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DRAFT FFY 2026-2030

Transportation Improvement Program (TIP)

The Five-year Program of Federally Funded Transportation
Projects in Dutchess County

DUTCHESS COUNTY
TRANSPORTATION COUNCIL

Better ways from here to there

DISCLAIMER

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



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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, and active transportation projects. We adopted our current [Federal Fiscal Year \(FFY\) 2023-2027 TIP](#) in 2022.
- **Unified Planning Work Program (UPWP or Planning Program)** – our annual work plan, identifying the federally funded planning activities we will undertake. The Planning Program includes descriptions of planning tasks and resulting products, a schedule for completing tasks, the cost of the work, funding sources, and the organizations working on each task. We adopted our current [State Fiscal Year \(SFY\) 2025-2026 UPWP](#) in 2025.

DCTC Organization

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

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

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.

Mid-Hudson Valley Transportation Management Area

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

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.

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

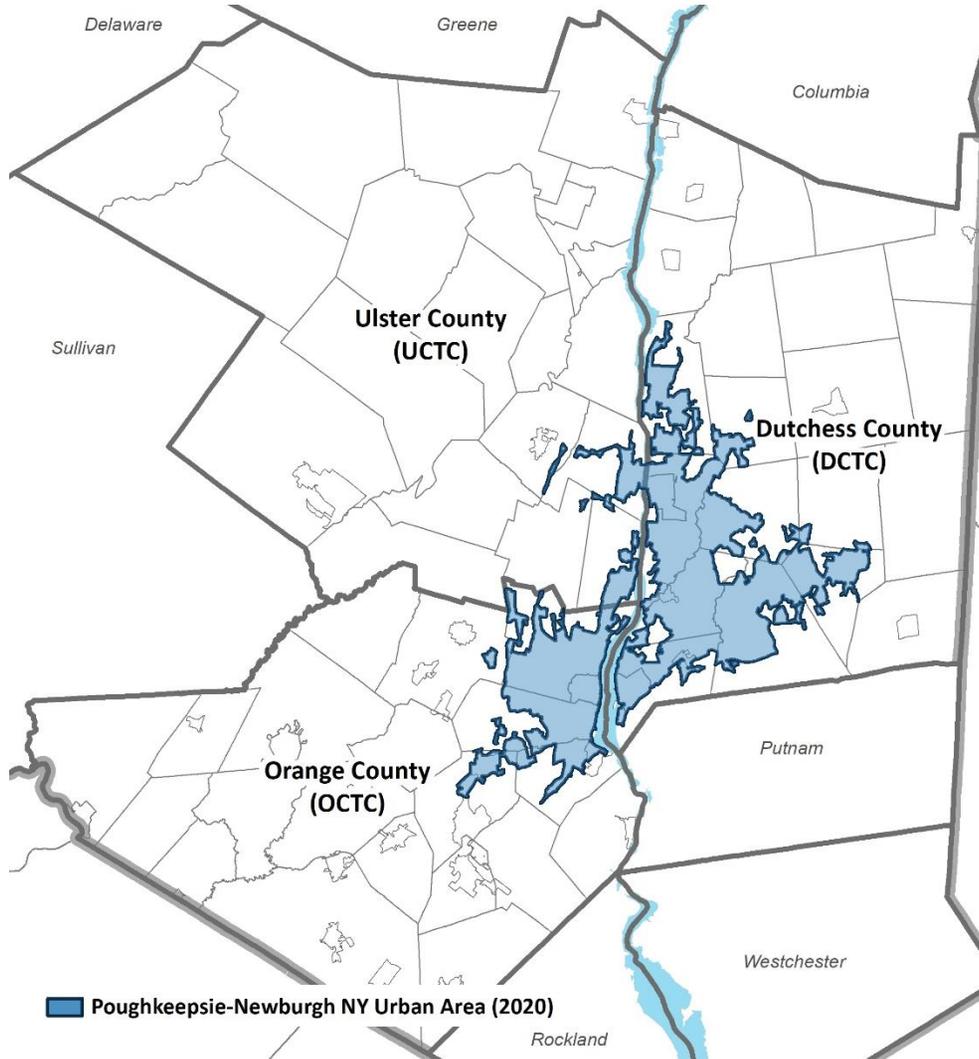
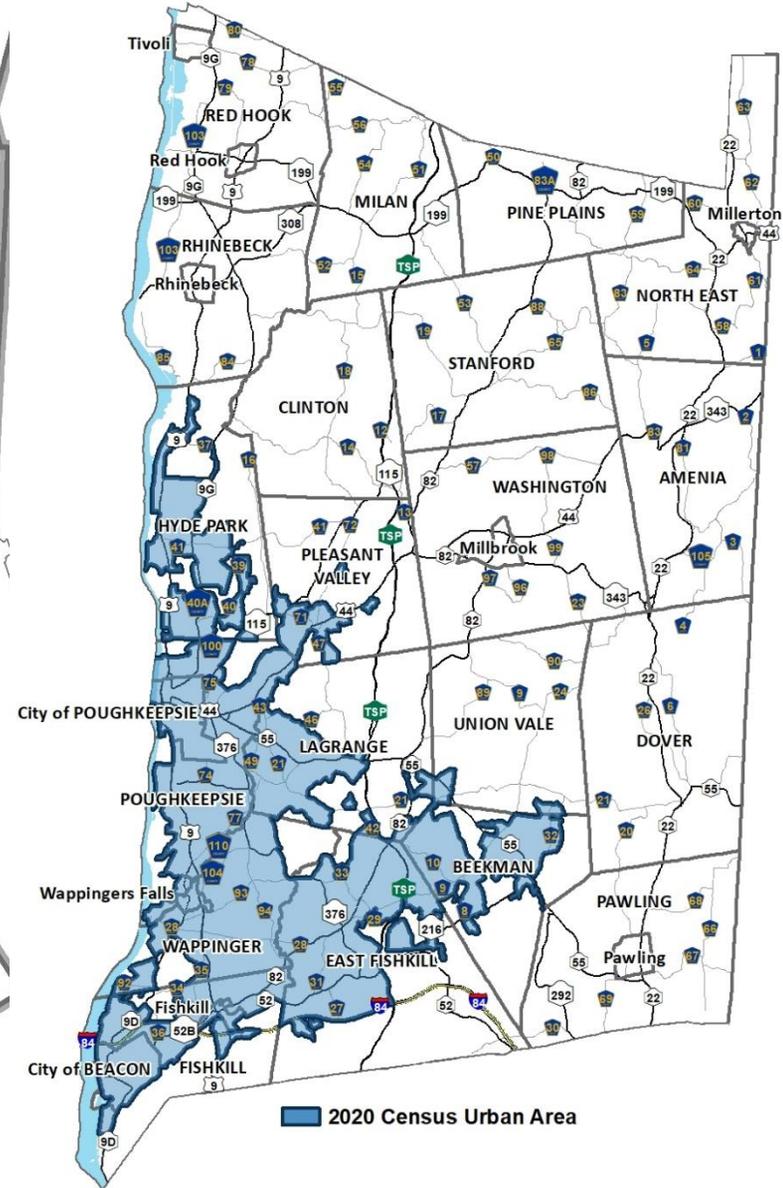


Figure 3. DCTC Urban Area Detail



2. TIP Development

Overview

The TIP serves as our prioritized listing of federally funded transportation projects in Dutchess County and is developed and adopted by the DCTC as part of the metropolitan transportation planning process. The TIP identifies capital and non-capital surface transportation projects or project phases that are proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53. At a minimum, the TIP must be updated every four years and approved by both the MPO and Governor. In New York, our TIP update coincides with the [Statewide Transportation Improvement Program \(STIP\)](#) update, which is typically done every three years.

