to promote pedestrian safety, including at National Night Out in the City of Poughkeepsie.



- Initiated the Beacon-Hopewell Rail Trail Study that will inventory and assess a 13-mile section of the inactive Beacon Line from Beacon to Hopewell Junction, looking at the feasibility of developing a rail trail along the corridor.
- Continued to lend planning support to County Public Works on their Universal Accessibility program, including sidewalk improvements in Millerton on CR 62 (Maple Ave) and in Poughkeepsie on CR 75 (Innis Ave).



During 2023-2024, we worked with County Public Works on the scope and design of sidewalk improvements on CR 75 (Innis Ave) in the Town of Poughkeepsie.

- Approved adjustments to our portion of the Census-defined Poughkeepsie-Newburgh NY Urban Area boundary.
- Completed a mid-cycle update to Moving Dutchess Forward, using newly available data to refresh the [Learn Section](#).
- Completed the [2023 Traffic Count Program](#), collecting volume, classification, and speed data at about 200 locations throughout the county, as well as 30 video counts of people walking and bicycling at priority locations.
- Completed an [analysis of speeding patterns](#) on county and local roads using data collected from our annual traffic

count program.

- Completed an analysis of pavement condition data on federal-aid roads in the county.

## 6. 2024-2025 UPWP Overview

The 2024-2025 UPWP identifies the federally funded planning activities that we will progress between April 1, 2024 and March 31, 2025 (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 2024-2025 program year:

- Initiate a Transportation Safety Action Plan (SAP) that aligns with [USDOT's Safe Streets for All \(SS4A\) Program](#) and creates a countywide framework for multi-modal safety strategies, supporting engineering, enforcement, education, and emergency response initiatives that promote [USDOT's Safe System Approach](#). The SAP will allow agencies and municipalities to apply for future SS4A project funding.
- Initiate a series of planning tasks for the Route 9D corridor (from Route 9 to I-84), focusing on heavy truck activity and operational issues in Wappingers Falls and at major intersections like CR 93 (Myers Corners Rd) in Wappinger.
- Complete substantial work on the Beacon-Hopewell Rail Trail Study, to include finalizing Task 1 (Inventory and Assessment of Existing Conditions) and Task 2 (Preliminary Concept Evaluation). We will also initiate Task 3 (Final Concept Plan Development and Cost Estimates).



We will complete several major tasks for the Beacon-Hopewell Rail Trail Study, looking at trail options for a 13-mile section of the inactive Beacon Line.

- Begin implementation of [Resilient Ways Forward](#) – our climate vulnerability assessment of the transportation system in Dutchess County. This includes promoting policies and projects to build resiliency and helping to secure funding from the federal [PROTECT](#) program for projects.
- Continue our long-standing vehicle, pedestrian, and bicycle count program and our analysis of high-end speeding on county and local roads using data from the count program.
- Update our Capital Program (TIP) as needed, identifying project opportunities as federal infrastructure funding becomes available.
- Review and update the functional classification of state, county, and local roads in Dutchess County, based on the recently adjusted 2020 Urban Area boundary.
- Continue our [Watch Out For Me](#) campaign to increase awareness of transportation safety issues in Dutchess County, in coordination with the [County’s Complete Streets Committee](#).

- Continue to lend planning support to County Public Works as they implement various projects across the county, to include improvements along CR 62 (Maple Ave) in Millerton, CR 103 (Annandale Rd) in Red Hook, and at the CR 114 (Main St)/Grand Ave intersection in Poughkeepsie.



We will continue to work with County Public Works in progressing several transportation initiatives such as redesigning the Main St/Grand Ave intersection in the Town of Poughkeepsie – a recommendation from our Arlington Main St Redesign Study.

- Provide planning guidance to County Public Transit as they consider service changes in 2024 and progress a federally funded electrification study of their bus system and facilities.

## 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 2024-2025 program year, the federal allocation for New York State is estimated at almost \$45 million.

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

## FHWA PL Funds

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

1. Set-aside funds for Shared Cost Initiatives (SCIs) – planning tasks of statewide significance – are reserved prior to the formula distribution of funds. For SFY 2024-2025, this set-aside totals \$200,000 statewide (an increase of \$50,000

from 2023-2024).

2. Each MPO is then provided an equal base allocation of FHWA PL funds to ensure an adequate funding level regardless of size. For SFY 2024-2025, this totals \$250,000 per MPO.
3. NYSDOT then distributes 20 percent of FHWA PL funds proportionally to MPOs in TMAs, based on their total population and lane miles. For the DCTC, this totals \$69,531 for SFY 2024-2025.
4. The remaining funds are distributed to all MPOs proportionally by total population and lane miles. For the DCTC, this totals \$398,783 for SFY 2024-2025.

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 2024-2025 UPWP FHWA PL funding estimate totals \$717,119. In addition, [Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds \(Pub. L. 117-58 § 11206\)](#) were made available to DCTC in the amount of \$18,557 in FFY 2024 for complete streets studies and projects as outlined in federal guidance.

## FTA MPP Funds

FTA planning funds are secured annually through the Section 5303 Metropolitan Planning Program (MPP) and distributed using a formula similar to the one that NYSDOT applies to FHWA PL funds, except that lane mileage is not used. Based on the NYSDOT formula, our FTA MPP funding estimate for SFY 2024-2025 is \$154,806.

## State & Local Matches

As required by most federal transportation programs, a non-federal match of 20 percent is required for the federal funds programmed in the UPWP. For FHWA PL funds, NYSDOT provides a match of 75 percent of this non-federal share (i.e., 15 percent of the required 20 percent match), while Dutchess County provides the remaining five percent; for FTA MPP funds, the state and local matches are based on total task costs. The state match for FHWA PL funding is met through [toll credits](#): revenue generated by toll authorities (toll receipts and bonds) used to build and maintain roads and bridges that serve interstate commerce. The NYSDOT match for FTA MPP funding is provided through in-kind services.

## Carryover Funds

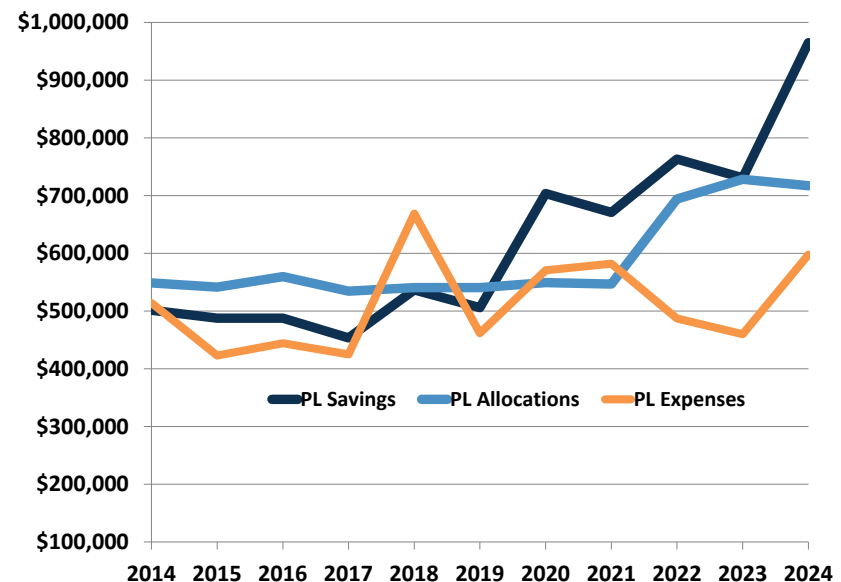
In addition to our annual federal funding allocation, we have an estimated \$965,053 in carryover FHWA PL funding available from previous programs and set asides. These carryover funds, accumulated over several years, stem from pandemic induced limitations employed by our host agency, limited staff capacity to manage multiple consultant contracts, and a sizeable increase in federal funding for planning under IIJA.

As is practice in NYS, carryover funds remain available for programming in future years, and we will program our entire savings in the 2024-2025 program. These funds will mostly support studies that require additional staff support from the County Planning Department, other County Departments such as the Office of Central and Information Services (OCIS) and County Public Works, or private consultant services. For

example, we have dedicated a portion of our savings to fund consultant-supported studies, including the upcoming Safety Action Plan, the ongoing Beacon-Hopewell Rail Trail Study, and on-call planning work for Route 9D.

Our carryover amount reflects adjustments that were made after reconciling the 2022-2023 program in mid-2023 but will change after we reconcile the 2023-2024 program in mid-2024. We expect to drawdown a small amount of our savings at the close of the 2023-2024 program year, and again in 2024-2025 and 2025-2026. However, as a rule, we try to maintain a funding reserve equal to our annual FHWA PL allocation to protect against future funding decreases or budget impasses. During the past decade, our annual backlog has averaged over \$600,000 per year. Figure 4 shows our FHWA PL savings backlog, annual allocations, and expenses since SFY 2014.

**Figure 4. DCTC FHWA (PL) Savings, Allocations, & Expenses (2014-2024)**



We do not anticipate any carryover funds from FTA Grant NY-80-0033 and expect all FTA funding allocations for FTA Grant NY-80-0034 to be expended during 2024-2025.