Federal transportation law requires that we develop the TIP in cooperation with applicable State, regional, County, and local road owners and transit operators. The TIP must include projects that are consistent with the current Transportation Plan – [Moving Dutchess Forward](#) – and reflect its recommended investment priorities. The TIP must also include a description of its anticipated effect on achieving performance management targets established in the Plan, linking investment priorities to desired performance goals.

When developing the TIP, we are also required to provide an opportunity for participation by the public and other stakeholders. For us, this occurs at monthly Planning Committee meetings and through formal public comment periods. We must also use estimates of funds that are reasonably expected to be available to allow projects to

progress. We do this through a financial plan that demonstrates how the TIP can be implemented using available funding.

For each project, the TIP includes descriptions that identify the type of work, project length, location, and extent. The TIP also shows the estimated total project cost and amount of federal funds proposed to be obligated during each program year for the project by phase, as well as the agency responsible for carrying out the project. Though the TIP focuses on the programming of federal funds, it also includes State-funded transportation projects to provide a complete picture of transportation improvements in the region.

The FFY 2026-2030 TIP covers the period of October 1, 2025 - September 30, 2030, and coincides with the Federal Fiscal Year (FFY) budget calendar. The FFY 2026-2030 TIP will be incorporated into the new STIP, which we expect to be approved by FHWA and FTA by the close of FFY 2025 (September 2025).

Relationship to the Metropolitan Transportation Plan

The TIP is an essential product of our transportation planning process, since it is through the TIP that we commit to the actual funding and implementation of transportation projects. Once programmed on the TIP, a sponsor may proceed with work on a project. For a highway project, this can include work such as preliminary and detailed design, right-of-way acquisition, and construction. For a transit project, this can include the purchase of buses or making improvements to transit facilities. Regardless, projects must be consistent with our Transportation Plan, [Moving Dutchess Forward](#).

Serving as our 25-year Plan for improving transportation in the county, [Moving Dutchess Forward](#) looks at the policies and infrastructure needed to remove barriers and expand access, considering safety, reliability, and basic needs. It also evaluates how access may be different for some population groups and identifies communities where we should consider the effects of our transportation decisions and investments. The Plan establishes the following vision: **By 2045, Dutchess County’s transportation system will be safer, more reliable, resilient, and equitable.** It is organized around four goals:

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

To focus future investment on addressing identified barriers, the plan recommends a series of Transformative Packages, meant to be holistic and ongoing projects and programs, and Transformative Projects, meant to be location-specific and especially beneficial to removing barriers and expanding access. See our [Invest Section](#) for more information.

The new TIP includes phases of two Transformative Projects recommended in [Moving Dutchess Forward](#): the redesign of Main Street-CR 114 in Arlington (Town of Poughkeepsie) and the redesign of Route 82 in Hopewell Junction (Town of East Fishkill), which both focus on improving the safety and reliability of these key corridors. The TIP also includes projects that support various Transformative Packages recommended in the Plan such as Road & Bridge Maintenance & Operations, Safety Improvements at High Crash Locations, Walking & Bicycling Improvements, and Bus Service Improvements.

For our highway program, the ‘Road & Bridge Maintenance & Operations’ package supports a broad range of maintenance work to keep our roads and bridges functioning. This work includes repaving roads, repairing bridges and culverts, upgrading traffic signals, and improving roadway signage and markings. This focus on roads and bridges reflects their importance in providing safe and reliable access across the county. It also mirrors the focus of our transportation investment strategy in the plan, particularly for federal-aid eligible roads and bridges.

For our transit program, the ‘Bus Service Improvements’ package supports a variety of basic bus service needs such as replacing vehicles, providing operating assistance, and conducting preventive maintenance.

Federal Planning Factors

In addition to addressing our own strategic goals, we must operate under the tenets of the federal Infrastructure Act, which provides the funding for transportation projects and

establishes federal transportation priorities. The law requires that the metropolitan transportation planning process, which results in core products such as the Transportation Plan and TIP, address the following ten planning factors or strategic focus areas:

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

TIP Project Selection

We developed the 2026-2030 TIP in coordination with State, County, and local officials, as well as regional and County transit providers. Using the previous 2023-2027 TIP as the basis, we began work on the new TIP in late 2024, upon receiving federal funding targets from NYSDOT.

We started our update by first determining if federal funds would be available in the new TIP, reconciling our funding targets (by program and year) with projects being carried over from the previous TIP. We focused on those projects using formula federal funding versus those using discretionary funding, since the latter are not subject to the targets. Based on this assessment, we found a substantial amount of our FHWA funding targets would be available for new projects and/or to support additional funding needs for existing projects. In contrast, our FTA funding targets would need to support existing projects.

We accordingly developed an application process for the available FHWA funding, issuing a call for projects on December 4, 2024, with applications due January 24, 2025. The call focused on programming \$9.8 million in available funding for projects on federal-aid eligible roads and \$6.7 million for bridges on non-federal-aid eligible roads. In a first for the DCTC, we used an online platform for the applications, modelled after a system used by the Capital Region Transportation Council (CRTC) in Albany. The call for projects was complemented by an online workshop held on December 18, 2024 (also recorded and posted online), where staff reviewed the TIP process, federal-aid program, and the application itself.

Our project call stressed the need for proposals to align with the DCTC's long-range transportation plan, [Moving Dutchess Forward](#), by improving transportation safety, improving system reliability, and expanding access. We evaluated project proposals using the DCTC's adopted [Project Selection Framework](#), first screening proposals for their federal eligibility, local support, and constructability, and then for their capacity to advance the DCTC's strategic goals.

We received 11 proposals from the County and local municipalities (see Table 1). These ranged from relatively simple bridge and pavement projects to more transformative projects like intersection redesigns and new pedestrian/bicycle infrastructure, and included a mix of new and existing projects. Based on our screening and evaluation process, with due consideration of available funding by program and year of expenditure, we ranked five proposals as top priorities and warranting inclusion on the TIP:

- [Dutchess County](#): CR 114 (Main St) at North/South Grand Ave intersection improvements in the Town of Poughkeepsie (\$3.5 million federal)
- [City of Beacon](#): Beekman Street complete streets improvements from Red Flynn Dr to NYS Route 9D (Wolcott Ave) (\$3 million federal)
- [Town of East Fishkill](#): NYS Route 82/Route 376 intersection improvements in Hopewell Junction (\$1.2 million federal)
- [Town of Red Hook](#): Saw Kill/Aspinwall Rd over the Saw Kill Creek bridge replacement (\$560,000 federal)
- [Town of Rhinebeck](#): Parsonage St over the Landsman Kill bridge replacement (\$2.6 million federal)

In total, these projects total almost \$11 million in FHWA funding, fully programming our funding targets for the STBG Large Urban Program and Carbon Reduction Program (CRP), and a large share of the STBG Off System Bridge program. Additionally, we added block funding for the Highway Safety Improvement Program (HSIP) to support future safety projects, particularly those stemming from our pending [Safety Action Plan](#). For the local transit program, our core federal transit funds were fully programmed for the entire TIP period.