## Total Funding

Based on our annual allocation of federal funds and the use of carryover funds, we have programmed \$1,836,978 in federal funds for SFY 2024-2025: \$1,682,172 in FHWA PL and \$154,806 in FTA MPP funds. Table 1 shows the overall funding amounts programmed in 2024-2025.

## 8. National & Statewide Organizations

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

### Association of Metropolitan Planning Organizations (AMPO)

[AMPO](#) serves as the national association for MPOs, ensuring that MPOs are aware of and considered in the development of national transportation policy. AMPO provides a discounted dues structure with a single payment for statewide MPO associations, including the [New York State Association of MPOs](#). For 2024-2025, the dues total \$55,222 for the 14 NYS MPOs combined, which will be processed by the [Binghamton Metropolitan Transportation Study \(BMTS\)](#). The DCTC will

support AMPO through a \$1,194 allocation of FHWA PL funds, deducted by NYSDOT from our 2024-2025 program allocation.

### New York State Association of MPOs (NYSAMPO)

[NYSAMPO](#) serves as the statewide coalition of the 14 NYS MPOs. The MPOs collaborate on mutually beneficial activities such as sharing information through topic-specific working groups and completing statewide planning studies. For 2024-2025, we will participate in the following working groups: safety, bicycle and pedestrian, climate change, freight, GIS, traffic systems management & operations, travel demand modeling, public engagement, and transit. MPO funding supports the following Shared Cost Initiatives (SCIs) as part of the NYSAMPO planning process:

#### NYSAMPO Staff Support

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

#### NYSAMPO Staff Training

- Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.
- Cost: \$140,636 total (\$45,953 FHWA PL/\$9,191 toll credits; \$94,683 FTA MPP/\$23,671 NYSDOT IKS)

**Table 1. Available DCTC UPWP Funds for State Fiscal Year (SFY) 2024-2025**

	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
<b>FHWA PL Funds</b>				
2024-2025 Allocation <sup>1</sup>	\$717,119	n/a	n/a	\$717,119
Previous Savings <sup>2</sup>	\$965,053	n/a	n/a	\$965,053
Total Available	\$1,682,172	n/a	n/a	\$1,682,172
<b>2024-2025 Program Budget</b>	<b>\$1,682,172</b>	<b>\$88,535</b>	<b>\$265,606</b>	<b>\$2,036,313</b>
Unprogrammed Balance	\$0	n/a	n/a	\$0
<b>FTA MPP Funds</b>				
2024-2025 Allocation <sup>1</sup>	\$154,806	n/a	n/a	\$154,806
<b>2024-2025 Program Budget</b>	<b>\$154,806</b>	<b>\$9,675</b>	<b>\$29,026</b>	<b>\$193,507</b>
<b>Total Funds</b>				
<b>2024-2025 Program Budget</b>	<b>\$1,836,978</b>	<b>\$98,210</b>	<b>\$294,632</b>	<b>\$2,229,820</b>

<sup>1</sup> Final allocation of FHWA PL and FTA MPP funds for SFY 2024-2025 (as of November 27, 2023).

<sup>2</sup> Unprogrammed balance (FHWA PL funds only) from previous years (estimate as of June 27, 2023).

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

- Lead Agency: [Genesee Transportation Council \(GTC\)](#)

### AMPO Dues

- Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.
- Cost: \$55,222 total (\$55,222 FHWA PL/ \$11,044 toll credits)
- Lead Agency: [Binghamton Metropolitan Transportation Study \(BMTS\)](#)

## 9. Statewide & Regional Planning Initiatives

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

### State Planning & Research (SPR) Projects

NYSDOT receives funds from FHWA under the State Planning and Research (SPR) Program. The SPR Program is used to support strategic planning and research needs, and NYSDOT typically programs SPR funds for planning projects that may affect one or more MPOs. For SPR projects in a metropolitan area, the affected MPO includes the project in their UPWP for informational purposes only. Though there are no DCTC-specific SPR projects in SFY 2024-2025, NYSDOT is pursuing the following statewide SPR funded projects that will benefit our transportation planning process (SPR # and funding amount shown in parenthesis):

1. Pavement Condition Data Collection Services (#C-17-53) (\$20.9 million)
2. Statewide Coordination of Metropolitan Planning Programs (#C-17-56) (\$100,000)
3. Traffic Data Systems (#C-17-59) (\$3.9 million)
4. Probe Data: Floating Car (GPS-based) (#C-18-53) (\$337,500)
5. NYS Transportation Master Plan (#C-18-55) (\$2 million)
6. Short Count Traffic Count Program (2020-2024) (#C-19-51) (\$25.6 million)
7. NPTS, CTPP, Intercity Travel (ATS), and Travel Patterns in NYS (#SP-20-02) (\$3.6 million)
8. Research, Development, and Support of an Integrated Planning and Performance Data and Analytics Framework (PPDAF) program (#SP-20-03) (\$906,500)
9. Program and Project Management System Support Services (#SP-21-02) (\$1.2 million)
10. Highway Oversize/Overweight Credentialing System (HOOCs) Phase 2 (#SP-21-04) (\$1.95 million)
11. Statewide Small Culvert Inventory and Inspection System Improvements (#C-21-05) (\$4 million)
12. Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management (#SP-21-06) (\$295,000)
13. Traffic Count Program Zone 1 (#SP-21-08) (\$5.1 million)
14. Traffic Count Program Zone 2 (#SP-21-09) (\$10.6 million)
15. CLEAR (Crash Location & Engineering Analysis Repository) Safety Management Data System Transfer (#22-02) (\$500,000)
16. Statewide Mobility Services Program (#22-03) (\$3.9 million)
17. NYS Freight Transportation Plan (#22-04) (\$800,000)
18. TRANSEARCH Data (#22-06) (\$1.1 million)
19. The Eastern Transportation Coalition (TETC)/University of

- Maryland Data Acquisition (#22-07) (\$750,000)
- 20. NYS Resiliency Improvement Plan (#23-03) (\$350,000)
- 21. Employment/Establishment Data Acquisition (#23-04) (\$400,000)

## Other Transportation Planning Studies

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

## 10. Consultant & Inter-Departmental Support

We will use consultant and inter-departmental services to assist with a range of planning studies and support during 2024-2025, distributed across the following tasks (amounts show total costs for this SFY only):

1. Data Development and Analysis
  - Annual Traffic Count Program: \$75,000 (FHWA)
  - Online Applications (e.g., [Traffic Data](#), [TIP Viewer](#), [Bike Dutchess](#)): \$54,000 (FHWA)
  - TransCAD Software License: \$1,200 (FHWA)
2. Long-Range Transportation Planning (System)
  - [Moving Dutchess Forward](#) website: \$9,000 (FHWA)
  - [Resilient Ways Forward](#): \$59,000-final (FHWA)
  - Safety Action Plan: \$175,000-partial (FHWA)

3. Long-Range Transportation Planning (Project)
  - Beacon-Hopewell Rail Trail Study: \$167,000-partial (FHWA)
  - Intersection and Corridor Management Programs (on call consultant support): \$125,000 (FHWA)
  - [Watch Out For Me Campaign](#): \$10,000 (FHWA)

We typically include a small contingency in our contracts to account for possible cost overruns or add-ons. For 2024-2025 this comes to about \$66,000 in FHWA PL funds.

## 11. Federal Planning Factors

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

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



- across and between modes, for people and freight.
7. Promote efficient system management and operation.
  8. Emphasize the preservation of the existing transportation system.
  9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
  10. Enhance travel and tourism.

We referenced these planning factors while developing our tasks for the 2024-2025 UPWP. Figure 5 shows which planning factors are addressed by each planning task. Some tasks, mostly administrative in nature, do not address a specific factor, though they are still essential to our process.

## 12. Local Planning Priorities

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

This program furthers several policy actions and best practices that we recommend in the Plan. This includes completing [Resilient Ways Forward](#), our climate vulnerability assessment of the transportation system; initiating a countywide Safety Action Plan; and taking steps to progress one of our transformative recommendations: developing a 13-mile trail on a section of the Beacon Line from Beacon to Hopewell Junction. This Planning Program also includes local priorities such as addressing the

dangerous weave on Columbus Dr in the City of Poughkeepsie and evaluating traffic issues on Route 9D in Wappingers Falls, Wappinger, Fishkill, and Beacon. Other tasks may be identified during the year, likely as part of our Intersection/Corridor Management Programs or on-call consultant services.