3. Transportation Funding

The Infrastructure Act authorizes a variety of funding programs that support projects across all forms of travel, with a focus on traditional highway and transit projects. The law also requires that the TIP be financially constrained by using estimates of current and reasonably available future revenues to program projects. The 2026-2030 TIP includes only projects for which construction or operating funds are reasonably expected to be available during the five-year period. We estimated funds from four main sources:

1. Federal-aid highway funding provided under Title 23, administered by FHWA
2. Federal transit funding provided under Title 49, administered by FTA
3. State funds, used either as a match for federally funded projects or standalone State projects, administered by NYSDOT
4. Local funds, provided by Dutchess County or applicable city, town, or village, as a match for federally funded projects

Table 1. Project Proposals for the DCTC FFY 2026-2030 TIP

Project	Project Sponsor	Status	Total Project Cost (\$-millions)	Total TIP Request (\$-millions)	DCTC Priority
Beekman St Pedestrian & Bicycle Improvements	City of Beacon	New	\$3.8	\$3.0	High
Grand Ave Improvements	City of Poughkeepsie	Existing	\$4.6	\$3.0	Low
Mansion St Bridge Replacement	City of Poughkeepsie	Existing	\$7.1	\$5.7	Low
Main St/Grand Ave Intersection Improvements	Dutchess County	New	\$4.1	\$3.3	High
Route 82/Route 376 Intersection Improvements	Town of East Fishkill	Existing	\$7.8	\$1.2	High
Route 376 Realignment	Town of East Fishkill	New	\$7.5	\$6.0	Medium
Main St Pedestrian Lighting & Connectivity	Town of Hyde Park	New	\$1.3	\$1.0	Low
Route 113-Spackenkill Rd Sidewalks	Town of Poughkeepsie	New	\$7.5	\$5.5	High
Saw Kill/Aspinwall Rd Bridge Replacement	Town of Red Hook	Existing	\$3.1	\$0.6	High
Parsonage St Bridge Replacement	Town of Rhinebeck	New	\$3.0	\$2.4	High
Merritt Blvd Pavement Rehabilitation	Village of Fishkill	New	\$1.8	\$1.5	Low

To reflect Year of Expenditure (YOE) dollars (the future estimated value of the dollar after accounting for inflation), NYSDOT applied a four percent inflation factor to the costs of projects and phases in FFY 2026, and two percent annually for FFY 2027 and beyond. Our hope is that inflation will indeed stay at the two percent annual rate for most of the TIP period, but regardless, incorporating an inflation factor allows us to demonstrate financial constraint in the TIP and STIP, accounting for some level of rising labor, equipment, and material costs.

Highway Programs

The Infrastructure Act continues many of the long-standing highway funding programs that we've relied on in the past. Much of the funding for our highway projects comes from formula programs that flow from FHWA, through state DOTs, and then to MPOs. Besides these formula funds, the law continues several discretionary programs such as the INFRA program and creates new ones such as the Bridge Investment Program and the resiliency-focused PROTECT program. The various federal highway programs, administered by the FHWA, are outlined below:

National Highway Performance Program (NHPP)

The [NHPP](#) supports maintenance and improvement activities for the [National Highway System \(NHS\)](#), which includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS is developed by the [U.S. Department of Transportation \(USDOT\)](#) in cooperation with states, local officials, and MPOs. The NHPP supports the construction of new facilities on the NHS and

other activities that help agencies attain performance targets established in a state's NHS asset management plan. The federal share for the NHPP is generally 80 percent of the total project cost.

In Dutchess County, the current NHS covers approximately 250 centerline miles of NYSDOT highways, primarily I-84, Routes 9, 9D, 22, 44, and 55, and the Taconic State Parkway. NHS roads represent ten percent of total centerline mileage in Dutchess County. Figure 4 shows the NHS in Dutchess County.

NHPP projects must be on an eligible facility and support the achievement of national performance goals for improving infrastructure condition, safety, mobility, and freight movement on the NHS, and also be consistent with state and MPO plans such as [Moving Dutchess Forward](#). NHPP eligible activities include the following:

- Construction, rehabilitation, preservation, and operational improvements on NHS facilities, including bridges
- Bicycle transportation and pedestrian walkways on the NHS
- Highway safety improvements on the NHS
- Capital and operating costs for traffic and traveler information monitoring and management on NHS facilities
- Reconstruction and rehabilitation of bridges on a non-NHS Federal-aid highway (if Interstate System and NHS bridge condition requirements are satisfied)

Surface Transportation Block Grant (STBG) Program

The [STBG](#) Program provides flexible funding that may be used by states and localities for projects to preserve and improve