## 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. The Offices of Planning for FHWA and FTA have issued joint guidance on eight PEAs that MPOs should consider in their planning programs:

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

Figure 5. DCTC Planning Tasks and Federal Planning Factors

Planning Program Tasks	Federal Planning Factors									
	1. Support Economic Viability	2. Increase Safety	3. Increase Security	4. Increase Accessibility & Mobility	5. Protect & Enhance Environment & Quality of Life	6. Promote Efficient System Management	7. Enhance Integration & Connectivity	8. Emphasize Preservation of Existing System	9. Improve System Resiliency & Reliability	10. Enhance Travel & Tourism
MP 101 - Support and Administration										
MP 102 - Unified Planning Work Program (UPWP)	X	X	X	X	X	X	X	X	X	X
MP 103 - Public Participation Activities										
MP 104 - Transportation Management Area (TMA) Coordination	X	X	X	X	X	X	X	X	X	X
MP 105 - Federal, State, and Local Reporting										
MP 106 - Professional Development	X	X	X	X	X	X	X	X	X	X
MP 201 - Demographic Data Analysis and Forecasting	X			X	X					X
MP 202 - Travel Data Analysis and Forecasting						X	X			
MP 203 - Vehicle/Bicycle/Pedestrian Count Activities	X	X			X	X	X	X		
MP 204 - Major Projects Tracking	X				X	X	X	X		
MP 205 - Geographic Information Systems (GIS)/Database Management					X	X	X	X	X	X
MP 206 - Pavement Condition Monitoring						X	X			
MP 207 - Performance Monitoring						X	X			
MP 208 - Countywide Vehicle Speed Analysis		X				X		X		
MP 209 - Functional Classification Update						X	X			
MP 301 - Metropolitan Transportation Plan (MTP)	X	X	X	X	X	X	X	X	X	X
MP 302 - Air Quality and Energy Planning					X					
MP 303 - Congestion Management Process	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	X		X	
MP 307 - Vulnerability Assessment	X				X				X	
MP 308 - Orange & Dutchess Transportation Access & Mobility Study	X			X	X					X
MP 309 - Other Transportation Studies					X	X	X			
MP 401 - Community Transportation Planning Assistance	X	X	X	X	X	X	X	X	X	X
MP 402 - Local Pedestrian Planning Initiative	X	X		X	X	X	X		X	X
MP 403 - Pedestrian-Bicycle Plan Implementation	X	X		X	X	X	X		X	X
MP 404 - Complete Streets Implementation	X	X		X	X	X	X		X	X
MP 405 - Transportation Safety Planning		X	X							
MP 406 - Coordination of Human Service Transportation				X	X	X				
MP 407 - Local Transit Planning			X	X		X	X		X	X
MP 408 - Poughkeepsie 9.44.55 Implementation		X		X		X	X		X	
MP 409 - Intersection Management Program		X		X		X	X		X	
MP 410 - Corridor Management Program		X		X		X	X		X	
MP 413 - Beacon-Hopewell Rail Trail Study	X			X	X	X			X	X
MP 501 - Transportation Impact Reviews/Sustainable Development Practices	X	X		X	X	X	X		X	X
MP 502 - Inter-Departmental Project Coordination	X	X	X	X	X	X	X		X	X
MP 601 - Transportation Improvement Program (TIP)	X	X	X	X	X	X	X		X	X
MP 701 - NYSAMPO Activities										

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 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 use the resulting information, analysis, and products to inform the environmental review process. PELs can also help improve project delivery timeframes.
8. Data in Transportation Planning: Incorporate data sharing into the transportation planning process.

Though FHWA and FTA state that these PEAs are not statutory requirements, we understand their importance in promoting national policy goals. And these emphasis areas align very closely with our goals for the metropolitan planning area. Our transportation plan, [Moving Dutchess Forward](#), speaks to many of these PEAs, particularly as they relate to promoting safety, equity, and resiliency, either as policy goals or recommended projects. This planning program carries these goals forward into planning tasks such as finishing our work on [Resilient Ways Forward](#), progressing aspects of the Poughkeepsie 9.44.55 study, implementing Complete Streets improvements, and carrying out our new Public Participation Plan.

## 2024-2025 UPWP Tasks

Tasks in the 2024-2025 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.

### 2024-2025 UPWP Task Codes

#### Program Support and Administration (44.21.00)

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

#### Data Development and Analysis (44.22.00)

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

MP 209 Functional Classification Update

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

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

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

- MP 401 Community Transportation Planning Assistance
- MP 402 Local Pedestrian Planning Initiative
- MP 403 Pedestrian-Bicycle Plan Implementation
- MP 404 Complete Streets Implementation
- MP 405 Transportation Safety Planning
- MP 406 Coordination of Human Services Transportation
- MP 407 Local Transit Planning
- MP 408 Poughkeepsie 9.44.55 Implementation
- MP 409 Intersection Management Program
- MP 410 Corridor Management Program
- MP 413 Beacon-Hopewell Rail Trail Study

**Short-Range Transportation Planning (44.24.00)**

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

**Transportation Improvement Program (TIP) (44.25.00)**

- MP 601 Transportation Improvement Program (TIP)

**Other Activities (44.27.00)**

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

\*Tasks MP 411-Route 9 Complete Streets Assessment (Village of Rhinebeck) and MP 412-Spackenkill Rd Sidewalk Feasibility Study (Town of Poughkeepsie) have been completed and the codes retired.

**Program Support and Administration**

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

**MP 101 – Support and Administration**

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

process and funding programs, and communications with federal and state agencies not covered by other activities. We will also conduct DCTC business using our new Bylaws, which went into effect on January 1, 2024.

**Products:**

- Council and Planning Committee meetings (April 2024-March 2025)
- DCTC resolutions (April 2024-March 2025)
- Meeting materials (April 2024-March 2025)

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

**Budget Estimate:** FHWA \$183,690, FTA \$46,693, State \$37,756, Local \$12,581

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

**Description:** This task includes all work associated with the development and publication of the UPWP. In April 2024, we will issue a final, approved version of this 2024-2025 UPWP. Any work on amending or administratively modifying the UPWP to reflect scope/cost changes or add new tasks are covered under this task. We will monitor the progress of approved planning tasks and begin development of the Draft 2025-2026 UPWP. We will also issue a year-end expenditure report for the previous 2023-2024 UPWP upon processing our final reimbursement request after March 31, 2024.

**Products:**

- Final 2024-2025 UPWP (April 2024)

- 2023-2024 UPWP Year-end Expenditure Report (April-June 2024)
- Draft 2025-2026 UPWP (December 2024-March 2025)

**Responsible Agency:** DCTC

**Budget Estimate:** FHWA \$35,326, FTA \$8,979, State \$7,262, Local \$2,420

**MP 103 – Public Participation Activities**

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



We will use our new [Public Participation Plan](#) to guide our outreach activities, with an emphasis on integrating virtual and web-based engagement tools in our planning process, reaching focus equity populations, and using [federal plain language](#) principles to shape our products. Using the County’s GovDelivery system, we

will maintain our public information contact database and study-specific contact lists to manage digital communications. And we will continue to integrate our new logo and style guide into planning products and messaging.

Products:

- Contact database (April 2024-March 2025)
- Press releases and notices (April 2024-March 2025)
- Public meetings or events (April 2024-March 2025)
- DCTC website updates (April 2024-March 2025)

Responsible Agency: DCTC

Budget Estimate: FHWA \$52,988, FTA \$13,468, State \$10,892, Local \$3,631

### MP 104 – Transportation Management Area (TMA) Coordination

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

The TMA maintains a [website](#) through ESRI’s ArcGIS Hub that is used to engage the public and stakeholders. We will keep using this site as a tool to introduce visitors to the TMA and present joint planning products such as the Congestion Management Plan and Regional Freight Analysis.

Products:

- TMA meetings and coordination (April 2024-March 2025)
- TMA resolutions and agreements (April 2024-March 2025)
- TMA website (April 2024-March 2025)

Responsible Agencies: DCTC, OCTC, and UCTC

Budget Estimate: FHWA \$45,923, FTA \$13,468, State \$9,776, Local \$3,259

### MP 105 – Federal, State, and Local Reporting

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



Products:

- NYSDOT payment requests (April, July, and November 2024; January 2025)
- Semi-annual DBE and UPWP progress reports (April and November 2024)
- Dutchess County Single Audit (July-September 2024)
- 2025 Dutchess County Budget development (June-September 2024)
- Annual Listing of Obligated Projects for FFY 2024 (October-December 2024)

Responsible Agencies: DCTC, NYSDOT, and Dutchess County

Budget Estimate: FHWA \$17,663, FTA \$4,489, State \$3,631, Local \$1,211

### MP 106 – Professional Development

Description: Staff will participate in professional development courses, conferences, and training events to expand their technical capacity, better understand relevant planning issues, and learn more about best practices in the field. Though mostly virtual, these activities may include in-person events, either held locally, in the region, or throughout the state, and may cover topics beyond just transportation, such as land use and environmental planning. We will present summaries of trainings as warranted (e.g., a presentation to our Planning Committee).

Products:

- Training activities and summaries (April 2024-March 2025)

Responsible Agency: DCTC

Budget Estimate: FHWA \$17,663, FTA \$2,694, State \$3,294, Local \$1,098

### Data Development and Analysis

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

This category specifically involves the analysis of population, employment, and housing data, primarily from agencies such as the [U.S. Census Bureau](#) and [Bureau of Labor Statistics \(BLS\)](#). In addition, this category includes gathering and analyzing transportation-specific data related to the condition and use of the transportation system, such as travel demand forecasts, traffic counts, and pavement conditions. These tasks support various short- and long-range planning activities, especially the MP 300 and MP 400-series tasks.

### MP 201 – Demographic Data Analysis and Forecasting

Description: We use demographic data to help inform our transportation planning process and assess trends in our population make-up, economy, and travel behavior. We will continue to analyze socio-economic data from the [American Community Survey \(ACS\)](#), [Census Transportation Planning Products \(CTPP\)](#) program, and other [U.S. Census Bureau](#)

products to better understand our community. Notably, we will look at any lasting effects from the pandemic on travel behavior, employment, and housing.

We will also refer to economic and employment data from the [BLS](#) to monitor commuter flows and labor trends in the region and county, and as available, data from the [National Household Travel Survey \(NHTS\)](#) to understand travel behavior in the county. We will also comment on and review demographic forecasts from [NYMTC](#) and use them as a benchmark for our planning efforts. Collectively, we will use all these data points to continue our evaluation of trends and assumptions discussed in [Moving Dutchess Forward](#), and to also further our awareness of focus equity populations and communities.

Products:

- Analysis of data and forecasts for [Moving Dutchess Forward](#) and other studies (April 2024-March 2025)

Responsible Agency: DCTC

Budget Estimate: FHWA \$35,326, FTA \$5,418, State \$6,594, Local \$2,198

### MP 202 – Travel Data Analysis and Forecasting

Description: We monitor available traffic data to understand the extent of travel within the region and county, and to make general forecasts about future travel. Much of our understanding is informed by national and state data, such as [travel volume trends reported by FHWA](#) or annual estimates of Vehicle Miles of Travel (VMT) developed by [NYSDOT’s Highway](#)

[Data Services Bureau](#). We also use data from our traffic count program, various consultant studies, and the Major Projects Report (see task MP 204 – Major Projects Tracking) to better understand travel trends. Our annual license for the [TransCAD](#) travel demand model program falls under this task.

Products:

- Monitor VMT estimates and volume trends (April 2024-March 2025)
- TransCAD license and support (April 2024-March 2025)

Responsible Agency: DCTC

Budget Estimate: FHWA \$12,616, FTA \$1,161, State \$2,210, Local \$737

### MP 203 – Vehicle/Bicycle/Pedestrian Count Activities

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

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

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

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

Products:

- 2024 Traffic Count Program (April-December 2024)
- Bicycle/pedestrian counts at select locations (April-September 2024)
- Volunteer bicycle/pedestrian count program (September 2024)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$100,930, State \$15,936, Local \$5,312

### 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 a development of at least 25 residential units or 25,000 square feet of non-residential space in urban areas, and

ten residential units or 10,000 square feet of non-residential space in rural areas. This task also covers any requested development data to the [New York Metropolitan Council \(NYMTC\)](#) for their travel demand model.

Products:

- 2023 Major Projects Report (April-June 2024)

Responsible Agencies: DCTC and Dutchess County Planning Department

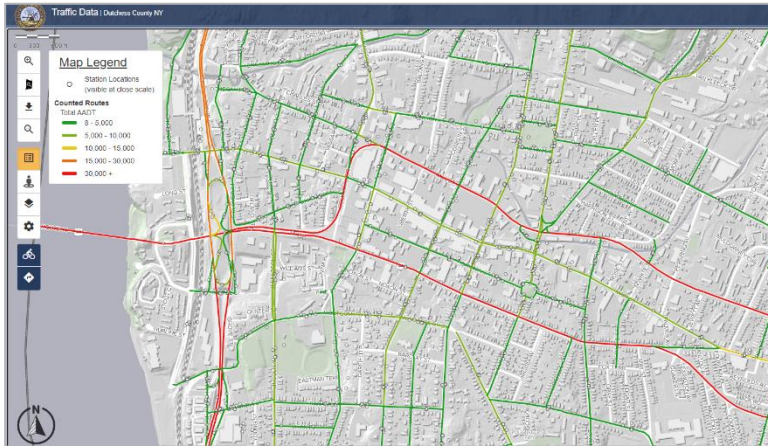
Budget Estimate: FHWA \$7,570, FTA \$387, State \$1,268, Local \$422

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

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

Begun in late 2023, we will finalize our work with OCIS to update the [Traffic Data app](#) to include adding pedestrian and bicycle count data. The app allows users to search traffic counts by municipality, year, road name, or road class, and provides data on volumes, speeds, and heavy vehicles. It includes a range

of tools to analyze and chart data and allows users to customize how data is displayed. The new app will include a similar interface for pedestrian and bicycle count data, with the ability to search, display, and download data from manual, video, and bicycle tube counts.



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

Other related subtasks include maintaining our [TIP Viewer](#), which shows project level information for the TIP, and the [Bike Dutchess app](#), which provides information on bicycle facilities and amenities throughout the county. We will also gradually transition our [Map Viewer](#) for [Resilient Ways Forward](#) to the County’s new environmental map viewer.

**Products:**

- Updates to our [Traffic Data app](#) to include Pedestrian/Bicycle count data (April 2024-March 2025)
- Updates to online mapping applications: [Moving Dutchess Forward Map Viewer](#), [TIP Viewer](#), and [Bike](#)

- [Dutchess app](#) (April 2024-March 2025)
- Mapping products for planning studies, such as [Resilient Ways Forward](#) (April 2024-March 2025)

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

**Budget Estimate:** FHWA \$63,081, FTA \$387, State \$10,033, Local \$3,344

**MP 206 – Pavement Condition Monitoring**

**Description:** This task builds on our previous work with [Dutchess County Public Works](#) and the [Cornell Asset Management Program \(CAMP\)](#) to establish a uniform method to measure pavement conditions on non-state roads in Dutchess County. We will continue to look at automated processes to assess road conditions, but in the meantime, will rely on annual pavement condition data collected by NYSDOT for state highways and local federal-aid roads. We will present this data to county and local agencies in a clear and useable format (e.g., [municipal maps](#)) that supports their capital programming needs.

**Products:**

- Analysis of pavement condition data collected by NYSDOT (October-December 2024)
- Annual pavement condition report for county and local agencies (October-December 2024)
- Research on best practices for automated pavement monitoring (April 2024-March 2025)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$5,047, State \$797, Local \$266

### MP 207 – Performance Monitoring

Description: This task includes developing and approving performance measures that support federal and state requirements for performance-based transportation planning. We will review data to measure progress on meeting DCTC-endorsed statewide and agency targets for safety, pavement/bridge conditions, congestion/reliability, transit equipment, and transit safety. As part of this work, we will review specific goals for the [performance measures established in Moving Dutchess Forward](#). We will also monitor and follow federal rulemakings for performance monitoring, to include establishing new county and regional targets for greenhouse gas emissions in mid-2024.

Products:

- Approval of new statewide or agency performance targets for safety, pavement/bridge conditions, traffic congestion, transit equipment, transit safety, and greenhouse gas emissions (April 2024-March 2025)
- Review performance measures in [Moving Dutchess Forward](#) (April 2024-March 2025)

Responsible Agencies: DCTC and NYSDOT

Budget Estimate: FHWA \$2,523, FTA \$387, State \$471, Local \$157

### 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 85<sup>th</sup> percentile speeds are more than 10 mph over the posted speed limit. By highlighting road segments with high-end speeding, we hope to assist local municipalities and law enforcement agencies with efforts to target speed enforcement and implement traffic calming measures to reduce speeding.

Products:

- Analysis of speeding data collected from the traffic count program (October-December 2024)
- Annual high-end speeding report for county and local agencies (October-December 2024)

Responsible Agency: DCTC

Budget Estimate: FHWA \$12,616, State \$1,992, Local \$664

### MP 209 – Functional Classification Update

Description: Upon FHWA approval of our Adjusted Urban Area Boundary, which is based on the 2020 Census, we will review the current functional classifications of our roads and make recommendations for changes. Functional classification is a national system used to define the role that a road plays in serving traffic throughout the network, grouping them into classes according to their character and level of access. Though precipitated by adjustments to our Urban Area by the Census

Bureau, this review is due given the changes in land use and traffic patterns since our last update over a decade ago.

Products:

- Functional Classification changes (April 2024-March 2025)

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

Budget Estimate: FHWA \$12,616, State \$1,992, Local \$664

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

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



Besides implementing the Plan, our system-level tasks address regional, mode-specific subjects such as freight and transit, regional initiatives such as the congestion management

process, and specialized systemwide assessments such as climate change vulnerability.

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

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

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

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



transportation system while maintaining fiscal constraint and leveraging private investment.

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

We continue to implement the Plan’s recommendations, which is the focus of this task. Some of the work is captured in specific tasks, such as our Vulnerability Assessment (see task MP 307), but more general work is captured here. As part of this task, we will revisit our assumptions and analyses in [Moving Dutchess Forward](#) and update it to reflect significant changes in data, trends, 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 2024-March 2025)
- Updates to [Moving Dutchess Forward](#), including administrative modifications and amendments (April 2024-March 2025)

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

Budget Estimate: FHWA \$84,109, FTA \$3,483, State \$13,933, Local \$4,645

### MP 302 – Air Quality and Energy Planning

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

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

Products:

- ICG meetings (April 2024-March 2025)
- PONA conformity determination statements (as needed)

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

Budget Estimate: FHWA \$6,729, FTA \$697, State \$1,193, Local \$398

### 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 establishes a four-step process to measure, define, locate, and manage congestion on the National Highway System. The TMA's CMP includes a [macro-level analysis](#) to identify the most congested areas in the region. For Dutchess County, we followed this with a [micro-level investigation](#) of the congested areas identified in the region-wide screening.