Figure 4. National Highway System (NHS) in Dutchess County

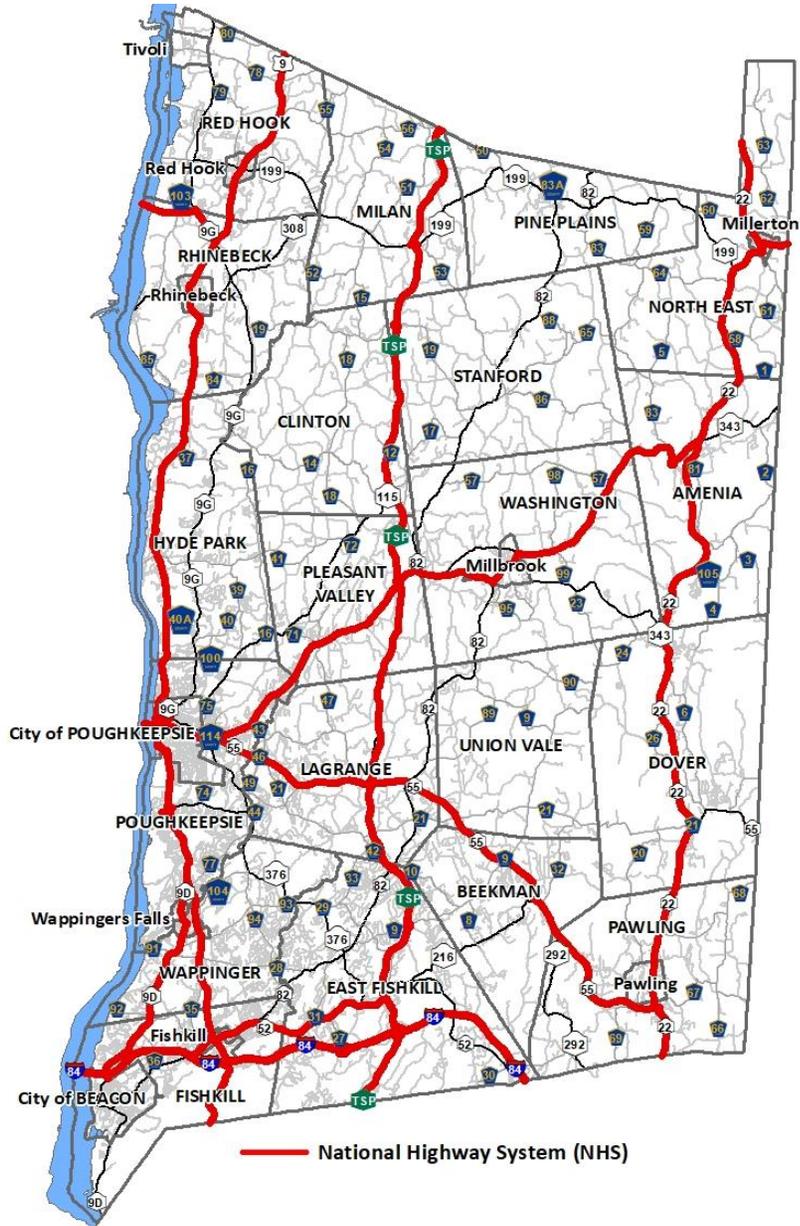
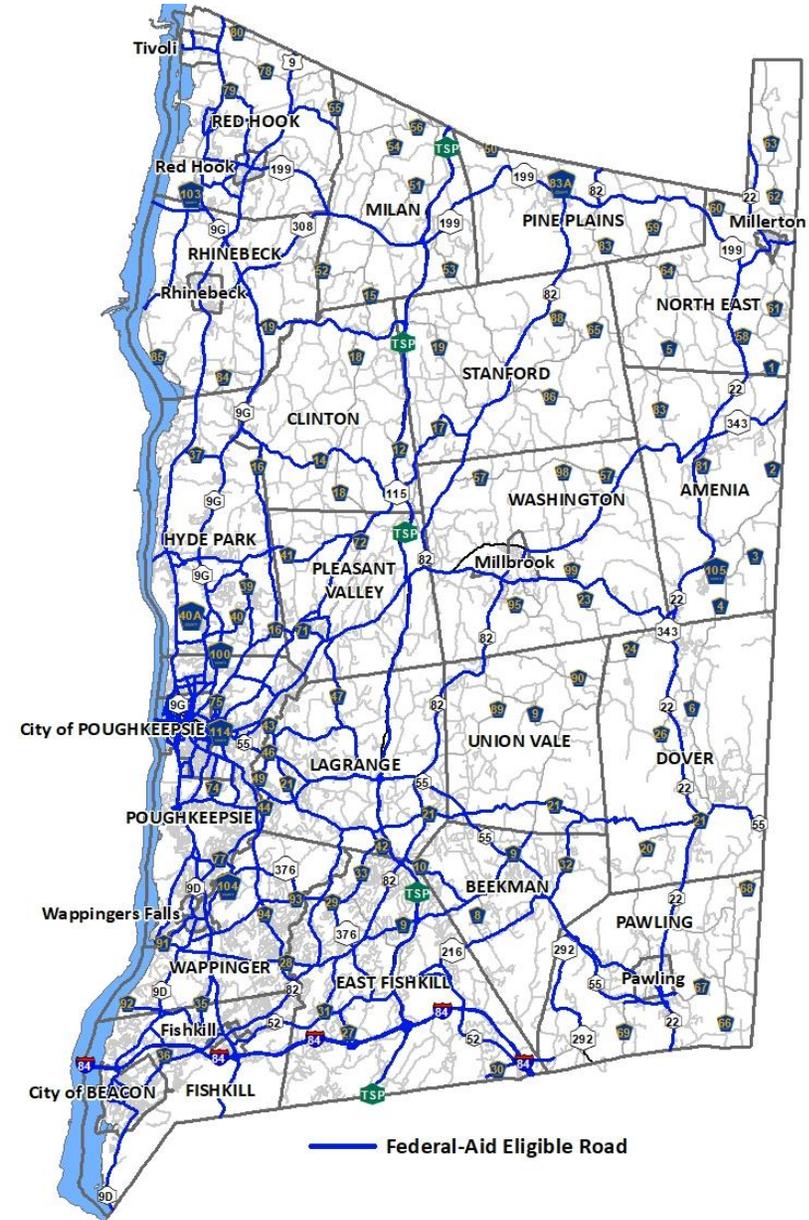


Figure 5. Federal-aid Eligible Roads in Dutchess County



conditions and operations on federal-aid highways, all bridges and tunnels, and walking and bicycling facilities. The Infrastructure Act directs FHWA to apportion STBG funding as a lump sum for each state and then divides that total among apportioned programs. Each state's STBG apportionment is calculated based on a percentage specified in law. STBG eligible activities include the following:

- Construction, rehabilitation, preservation, and operational improvements for federal-aid highways
- Construction, rehabilitation, preservation, and operational improvements for bridges and tunnels on any public road. The Infrastructure Act requires that states obligate a portion of STBG funds for bridges not on federal-aid highways (known as off-system bridges)
- Inspection and evaluation of bridges, tunnels, and other highway assets
- Carpool projects, corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modifications
- Highway and transit safety infrastructure improvements and programs
- Capital and operating costs for traffic monitoring, management, and control facilities and programs

The federal share for most STBG activities is 80 percent of the total project cost, though this can increase to 90 percent for projects on the Interstate System, and 100 percent for certain safety improvements. In Dutchess County, federal-aid eligible roads make up 26 percent or 655 miles of total centerline

mileage. Figure 5 shows federal-aid roads in Dutchess County.

The STBG program includes special funding set aside for large, urbanized areas such as in Dutchess County (STBG Large Urban), road bridges that carry non-federal-aid roads (STBG-Off-System Bridge), and transportation alternatives such as walking and bicycling infrastructure (see STBG-TAP below).

STBG Transportation Alternatives Program (STBG-TAP)

The Infrastructure Act reinstated the Transportation Alternatives Program (TAP) as a set-aside of the [STBG](#) program. These funds support projects and activities that create safer, more walkable streets, including walking and bicycling infrastructure, Safe Routes to School, and other local community projects. Eligible activities include the following:

- Planning, design, and construction of infrastructure related projects to improve non-driver safety and access to public transportation and enhanced mobility
- Construction of turnouts, overlooks, and viewing areas.
- Safe Routes to School (enables and encourages children to walk or bike to school)
- Planning, design and construction of on-road and off-road facilities for walking, bicycling, and other non-motorized transportation
- Conversion and use of abandoned railroad corridors for trails for walking, bicycling, and other non-motorized transportation
- Planning, design, and construction of boulevards and other roads largely in the right-of-way of former divided highways

When integrated with work in one of the projects above, funding can be used for community improvement activities (including landscaping and streetscape improvements), and environmental stormwater management activities.

Carbon Reduction Program (CRP)

The [CRP](#) program provides a flexible funding source to state and local governments for transportation projects that reduce greenhouse gas emissions to include improvements related to public transit, technology, traffic signalization, Electric Vehicle charging, and truck stop electrification.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The [CMAQ](#) program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the [Clean Air Act](#). Funding is available to reduce congestion and improve air quality for areas that do not meet National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (known as non-attainment areas). Eligible projects include those that improve traffic flow, such as signal improvements, intersection improvements, and travel demand activities that reduce vehicle miles travelled. Based on State guidance, eligible projects located in Dutchess County may access CMAQ funds.

Highway Safety Improvement Program (HSIP)

The [HSIP](#) program seeks to significantly reduce traffic fatalities and serious injuries on public roads, including non-state-owned

public roads. The HSIP requires a data-driven, strategic approach to improving highway safety. HSIP projects must be consistent with the [State's Strategic Highway Safety Plan \(SHSP\)](#) and address a highway safety problem. The federal share for most HSIP activities is 90 percent of the total project cost. HSIP eligible activities include the following:

- An intersection safety improvement
- Pavement and shoulder widening to remedy an unsafe condition
- Installation of rumble strips or other warning device
- Installation of a skid-resistant surface at an intersection or other location with a high frequency of crashes
- An improvement for walking or bicycling safety or safety of persons with disabilities, to include traffic calming
- Construction and improvement of a railway-highway grade crossing, including the installation of protective devices
- Installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity
- Installation of a traffic control or other warning device at a location with high crash potential

Highway Funding Targets

The Infrastructure Act, supported in part by the [Highway Trust Fund \(HTF\)](#), provides federal highway funding to states. In New York, federal highway funds are administered by NYSDOT. For the 2026-2030 TIP, NYSDOT estimated the amount of future federal highway authorizations and then established federal funding targets for each of its 11 regions. This included set asides for statewide discretionary programs.

Based on estimates provided by FHWA, NYSDOT established a statewide federal highway target of almost \$10.9 billion for the four-year STIP period or approximately \$2.7 billion annually. Overall, the statewide target reflects a six percent decrease from the previous 2023-2027 TIP. The NHPP program, which applies only to NHS roads, makes up 43 percent of the State’s entire target, totaling almost \$4.7 billion over the four years and represents the largest FHWA program in the State. From a regional perspective, NYSDOT-Region 11 (i.e., New York City) typically sees the largest regional share of the State’s target (17 percent for this TIP cycle).

Regional Highway Funding Targets

In late 2024, NYSDOT issued federal highway targets to its 11 regions. These regional targets showed the estimated amounts of available federal funds by year and program. Each region was then tasked with establishing funding targets across their areas of responsibility, in coordination with each responsible MPO.

The NYSDOT-Region 8 (Hudson Valley) planning targets total \$858 million in federal highway funding over the four-year STIP period (2026-2029). This reflects a 23 percent increase from the 2023-2026 STIP. On an annual basis, Region 8’s target averages over \$214 million each year. The NHPP program accounts for 53 percent of the total target, while the STBG program (Large Urban, Flex, and Off-System combined) accounts for most of the remaining share (24 percent). These shares are consistent with the allocation rates seen at the national level and reflect a federal focus on maintaining and improving the NHS. Table 2 shows Region 8’s highway funding targets by year and FHWA

program, while Figure 5 (see next page) shows the total funding for each FHWA program.

MPO/County Highway Funding Targets

Region 8 uses a prescribed formula to establish highway targets across its seven county area (see Figure 6), which includes four MPOs: [DCTC](#), [OCTC](#), [UCTC](#), and the [New York Metropolitan Transportation Council \(NYMTC\)](#) (the latter covers Putnam, Rockland, and Westchester counties through the [Mid-Hudson South Transportation Coordinating Committee-MHSTCC](#)). The formula incorporates population and highway system data such as bridge conditions and lane miles to calculate program targets for each MPO or county.

Figure 6. NYSDOT-Region 8 Counties

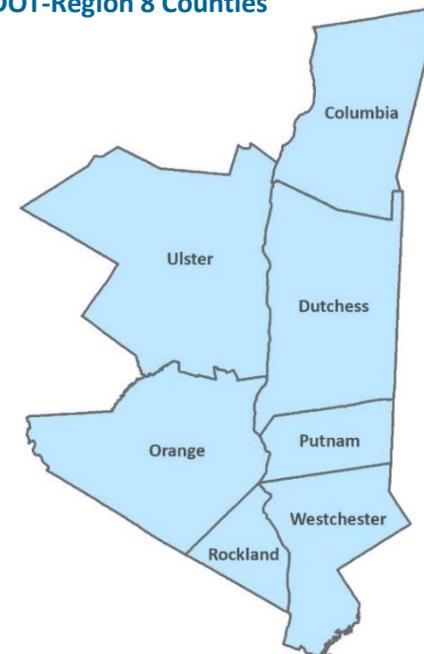


Table 2. NYSDOT-Region 8 Highway Funding Targets by Federal Fiscal Year (\$-millions)¹

Federal Funding Source	2026	2027	2028	2029	2030	Total
FHWA National Highway Performance Program (NHPP)	\$114.2	\$114.2	\$114.2	\$114.2	\$114.2	\$571.2
FHWA STBG Program-FLEX	\$18.0	\$18.0	\$18.0	\$18.0	\$18.0	\$89.9
FHWA STBG Program-Large Urban	\$25.8	\$25.8	\$25.8	\$25.8	\$25.8	\$129.2
FHWA STBG Program-Off System Bridge	\$8.2	\$8.2	\$8.2	\$8.2	\$8.2	\$40.9
FHWA Carbon Reduction Program (CRP)	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$17.1
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$15.5	\$15.5	\$15.5	\$15.5	\$15.5	\$77.5
FHWA Highway Safety Improvement Program (HSIP)	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$50.0
Total Federal Funds	\$195.2	\$195.2	\$195.2	\$195.2	\$195.2	\$975.8

¹ FFY 2026 includes rollover balances from the previous STIP period. Rollover can be positive or negative.

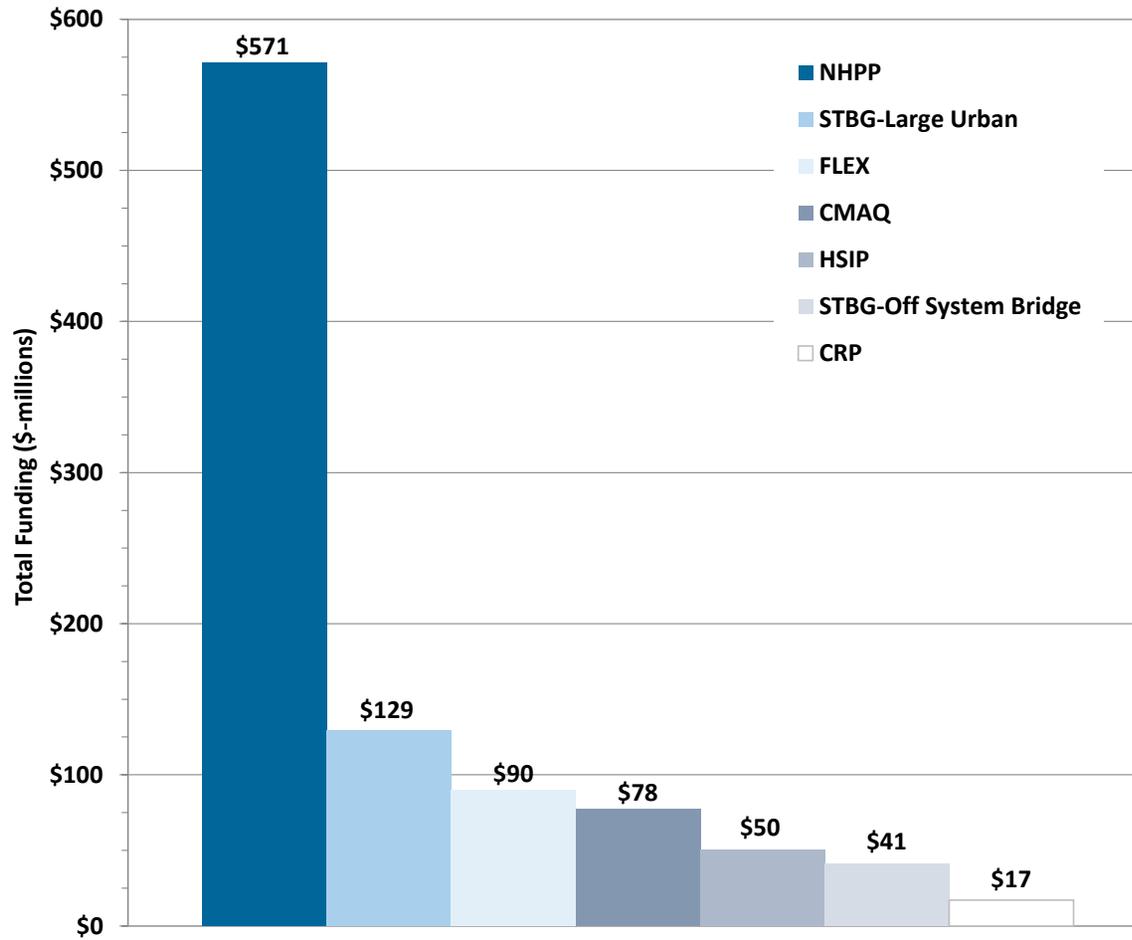
Table 3. Federal Highway Funding Targets (Local-Aid Only) by MPO/County (FFY 2026-2030) (\$-millions)¹