For 2024-2025, we may begin a second iteration of this process, which would include a macro-level screening of the county to measure overall congestion followed by a micro-level analysis of identified congested areas. However, we may delay this process if data for non-federal aid roads is still not available or if the available travel time data does not cover a sufficient post-pandemic time-period to mitigate anomalies.

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 any staff support of state, regional, and local [Travel Demand Management \(TDM\)](#) activities,

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

Products:

- CMP technical analysis (April 2024-March 2025)
- NPMRDS data analysis (April 2024-March 2025)
- TDM support (April 2024-March 2025)

Responsible Agencies: DCTC, OCTC, UCTC, and NYSDOT

Budget Estimate: FHWA \$33,644, FTA \$697, State \$5,443, Local \$1,815

### MP 304 – Emerging Transportation Technologies Planning

Description: This task addresses staff research and planning support for the deployment and integration of emerging transportation-related technologies. Much of this work will focus on the deployment of Electric Vehicles (EVs) and charging stations, as well as access to mobility services provided by Transportation Network Companies (TNCs) such as Uber and Lyft. Together, these technologies may bring new land use, infrastructure, and equity challenges. Staff will monitor how these technologies are being used and identify how we might tailor their expansion in the county.

We will also research policy issues and practical considerations related to Connected and Autonomous Vehicles (CAVs). Connected vehicles refer to vehicles receiving real-time information from other vehicles and infrastructure around them; autonomous vehicles refer to vehicles that can operate

without human assistance through radar, sensors, and cameras. These emerging technologies have the potential to improve traffic safety and could alter the nature of travel, especially for young people, older adults, and people with disabilities.

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 County Public Transit.

Products:

- Research and planning activities related to emerging transportation technologies such as EVs, TNCs, and others (April 2024-March 2025)
- Assist with updating and implementing the Hudson Valley's ITS architecture plan (as needed)

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

Budget Estimate: FHWA \$16,822, FTA \$1,625, State \$2,961, Local \$987

### MP 305 – Regional Transit Planning

Description: We will continue to work with OCTC, UCTC, and area transit operators as we implement our regional transit plan: [Connect Mid-Hudson](#).

[Connect Mid-Hudson](#) recommends ways to coordinate and better interconnect transit systems in Dutchess, Orange, and

Ulster counties, and connect our region to the New York City metropolitan area. The recommendations focus on improving connections in urban centers, major residential and job centers, and transportation hubs such as train stations and park-and-ride lots. The plan includes an analysis of the future transit capital needs for the region, both for equipment and facilities, and estimates the amount of funding needed to maintain and expand the regional transit system. Work during 2024-2025 will focus on helping our operators implement recommendations such as exploring micro-transit services in select areas.

Products:

- Implement recommendations from [Connect Mid-Hudson](#) (April 2024-March 2025)
- Regional transit operational and capital planning (April 2024-March 2025)

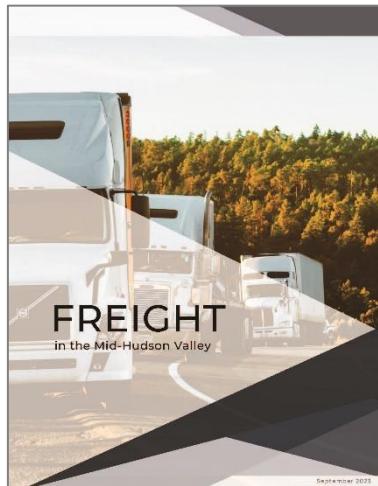
Responsible Agencies: DCTC, OCTC, UCTC, NYSDOT, MTA/Metro-North Railroad, and Dutchess County Public Transit

Budget Estimate: FTA \$12,539, State \$2,351, Local \$784

### MP 306 – Regional Freight Planning

Description: This task covers our work to study freight trends across the region and county. Since 2021, the DCTC, OCTC, and UCTC have collaborated on gathering and analyzing available freight data for the region. This work, done through a freight subcommittee made up of staff from the three MPOs, culminated in a [TMA Regional Freight Analysis](#) that summarizes the state of freight movement in the region. While it represents a critical first step in our freight work, it does identify data gaps

that we hope to close by exploring data from other sources such as the [American Transportation Research Institute \(ATRI\)](#), [Replica](#), and/or [StreetLight](#). Specifically, these resources will provide us with better visibility on the origins and destinations of freight in the region, along with freight volumes. Using this data, we will continue to assess regional freight activity and its effects on the transportation system, specifically as it relates to safety and reliability. Some of this will be informed by the State’s Freight Plan that will be updated in 2024-2025.



The TMA published a [Regional Freight Analysis in 2023](#), documenting the key freight issues facing operators in the region and laying the groundwork for how the DCTC, OCTC, and UCTC can integrate freight planning into their existing and future work.

**Products:**

- Analysis of regional freight data (April 2024-March 2025)

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

**Budget Estimate:** FHWA \$57,194, State \$9,031, Local \$3,010

**MP 307 – Vulnerability Assessment**

**Description:** As recommended in [Moving Dutchess Forward](#) and our most recent federal certification review, we began a consultant supported climate vulnerability assessment of our transportation system in late 2022. The assessment follows [federal guidance](#) for an ‘indicator-based’ approach, focusing on the impacts of six climate hazards most relevant to our county (extreme heat, flooding, drought, wind, winter conditions, and landslides) and then measuring their impacts on transportation infrastructure (e.g., roads and bridges) and services (e.g., bus and rail operations).

To date, we have completed substantial work on the assessment, titled [Resilient Way Forward: Transportation Planning for a Changing Climate](#). This includes launching a study website, map viewer, and interactive map survey, and holding a series of committee meetings, virtual public meetings, and in-person workshops with stakeholders. We have also published a [Climate Change Summary Report](#) that looks at future climate trends, completed a [Phase 1-System Level Analysis](#) to measure the sensitivity of infrastructure and services to climate hazards, and completed a Phase 2-Assesst Level Analysis to identify specific assets and locations that are most vulnerable based on exposure and criticality. As of January 1, 2024, the assessment was 66 percent complete.

For the 2024-2025 program, we will complete the assessment and publish a final report that recommends adaptation policies, practices, and projects to improve resiliency. The report will be tailored for use by state, regional, county, and local transportation agencies and provide them with the data needed

to prioritize resiliency improvements. We will also address any required elements for a Resilience Improvement Plan (RIP) and integrate them into Resilient Ways Forward. This plan will help agencies reduce their local funding match for USDOT’s [PROTECT](#) program.

Resilient Ways Forward is an online product with a website and interactive map viewer developed by Dutchess County OCIS (modeled after [Moving Dutchess Forward](#)). For 2024-2025, we will maintain the website and integrate the map viewer into an upcoming countywide environmental map viewer (see also task MP 205).



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

**Products:**

- Task 7: Resilient Ways Forward Adaptation Report

(April-June 2024)

- Resilience Improvement Plan (RIP) integration (April 2024-March 2025)
- Maintain website and integrate into environmental map viewer (April 2024-March 2025)

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

**Budget Estimate:** FHWA \$121,117, FTA \$3,483, State \$19,777, Local \$6,593

**MP 308 – Orange and Dutchess Transportation Access and Mobility Study**

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

**Products:**

- Develop scope of work (April-December 2024)
- Prepare and issue RFP (January-March 2025)



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

Budget Estimate: FHWA \$10,093, FTA \$464, State \$1,681, Local \$560



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

### MP 309 – Other Transportation Studies

Description: This task includes staff support of planning studies or work identified as Statewide Planning and Research (SPR) activities by NYSDOT or other regional agencies (see Section 9, Statewide & Regional Planning Initiatives). These studies use federal funds and have been identified as having a statewide benefit or as necessary to satisfy a specific NYSDOT planning responsibility to FHWA. Examples include statewide traffic count collection, pavement condition monitoring, and infrastructure inventories.

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

#### Products:

- Review, comment on, and promote relevant state, regional, and countywide studies that support the metropolitan planning process (April 2024-March 2025)

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

Budget Estimate: FHWA \$6,729, FTA \$232, State \$1,106, Local \$369

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

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



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

#### MP 401 – Community Transportation Planning Assistance

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

This task also covers our work to coordinate local land use and transportation planning decisions and promote sustainable development. We will continue to work with the Dutchess County Planning Department on its Housing Initiative to research and promote policies to expand the mix of housing types and level of affordability across the county. This includes implementing recommendations from the County’s [Housing Needs Assessment](#).