Federal Funding Source	DCTC	OCTC	UCTC	Columbia	MHSTCC ²	Total
FHWA National Highway Performance Program (NHPP)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA STBG Program-FLEX	\$0.0	\$0.0	\$5.4	\$8.6	\$0.0	\$14.0
FHWA STBG Program-Large Urban	\$8.5	\$11.5	\$0.0	\$0.0	\$103.0	\$123.0
FHWA STBG Program-Off System Bridge	\$8.1	\$8.5	\$13.8	\$7.8	\$8.4	\$46.7
FHWA Carbon Reduction Program (CRP)	\$1.3	\$3.1	\$1.3	\$0.0	\$15.0	\$20.6
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$0.0	\$17.2	\$0.0	\$0.0	\$61.7	\$78.9
FHWA Highway Safety Improvement Program (HSIP)	\$2.5	\$3.1	\$1.8	\$1.1	\$8.8	\$17.3
Total Federal Funds	\$20.3	\$43.4	\$22.3	\$17.6	\$196.8	\$300.5

¹ FFY 2026 includes rollover balances from the previous STIP period. Rollover can be positive or negative.

² Mid-Hudson South Transportation Coordination Committee includes Putnam, Rockland, and Westchester counties.

Figure 5. NYSDOT-Region 8 FHWA Total Funding Targets by Program (FFY 2026-2030)



Based on this formula, Region 8 provides each MPO with highway funding targets (or an estimate of anticipated funds) for their respective areas. For FFY 2026-2029, the DCTC's share of the region's highway target is about \$87 million or 11 percent for all federal highway funding programs – this includes the NHPP program that NYSDOT uses to maintain NHS roads and bridges, and others such as the STBG-Flex program that support NYSDOT priorities across the federal-aid system. As expected, the NHPP program represents the highest share of our target at almost \$43 million or about half of all federal highway funding, followed by the STBG-Off System Bridge programs at over \$14 million.

For the 2026-2030 TIP, we made STBG Large Urban, STBG Off-System Bridge, CRP, and HSIP funds available for eligible highway projects sponsored by Dutchess County and local municipalities (i.e., local federal-aid formula program). For the four programs, our combined target totals \$20.3 million or about \$4 million annually from FFY 2026-2030. The program targets include roll-in amounts (both positive and negative) from FFY 2025 that are added or removed from FFY 2026.

Our combined local federal-aid target for the 2026-2030 TIP is 25 percent higher than the combined federal target in the previous 2023-2027 TIP – the product of an increased focus on improving transportation safety and maintaining infrastructure, notably bridges. Table 2 shows the distribution of federal-aid highway targets across NYSDOT Region 8 by year. Table 3 shows the distribution of total five-year federal-aid targets by MPO and/or county. Table 4 shows the distribution of local federal-aid targets for the DCTC by year.

Transit Programs

The Infrastructure Act supports a variety of funding programs that provide bus and rail transit services, improve transit safety, and maintain an overall state of good repair. The Act emphasizes the restoration of public transportation infrastructure by establishing needs-based formula programs. It also establishes performance-based planning requirements that align federal funding with key policy goals and tracks progress towards these goals. The various federal transit programs, administered by the FTA, are outlined below.

FTA Section 5307 (Urbanized Area Formula)/5340 (High Density and Growing States) Programs

The largest of FTA's grant programs, these two programs provide grants to urbanized areas in support of public transit capital purchases and operations. Funding is distributed by a formula based on the level of transit service, population, and other factors. [FTA Section 5307/5340](#) funds are not subject to the coordinated planning process requirement, nor do they require a competitive solicitation.

The FTA Section 5307/5340 program supports a wide variety of capital projects associated with providing public transit services in an urbanized area, whether by public bus operators, commuter rail operators, or private operators under contract with a public entity. Under the Section 5307/5340 program, eligible capital expenses include the following:

1. Replacement of buses and bus fleet expansions

Table 4. DCTC Federal Highway Funding Targets (Local-Aid Only) by Federal Fiscal Year (FFY 2026-2030) (\$-millions)¹

Federal Funding Source	2026	2027	2028	2029	2030	Total
FHWA National Highway Performance Program (NHPP)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA STBG Program-FLEX	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA STBG Program-Large Urban	\$1.0	\$1.9	\$1.9	\$1.9	\$1.9	\$8.5
FHWA STBG Program-Off System Bridge	\$2.4	\$1.4	\$1.4	\$1.4	\$1.4	\$8.1
FHWA Carbon Reduction Program (CRP)	\$0.6	\$0.2	\$0.2	\$0.2	\$0.2	\$1.3
FHWA Congestion Mitigation & Air Quality (CMAQ)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
FHWA Highway Safety Improvement Program (HSIP)	\$1.0	\$0.4	\$0.4	\$0.4	\$0.4	\$2.5
Total Federal Funds	\$5.0	\$3.8	\$3.8	\$3.8	\$3.8	\$20.3

¹ FFY 2026 includes rollover balances from the previous STIP period. Rollover can be positive or negative.

2. Purchase and installation of service and support equipment such as mobile radio units, bus stop signs, support vehicles, fare boxes, computers, and garage equipment
3. Construction of maintenance facilities, intermodal terminals, bus shelters, and rail stations
4. The introduction of new technology into public transportation, through innovative and improved products
5. Capital support equipment, including computer hardware, software, bus diagnostic equipment, and other equipment that enhances operating efficiency

Public transit operators may also use FTA Section 5307/5340 funding to offset costs incurred in operating their respective transit system (operating assistance). The federal share for operating assistance is 50 percent, while capital projects have an 80 percent federal share.

[FTA Section 5310 \(Enhanced Mobility of Seniors & Individuals with Disabilities\) Program](#)

This program provides formula funding to increase the mobility of seniors and persons with disabilities, primarily through the purchase of vehicles for use by non-profit human service agencies or through operating assistance for such services and agencies. [FTA Section 5310](#) funds are apportioned based on each state's share of eligible populations and are apportioned to states for areas with fewer than 200,000 people and to TMAs for urbanized areas with more than 200,000 people (e.g., the Poughkeepsie-Newburgh NY-NJ Urbanized Area). The federal share for this program is 80 percent.