#### Products:

- Community transportation planning assistance and support (April 2024-March 2025)

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

Budget Estimate: FHWA \$17,663, FTA \$464, State \$2,876, Local \$959

#### MP 402 – Local Pedestrian Planning Initiative

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

#### Products:

- Local pedestrian planning assistance (April 2024-March 2025)

Responsible Agencies: DCTC and local municipalities

Budget Estimate: FHWA \$17,663, FTA \$464, State \$2,876, Local \$959

### MP 403 – Pedestrian-Bicycle Plan Implementation

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

Products:

- Progress walking and bicycling recommendations from [Walk Bike Dutchess](#) (April 2024-March 2025)
- Quarterly BPAC meetings (April 2024-March 2025)
- Dutchess County ADA Transition Plan support (April 2024-March 2025)

Responsible Agencies: DCTC, Dutchess County, and member agencies

Budget Estimate: FHWA \$5,888, FTA \$464, State \$1,017, Local \$339

### MP 404 – Complete Streets Implementation

Description: We will continue to manage an inter-departmental [Complete Streets Committee](#) to implement the County’s

[Complete Streets Policy](#), which focuses on influencing the design of County projects to consider access for all types of transportation. We will also work with County Public Works and private developers to promote Complete Streets features in land use projects requiring county permits; this includes considering pedestrian, bicycle, ADA, and other improvements in proposed projects, particularly in designated centers.

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

A large share of the work performed under this task will use our 2022-2023 and 2023-2024 federal set-asides, \$18,380 and \$18,748 respectively, for Complete Streets planning. Though these funds are 100 percent federal and require no state or local match, the budget below shows the traditional 20 percent match for planning purposes only. As applicable, actual expenditures for this task will not include a match.

Products:

- County Complete Streets Policy (April 2024-March 2025)
- [Watch Out For Me campaign](#) (April 2024-March 2025)
- Complete Streets Committee meetings (April 2024-March 2025)

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

Budget Estimate: FHWA \$35,326, FTA \$2,322, State \$6,013, Local \$2,004. Note: In addition to the programmed budget for this task, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds in the amount of \$55,705 (100% federal share per a match waiver from FHWA) will be available.

### MP 405 – Transportation Safety Planning

Description: In 2024, we will initiate a countywide Safety Action Plan (SAP) that aligns with [USDOT's Safe Streets for All \(SS4A\) Program](#). The SAP will create a countywide framework for multi-modal safety strategies, supporting engineering, enforcement, education, and emergency response initiatives that promote [USDOT's Safe System Approach](#).

The SAP will cover a range of tasks including setting safety goals, engaging stakeholders and the public, considering equity issues, analyzing crash data and trends (across the entire road network and for pedestrians and bicyclists), and recommending priority safety projects, policies, and practices to improve safety. We will use consultant services for the SAP, which will likely span two Planning Programs (2024-2025 and 2025-2026). It will rely heavily on NYSDOT's Crash Location & Engineering Analysis & Reporting (CLEAR) application to analyze and identify crash trends by location, severity, type, etc., and to screen for

crash hotspots and risks to vulnerable road users. The SAP will be developed in a way that enables agencies and municipalities to apply for future SS4A capital funding.

Under this task, we may also conduct one or more [Safety Assessments \(SAs\)](#) at high-crash locations, either identified through our analysis of crash data or as suggested by member agencies. Our SAs follow a modified version of FHWA's [Road Safety Audit \(RSA\)](#) process and NYSAMPO's Safety Assessment guidelines and identify low-cost strategies to improve transportation safety on high-crash road segments and intersections.

Lastly, working with our member agencies, we will continue to support implementation of the recommendations from [NYSDOT's Strategic Highway Safety Plan](#) (updated in 2023). We will also continue to participate on the [Dutchess County Traffic Safety Board](#) to help identify and mitigate local safety issues.

#### Products:

- Safety Action Plan Task 1: Study Workplan, Outreach Plan, Advisory Committee, and Study Kick-off (April-June 2024)
- Safety Action Plan Task 2: County Context and Document Review (July-September 2024)
- Safety Action Plan Task 3: Crash Data Collection (October-December 2024)
- Safety Action Plan Task 4: Crash and Road Data Analysis (January-March 2025)
- DCTSB meetings (April 2024-March 2025)
- Support implementation of the NYS SHSP (April 2024 -March 2025)

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

Budget Estimate: FHWA \$182,516, FTA \$464, State \$28,905, Local \$9,635

### MP 406 – Coordination of Human Services Transportation

Description: In coordination with human service providers, we will promote transportation projects that improve access for special needs populations such as older adults and people with disabilities. We will help secure funding for eligible projects through FTA programs such as [Section 5310 \(Enhanced Mobility of Seniors and Individuals with Disabilities\)](#). These projects will support our [Coordinated Public Transit-Human Services Transportation Plan](#), which identifies gaps in mobility services for older adults and people with disabilities and prioritizes related capital and operational improvements. Using consultant services, we will begin an update to the Plan in early 2025.

#### Products:

- Initiate a new Coordinated Public Transit-Human Services Transportation Plan (January-March 2025)
- Coordinate with human service agencies to help meet their clients' mobility needs (April 2024-March 2025)
- Prioritize FTA Section 5310 projects in Dutchess County and the TMA (as needed)

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

Budget Estimate: FTA \$4,644, State \$871, Local \$290

### MP 407 – Local Transit Planning

Description: We will provide planning support to [Dutchess County Public Transit](#) and [MTA/Metro-North Railroad](#) to improve the safety and effectiveness of local bus and rail services in the county and improve the customer experience on both systems. We will actively seek the participation of operators in carrying out the metropolitan transportation planning process, including the implementation of the written agreement between the DCTC and operators to share system, operational, and financial information in support of the [MTP](#), [TIP](#), and [Annual Listing of Obligated Projects](#). This includes providing information to transit operators to satisfy FTA Triennial Review data requests or to meet other federal and state reporting requirements (e.g., County Public Transit's Triennial Review in 2024). We will coordinate with and advise County Public Transit regarding their planned service changes for 2024, and support marketing efforts by Public Transit to expand awareness of its services.

We will actively support County Public Transit as it explores alternative fuel sources for its bus system. In 2023, the FTA awarded Dutchess County a \$450,000 grant from their [Areas of Persistent Poverty \(AoPP\) Program](#) to study and develop strategies for the phased implementation of battery-electric or alternative fuel transit buses. The study will identify infrastructure requirements for implementing such a transition, evaluate the electrical capabilities of transit facilities and other potential charging/fueling locations, and set forth a plan to coordinate the upgrades. We will serve on the study's advisory committee and provide planning support throughout.



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

Products:

- Advise on proposed service changes by County Public Transit (April-December 2024)
- Planning support for the AoPP funded County Bus Electrification Study (April 2024-March 2025)
- Data sharing with County Public Transit and MTA/Metro-North Railroad (April 2024-March 2025)

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

Budget Estimate: FTA \$13,933, State \$2,612, Local \$871

**MP 408 – Poughkeepsie 9.44.55 Implementation**

Description: The [Poughkeepsie 9.44.55](#) study – a detailed analysis of the Route 9/44/55 interchange and the Route 44/55

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

Due to the complex nature of the two facilities, and based on recommendations in the study, some of the concepts require further testing and analysis. Accordingly, this task covers planning work needed to progress some of the study’s recommendations. Using on-call consultant services, we started this work in 2023 with a follow-on analysis of the Westbound Arterial (Columbus Dr) from Garden St to Jefferson St (a.k.a. the weave). We will complete this analysis in spring 2024.

This task may also include grant writing support to secure funds to implement recommendations from the 9.44.55 study. Related, this task includes any planning support for the conversion of Market St to two-way operations, accompanied by safety and access improvements.

Products:

- Final Columbus Dr redesign concept (April-June 2024)
- Planning support to implement Poughkeepsie 9.44.55 study (April 2024-March 2025)
- Planning support for Market St conversion to two-way operations (April 2024-March 2025)



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

Budget Estimate: FHWA \$17,663, FTA \$232, State \$2,833, Local \$945

### MP 409 – Intersection Management Program

Description: This standing task explores ways to improve the safety and reliability of key intersections on our road network. Selected locations can include state, county, or local intersections identified through our planning work (e.g., high crash or high congestion locations identified in [Moving Dutchess Forward](#)) or be suggested by member agencies. Typical work under this task includes collecting turning movement counts, crash data, and traffic signal data, analyzing existing and future conditions, engaging stakeholders, and developing recommendations that may include various design concepts.

For the 2024-2025 program, we will assess heavy truck turning limitations at key intersections along Route 9D, particularly in Wappingers Falls and Wappinger. We will also work with NYSDOT on improving signal operations and exploring new ITS technologies for the Route 9 and 9D corridors in the Poughkeepsie, Wappinger, and Fishkill areas. This includes supporting the implementation of a possible federal [ATTAIN-Advanced Transportation Technology and Innovation](#) grant by NYSDOT’s [Hudson Valley Transportation Management Center](#) (HVTMC). If not awarded, we will look at ways to improve the coordination and timing of traffic signals at key intersections along Route 9 from CR 77-Vassar Rd to CR 93-Myers Corners

Rd) and 9D at CR 28-Old Hopewell Rd and CR 93-Myers Corners Rd. We will use our on-call consultant for most of this work.