To be selected for 5310 funding, projects must be included in a locally developed [Coordinated Public Transit-Human Services Transportation Plan](#) ('Coordinated Plan') and the agency must have participated in the planning process.

[FTA Section 5311 \(Rural Areas\) Program](#)

This program provides funding to support capital, planning, and operating assistance for public transportation services in rural areas with populations of less than 50,000. [FTA Section 5311](#) can also be used for the acquisition of public transportation services. The federal share for operating assistance is 50 percent, while capital projects have an 80 percent federal share.

[FTA Section 5337 \(State of Good Repair\) Program](#)

This program provides funding for the repair and upgrade of rail transit systems, along with high-intensity bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). [FTA Section 5337](#) funds are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must also be included in a [Transit Asset Management \(TAM\)](#) plan to receive funding. The federal share for this program is 80 percent. In Dutchess County, Metro-North Railroad operates the only services eligible for 5337 funding.

[FTA Section 5339 \(Buses & Bus Facilities\) Program](#)

This formula grant program provides funding to replace, rehabilitate, and purchase buses and related equipment for

transit operators, and the construction of bus-related facilities (e.g., a bus garage). Each urbanized area is allocated [FTA Section 5339](#) funds based on their share of the national allocation; the federal share for this program is 80 percent. Dutchess County Public Transit is currently the only eligible recipient for 5339 funding in Dutchess County.

Transit Funding Targets

Regional Transit Funding Targets

FTA funds are apportioned to the Poughkeepsie-Newburgh Urban Area as a whole, based on statistics reported by each designated recipient (i.e., transit operator) through the [National Transit Database \(NTD\)](#). The FTA does not directly allocate transit funding to designated recipients or transit operators. Instead, this responsibility rests with the MPOs located within the Poughkeepsie-Newburgh NY-NJ Urban Area. For the three MPOs in the Mid-Hudson Valley TMA, the NYSDOT-Public Transportation Bureau assists in determining fair share targets for the MPOs/counties and transit operators.

We received transit funding targets from NYSDOT in March 2025. These were provided for each Urban Area and included targets for FTA Section 5307 (Urbanized Area Formula), Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities), Section 5337 (State of Good Repair), and Section 5339 (Buses & Bus Facilities). The targets assumed flat funding during the five-year TIP period.

The combined five-year funding target for all four FTA programs totals almost \$198 million for the TMA, or about \$39.6 million

annually. The Section 5307 program makes up much of this funding at almost 62 percent or \$122 million. Table 5 shows the estimated transit targets by FTA program and fiscal year for the Poughkeepsie-Newburgh NY-NJ Urban Area. Figure 7 (see next page) shows the total five-year targets for each FTA program.

Local Transit Funding Targets

Local transit funding targets were calculated by taking the regional Poughkeepsie-Newburgh Urban Area targets and using past sub-allocation shares to estimate the amounts available to the DCTC's two designated recipients: [Dutchess County Public Transit](#) and the [Metropolitan Transportation Authority \(MTA\)](#).

These shares or sub-allocation rates were applied to the TMA funding targets for each program and each fiscal year. For example, Dutchess County typically receives about 12 percent of the Section 5307 funding allocated to the TMA. We accordingly applied this rate to the \$24.4 million in 5307 funds expected to be available to the TMA in 2025, which produced an annual target of approximately \$3 million for Dutchess County Public Transit. Similarly, the MTA typically receives almost 15 percent of the TMA's annual 5307 funds, which produced a 2025 target of \$3.6 million. A similar process was used to calculate a sub-allocation target for the Section 5339 program, totaling about \$1.6 million annually for the TMA and \$600,000 annually for Dutchess County Public Transit. The Poughkeepsie-Newburgh Urban Area is also expected to receive about \$66 million in Section 5337 funds and \$2.2 million in Section 5310 funds over the five-year period (see Table 5).

Table 5. Poughkeepsie-Newburgh Urban Area Transit Funding Targets by Federal Fiscal Year (\$-millions) (FFY 2026-2030)

Poughkeepsie-Newburgh Urban Area	2026	2027	2028	2029	2030	Total
FTA Section 5307/5340 (Urbanized Area) Program	\$24.4	\$24.4	\$24.4	\$24.4	\$24.4	\$121.8
FTA Section 5310 (Enhanced Mobility) Program	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$2.2
FTA Section 5337 (State of Good Repair) Program	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$66.0
FTA Section 5339 (Bus & Bus Facilities) Program	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$7.9
Total Estimated Allocation	\$39.6	\$39.6	\$39.6	\$39.6	\$39.6	\$197.8

Table 6. FTA Section 5307/5340 Funding Targets for Local Designated Recipients (\$-millions) (FFY 2026-2030)¹

Designated Recipient Suballocation	2026	2027	2028	2029	2030	Total
Dutchess County	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$14.9
Metropolitan Transportation Authority (MTA) ²	\$3.6	\$3.6	\$3.6	\$3.6	\$3.6	\$18.1
Total Estimated Allocation	\$6.6	\$6.6	\$6.6	\$6.6	\$6.6	\$33.0

¹ Targets do not include available carryover funds from previous years.

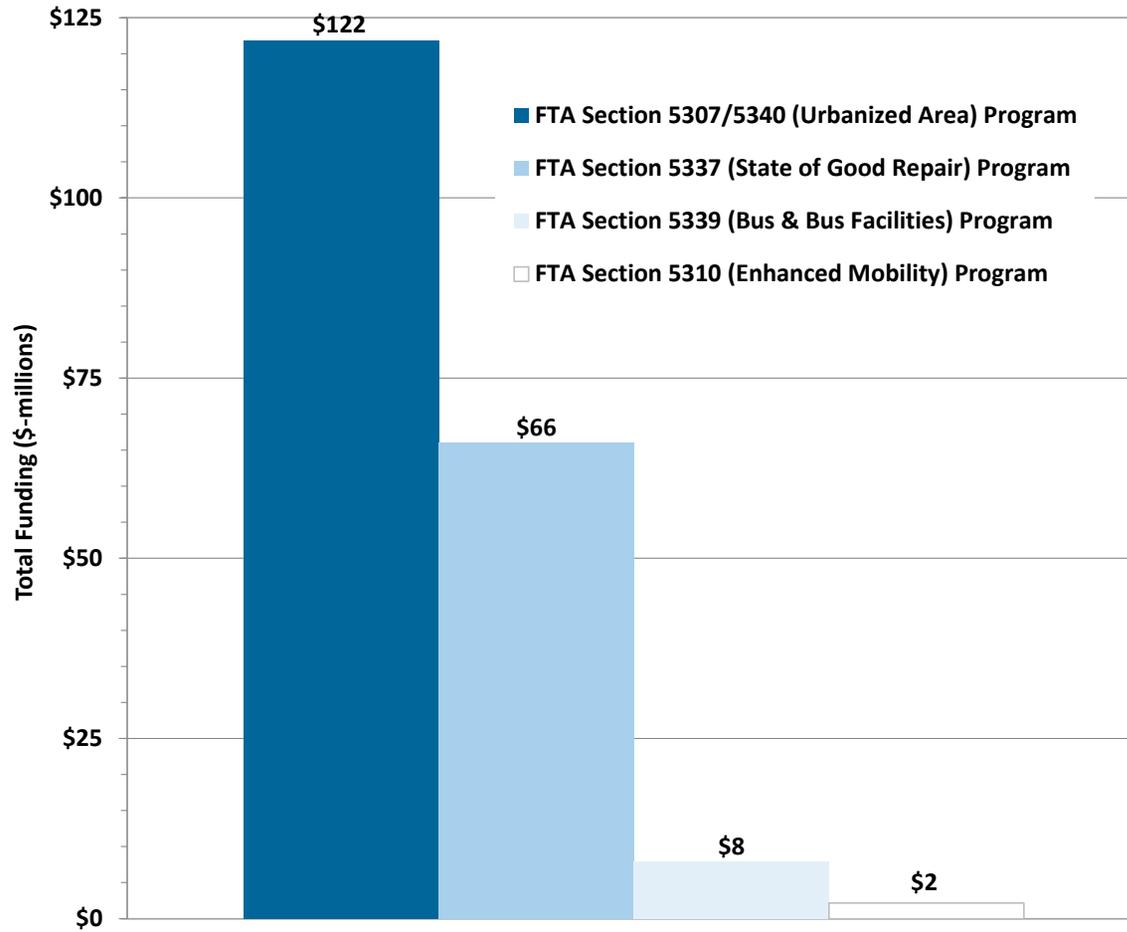
² MTA suballocation for projects in Dutchess and Orange counties.