Products:

- Route 9D Heavy Truck Turning Study (April-June 2024)
- Route 9 & 9D Signal Optimization Studies (July 2024-March 2025)

Responsible Agencies: DCTC, NYSDOT, and local municipalities

Budget Estimate: FHWA \$41,213, State \$6,507, Local \$2,169



Large trucks can find it difficult to navigate the narrow dimensions of Route 9D as it meanders through the Village of Wappingers Falls above. As part of our 9D planning work, we’ll look at this and other issues along the corridor.

### MP 410 – Corridor Management Program

Description: This standing task explores ways to improve the safety and reliability of key corridors throughout the county. Selected locations can include state, county, or local roads



identified through our planning work (e.g., high crash or high congestion corridors or segments identified in [Moving Dutchess Forward](#)) or be suggested by member agencies. Typical work under this task includes collecting traffic and safety data, modeling and analyzing existing and future conditions, engaging stakeholders, and developing recommendations, including design concepts.

For the 2024-2025 program, we will focus on better understanding the scope and nature of heavy truck traffic along the Route 9D corridor from Route 9 in Poughkeepsie to I-84 in Fishkill, including an analysis of truck travel through Wappingers Falls and Wappinger. DCTC staff will do most of this work, using freight data sourced under task MP 306-Regional Freight Planning. We may also use services from our on-call consultant if needed.

**Products:**

- Route 9D Heavy Truck Origin-Destination Study (April-December 2024)

**Responsible Agencies:** DCTC, NYSDOT, and 9D communities

**Budget Estimate:** FHWA \$41,213, State \$6,507, Local \$2,169

**MP 413 – Beacon-Hopewell Rail Trail Study**

**Description:** In late 2023, we initiated the Beacon-Hopewell Rail Trail (BHRT) Study, which will explore the feasibility of adding a rail trail along a 13-mile section of the inactive Beacon Line from Beacon to Hopewell Junction in East Fishkill.

This consultant-supported study will include an inventory and assessment of existing conditions from the area of Dennings Ave (Riverfront Trail) in the City of Beacon, through the Town and Village of Fishkill, to the Dutchess Rail Trail (DRT) and Empire State Trail (EST) in Hopewell Junction (Town of East Fishkill). Informed by this assessment, a preliminary evaluation of design alternatives with cost estimates will be completed and presented to stakeholders and the public. The study will also offer design concepts for the trail and key crossings such as Routes 9 and 52. A revised final concept plan will then be completed and presented.



In 2023, we started a feasibility study to look at how we might add a trail along a 13-mile section of the Beacon Line between Beacon and Hopewell Junction in East Fishkill. This is one of several transformative projects recommended in [Moving Dutchess Forward](#).

To date, we have organized a study advisory committee, completed preparatory work to begin an assessment of existing conditions, and drafted a study website and online survey. As of January 1, 2024, the study was 21 percent complete.

Products:

- BHRT Study Task 1: Inventory & Assessment of Existing Conditions (April-June 2024)
- BHRT Study Task 2: Preliminary Evaluation of Concepts (July-December 2024)
- BHRT Study Task 3: Final Concept Plan Development with Revised Cost Estimate (January-March 2025)
- Public outreach and stakeholder engagement (April 2024-March 2025)
- Study advisory committee meetings (April 2024-March 2025)

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

Budget Estimate: FHWA \$229,617, FTA \$232, State \$36,299, Local \$12,100

### Short-Range Transportation Planning

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

### MP 501 – Transportation Impact Reviews/Sustainable Development Practices

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

Products: Site plan and zoning referral letters (April 2024-March 2025)

Responsible Agencies: DCTC and Dutchess County Planning Department

Budget Estimate: FHWA \$47,101, FTA \$3,251, State \$8,047, Local \$2,682

### MP 502 – Inter-Departmental Project Coordination

Description: This task covers work to improve coordination between the DCTC and the County’s Departments of [Planning](#), [Public Works](#), and [Behavioral & Community Health](#) to process permit applications and provide consistent feedback in project reviews. This task also seeks to improve coordination with

county departments on local transportation projects, including [Community Development Block Grant](#)-funded projects, federally funded projects, locally funded projects, and private projects.

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

Products:

- Planning support for county road walkability projects, including CR 62 (North Maple Ave) in Millerton, the CR 114 (Main St)/Grand Ave intersection redesign in Poughkeepsie, and CR 103 (Annandale Rd) in Red Hook (April 2024-March 2025)
- Coordination with county on CDBG-funded transportation projects (October 2024-March 2025)

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

Budget Estimate: FHWA \$20,186, FTA \$1,393, State \$3,448, Local \$1,149

## Transportation Improvement Program (TIP)

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

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

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

We will also review applications submitted in response to statewide solicitations for programs such as [BRIDGE NY](#) (which funds repairs to off-system bridges), the [Transportation](#)

[Alternatives Program \(TAP\)](#) (which funds walking and bicycling projects), the [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#) (which funds projects that reduce traffic congestion and emissions), and the [Carbon Reduction Program \(CRP\)](#) (which funds projects that reduce on-road CO2 emissions).



The City of Poughkeepsie will replace the Garden St Bridge in 2024, leveraging over \$3.5 million in federal bridge funding from our Capital Program (TIP). This is the first of three bridges to be replaced over the Fall Kill Creek in the City’s Northside area, a [USDOT Justice40 community](#).

**Products:**

- TIP Amendments and Administrative Modifications (April 2024-March 2025)
- Federal-aid project coordination with NYSDOT and project sponsors (April 2024-March 2025)

**Responsible Agencies:** DCTC, NYSDOT, and project sponsors

**Budget Estimate:** FHWA \$50,465, FTA \$4,644, State \$8,839, Local \$2,946

**Other Activities**

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

**Description:** We actively participate in [NYSAMPO](#), which provides a forum for the 14 MPOs across the state to coordinate and collaborate on mutually beneficial planning and training activities. These activities are supported by FHWA and FTA planning funds, which are matched by NYSDOT. In addition to regular MPO director meetings, NYSAMPO coordinates several working groups to share information and best practices among staff, covering such topics as safety, bicycle and pedestrian planning, traffic management and operations, climate change, transit planning, travel demand modeling, GIS mapping, and public engagement. We will continue to chair the Bicycle-Pedestrian Working Group and co-chair the Safety Working Group for SFY 2024-2025.

**Products:**

- NYSAMPO Director meetings (April 2024-March 2025)
- NYSAMPO working group meetings (April 2024-March 2025)
- NYSAMPO Bicycle-Pedestrian Working Group Chair and Safety Working Group co-chair activities (April 2024-March 2025)

**Responsible Agencies:** DCTC, NYSDOT, and NYSAMPO

Budget Estimate: FHWA \$33,643, FTA \$1,548, State \$5,602,  
Local \$1,868

## 14. Public Participation Process

Our Planning Committee reviewed the Draft 2024-2025 UPWP at its meetings on January 31 and February 28, 2024. On February 9, 2024, we issued a public notice to our public information list, including local media outlets, agencies, and stakeholders. The public notice announced the availability of the draft UPWP for public review and comment for a 15-day period. The draft UPWP was also posted on our [website](#). The Council approved the UPWP on March 4, 2024.

## 15. SFY 2024-2025 Program Budgets

The following tables provide information on the use of federal, state, and county funds in support of our work in SFY 2024-2025. 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. These tables were revised in April 2024 based on actual FTA apportionments for MPP funding.



**Table 2. DCTC 2024-2025 UPWP FHWA PL Task Budget**

UPWP Task	Federal Funding <sup>1</sup>	State & Local Match <sup>2</sup>		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$353,255	\$18,592	n/a	\$371,847
Data Development and Analysis	\$252,326	\$13,281	n/a	\$265,607
Long-Range Transportation Planning (System Level)	\$336,435	\$17,707	n/a	\$354,142
Long-Range Transportation Planning (Project Level)	\$588,761	\$30,987	n/a	\$619,748
Short-Range Transportation Planning	\$67,287	\$3,541	n/a	\$70,828
Transportation Improvement Program (TIP)	\$50,465	\$2,656	n/a	\$53,121
Other Activities	\$33,643	\$1,771	n/a	\$35,414
Toll Credits	n/a	n/a	\$265,606	\$265,606
<b>Total</b>	<b>\$1,682,172</b>	<b>\$88,535</b>	<b>\$265,606</b>	<b>\$2,036,313</b>

<sup>1</sup> In addition to the FHWA PL funds programmed, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds in the amount of \$55,705 (100% federal share per FHWA match waiver) will be available.

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

**Table 3. DCTC 2024-2025 UPWP FTA MPP Task Budget**

UPWP Task	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
Program Support and Administration	\$89,788	\$5,612	\$16,835	\$112,235
Data Development and Analysis	\$7,740	\$484	\$1,451	\$9,675
Long-Range Transportation Planning (System Level)	\$23,221	\$1,451	\$4,354	\$29,026
Long-Range Transportation Planning (Project Level)	\$23,221	\$1,451	\$4,354	\$29,026
Short-Range Transportation Planning	\$4,644	\$290	\$871	\$5,805
Transportation Improvement Program (TIP)	\$4,644	\$290	\$871	\$5,805
Other Activities	\$1,548	\$97	\$290	\$1,935
<b>Total</b>	<b>\$154,806</b>	<b>\$9,675</b>	<b>\$29,026</b>	<b>\$193,507</b>

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

**Table 4. DCTC 2024-2025 UPWP FHWA PL Object Budget**

Item	Federal Funding <sup>1</sup>	State & Local Match <sup>2</sup>		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$581,757	\$30,619	n/a	\$612,376
Fringe Benefits	\$387,836	\$20,412	n/a	\$408,248
Travel	\$2,696	\$142	n/a	\$2,838
Equipment	\$0	\$0	n/a	\$0
Supplies/Reproduction	\$1,907	\$100	n/a	\$2,007
Contractual	\$549,384	\$28,915	n/a	\$578,299
Indirect Charges	\$158,592	\$8,347	n/a	\$166,939
Toll Credits	n/a	n/a	\$265,606	\$265,606
<b>Total</b>	<b>\$1,682,172</b>	<b>\$88,535</b>	<b>\$265,606</b>	<b>\$2,036,313</b>

<sup>1</sup>In addition to the FHWA PL funds programmed, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds in the amount of \$55,705 (100% federal share per FHWA match waiver) will be available.

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

**Table 5. DCTC 2024-2025 UPWP FTA MPP Object Budget**

Item	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$77,403	\$4,837	\$14,514	\$96,754
Fringe Benefits	\$47,990	\$2,999	\$8,998	\$59,987
Travel	\$1,548	\$97	\$290	\$1,935
Equipment	\$1,548	\$97	\$290	\$1,935
Supplies/Reproduction	\$1,548	\$97	\$290	\$1,935
Contractual	\$0	\$0	\$0	\$0
Indirect Charges	\$24,769	\$1,548	\$4,644	\$30,961
<b>Total</b>	<b>\$154,806</b>	<b>\$9,675</b>	<b>\$29,026</b>	<b>\$193,507</b>

<sup>1</sup>Dutchess County match provided through local funds. NYSDOT match for FTA MPP funds provided through in-kind services. SFY 2024-2025 UPWP

**Table 6. DCTC 2024-2025 UPWP FTA MPP Detailed Budget**

Item	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
Staff Salaries	\$77,403	\$4,837	\$14,514	\$96,754
Fringe Benefits	\$47,990	\$2,999	\$8,998	\$59,987
Travel	\$1,548	\$97	\$290	\$1,935
Equipment	\$1,548	\$97	\$290	\$1,935
Supplies/Reproduction	\$1,548	\$97	\$290	\$1,935
Contractual	\$0	\$0	\$0	\$0
Indirect Charges	\$24,769	\$1,548	\$4,644	\$30,961
<b>Total</b>	<b>\$154,806</b>	<b>\$9,675</b>	<b>\$29,026</b>	<b>\$193,507</b>

Item	Federal Funding	State & Local Match <sup>1</sup>		Total
		Dutchess County	NYSDOT	
44.21.00 - Program Support and Administration	\$89,788	\$5,612	\$16,835	\$112,235
44.22.00 - Data Development & Analysis	\$7,740	\$484	\$1,451	\$9,675
44.23.01 - Long Range Transportation Planning-System Level	\$23,221	\$1,451	\$4,354	\$29,026
44.23.02 - Long Range Transportation Planning-Project Level	\$23,221	\$1,451	\$4,354	\$29,026
44.24.00 - Short Range Transportation Planning	\$4,644	\$290	\$871	\$5,805
44.25.00 - Transportation Improvement Program	\$4,644	\$290	\$871	\$5,805
44.27.00 - Other Activities	\$1,548	\$97	\$290	\$1,935
<b>Total</b>	<b>\$154,806</b>	<b>\$9,675</b>	<b>\$29,026</b>	<b>\$193,507</b>

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

**Table 7. DCTC 2024-2025 UPWP Task Cost Estimates**

Task	FHWA PL	FTA MPP	NYSDOT	Dutchess County	Total
MP 101 - Support and Administration	\$183,689	\$46,693	\$37,756	\$12,581	\$280,719
MP 102 - Unified Planning Work Program (UPWP)	\$35,326	\$8,979	\$7,262	\$2,420	\$53,987
MP 103 - Public Participation Activities	\$52,988	\$13,468	\$10,892	\$3,631	\$80,979
MP 104 - Transportation Management Area (TMA) Coordination	\$45,923	\$13,468	\$9,776	\$3,259	\$72,426
MP 105 - Federal, State, and Local Reporting	\$17,663	\$4,489	\$3,631	\$1,211	\$26,994
MP 106 - Professional Development	\$17,663	\$2,694	\$3,294	\$1,098	\$24,749
MP 201 - Demographic Data Analysis and Forecasting	\$35,326	\$5,418	\$6,594	\$2,198	\$49,536
MP 202 - Travel Data Analysis and Forecasting	\$12,616	\$1,161	\$2,210	\$737	\$16,724
MP 203 - Vehicle/Bicycle/Pedestrian Count Activities	\$100,930	\$0	\$15,936	\$5,312	\$122,178
MP 204 - Major Projects Tracking	\$7,570	\$387	\$1,268	\$422	\$9,647
MP 205 - Geographic Information Systems (GIS)/Database Management	\$63,082	\$387	\$10,033	\$3,344	\$76,846
MP 206 - Pavement Condition Monitoring	\$5,047	\$0	\$797	\$266	\$6,110
MP 207 - Performance Monitoring	\$2,523	\$387	\$471	\$157	\$3,538
MP 208 - Countywide Vehicle Speed Analysis	\$12,616	\$0	\$1,992	\$664	\$15,272
MP 209 - Functional Classification Update	\$12,616	\$0	\$1,992	\$664	\$15,272
MP 301 - Metropolitan Transportation Plan (MTP)	\$84,109	\$3,483	\$13,933	\$4,645	\$106,170
MP 302 - Air Quality and Energy Planning	\$6,729	\$697	\$1,193	\$398	\$9,017
MP 303 - Congestion Management Planning (CMP)	\$33,644	\$697	\$5,443	\$1,815	\$41,599
MP 304 - Emerging Transportation Technologies Planning	\$16,822	\$1,625	\$2,961	\$987	\$22,395
MP 305 - Regional Transit Planning	\$0	\$12,539	\$2,351	\$784	\$15,674
MP 306 - Regional Freight Planning	\$57,194	\$0	\$9,031	\$3,010	\$69,235
MP 307 - Vulnerability Assessment <sup>1</sup>	\$121,117	\$3,483	\$19,777	\$6,593	\$150,970
MP 308 - Orange and Dutchess Transportation Access and Mobility Study	\$10,093	\$464	\$1,681	\$560	\$12,798
MP 309 - Other Transportation Studies	\$6,729	\$232	\$1,106	\$369	\$8,436
MP 401 - Community Transportation Planning Assistance	\$17,663	\$464	\$2,876	\$959	\$21,962
MP 402 - Local Pedestrian Planning Initiative	\$17,663	\$464	\$2,876	\$959	\$21,962
MP 403 - Bicycle-Pedestrian Plan Implementation	\$5,888	\$464	\$1,017	\$339	\$7,708
MP 404 - Complete Streets Implementation	\$35,326	\$2,322	\$6,013	\$2,004	\$45,665

**Table 7. DCTC 2024-2025 UPWP Task Cost Estimates (Cont'd.)**

Task	FHWA PL	FTA MPP	NYS DOT	Dutchess County	Total
MP 405 - Transportation Safety Planning <sup>1</sup>	\$182,516	\$464	\$28,905	\$9,635	\$221,520
MP 406 - Coordination of Human Services Transportation	\$0	\$4,644	\$871	\$290	\$5,805
MP 407 - Local Transit Planning	\$0	\$13,933	\$2,612	\$871	\$17,416
MP 408 - Poughkeepsie 9.44.55 Implementation	\$17,663	\$232	\$2,833	\$945	\$21,673
MP 409 - Intersection Management Program	\$41,213	\$0	\$6,507	\$2,169	\$49,889
MP 410 - Corridor Management Program	\$41,213	\$0	\$6,507	\$2,169	\$49,889
MP 413 - Beacon-Hopewell Rail Trail Study <sup>2</sup>	\$229,617	\$232	\$36,299	\$12,100	\$278,248
MP 501 - Transportation Impact Reviews/Sustainable Development Practices	\$47,101	\$3,251	\$8,047	\$2,682	\$61,081
MP 502 - Inter-Departmental Project Coordination	\$20,186	\$1,393	\$3,448	\$1,149	\$26,176
MP 601 - Transportation Improvement Program (TIP)	\$50,465	\$4,644	\$8,839	\$2,946	\$66,894
MP 701 - NYSAMPO Activities	\$33,643	\$1,548	\$5,602	\$1,868	\$42,661
<b>Total</b>	<b>\$1,682,172</b>	<b>\$154,806</b>	<b>\$294,632</b>	<b>\$98,210</b>	<b>\$2,229,820</b>

<sup>1</sup> In addition to the FHWA PL funds programmed, Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds in the amount of \$55,705 (100% federal share per FHWA match waiver) will be available.

<sup>2</sup> Amount shown is for SFY 2024-2025 only. Total task cost is higher.