Table 7. FTA Section 5339 Funding Targets for Dutchess County Public Transit (\$-millions) (FFY 2026-2030)¹

Designated Recipient Suballocation	2026	2027	2028	2029	2030	Total
Dutchess County	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$3.1
Total Estimated Allocation	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$3.1

¹ Targets do not include available carryover funds from previous years.

Figure 7. Mid-Hudson Valley TMA FTA Total Funding Targets by Program (FFY 2026-2030)



Besides the sub-allocations to each designated recipient, the TMA also sets aside a portion of its annual 5307 funding to support regional transit projects (16 percent in 2024). This set-aside supports capital project that improve the delivery of transit services in the region. The TMA typically issues a call for projects to identify these projects, and Dutchess County Public Transit has been successful in securing a share of these funds in the past; we expect this to continue during the TIP period.

Based on our estimates, we expect about \$33 million in Section 5307 and \$3.1 million in Section 5339 funding will be available from FFY 2026-2030 in Dutchess County; about 55 percent of Section 5307 funds will support commuter rail services, while the remaining 45 percent will support public bus operations. Table 6 shows the estimated targets for FTA Section 5307 funds to Dutchess County and the MTA, while Table 7 shows the estimated targets for Section 5339 funds to Dutchess County.

4. Programmed Funding

The 2026-2030 TIP programs over \$164 million in federal transportation funding across Dutchess County, with \$140 million for State and local highway projects and \$24 million for local transit projects. This works out to an annual average federal program of almost \$33 million in Dutchess County (\$28 million for highway projects and \$5 million for transit).

The FHWA's NHPP program, which is limited to maintaining roads on the National Highway System (NHS), provides the largest share of programmed transportation funding in Dutchess County, accounting for almost \$69 million for the four-year STIP period, or about 62 percent of all federal

highway funding. The FTA's Section 5307 program provides the largest share of federal transit funding at \$17 million or 81 percent of all non-rail transit funding. These funds are used to support county bus operations and bus purchases.

Table 8 shows the distribution of programmed highway and transit funding in Dutchess County by Federal Fiscal Year and program. We also show the locations of federal-aid projects in our [online TIP Viewer](#).

Beyond projects located solely in Dutchess County, the 2026-2030 TIP includes multi-county projects that support routine highway maintenance across Region 8. These projects, many funded through the NHPP program, include traffic signal replacements, highway sign improvements, guiderail maintenance, culvert replacements, and pavement marking initiatives. Many of these projects benefit locations in Dutchess County.

Financial Constraint Background

The Infrastructure Act requires that the TIP be financially constrained by using estimates of current and future revenues that are expected to be available during the TIP period. Financial constraint applies to each fiscal year and federal program, though exceptions are allowed if other federal funds are available to compensate for shortages in a program. Financial constraint not only applies to our program, but also for NYSDOT Region 8 -- we must both show that funding programs are fiscally constrained by year and fund type for the four-year STIP period. FHWA, FTA, and NYSDOT consider years beyond the STIP, such as FFY 2030, as informational only.

Table 8. Programmed Federal Transportation Funding in Dutchess County (\$-millions) (FFY 2026-2030)

Federal Highway Administration (FHWA)	2026	2027	2028	2029	2030	Total
National Highway Performance Program (NHPP)	\$26.9	\$8.4	\$17.5	\$16.0	\$20.8	\$89.7
Congestion Mitigation & Air Quality (CMAQ)	\$3.9	\$0.0	\$0.0	\$0.0	\$0.0	\$3.9
Highway Safety Improvement Program (HSIP)	\$2.3	\$5.2	\$0.4	\$0.7	\$1.7	\$10.3
STBG Program-FLEX	\$4.7	\$1.5	\$2.0	\$2.8	\$1.2	\$12.2
STBG Program-Large Urban	\$0.5	\$0.0	\$3.3	\$2.8	\$1.9	\$8.5
STBG Program-Off System Bridge ¹	\$3.5	\$3.3	\$2.3	\$1.2	\$1.4	\$11.6
Carbon Reduction Program (CRP)	\$1.1	\$0.0	\$0.0	\$0.0	\$0.2	\$1.3
Transportation Alternatives Program (TAP)	\$1.4	\$1.3	\$0.0	\$0.0	\$0.0	\$2.7
Discretionary Federal-aid ²	\$0.0	\$0.7	\$0.0	\$0.1	\$0.1	\$1.0
Total FHWA Funding	\$44.4	\$20.3	\$25.5	\$23.6	\$27.3	\$141.2

Federal Transit Administration (FTA)	2026	2027	2028	2029	2030	Total
Section 5307/5340 (Urbanized Area) Program	\$3.3	\$7.9	\$3.0	\$3.0	\$3.0	\$20.2
Section 5310 (Enhanced Mobility) Program ³	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.1
Section 5311 (Rural Areas) Program	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.6
Section 5339 (Bus & Bus Facilities) Program	\$0.0	\$2.3	\$0.0	\$0.0	\$0.0	\$2.3
Total FTA Funding	\$3.7	\$10.6	\$3.3	\$3.3	\$3.3	\$24.2

Total Federal Funding	\$48.1	\$30.9	\$28.8	\$26.9	\$30.7	\$165.4
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¹ Includes a BRIDGE NY project, which is shown under STBG Program-Off System Bridge.

² Discretionary federal-aid includes High Priority Projects (i.e., earmarks).

³ FTA Section 5310 and 5337 amounts reflect TMA-wide totals and are shown on the DCTC TIP for informational purposes only.

Fiscal constraint requirements vary slightly between FHWA and FTA fund sources. The FHWA defines fiscal constraint as establishing a STIP where the amount of FHWA funding that is programmed in each year does not exceed that program's planning target. A fiscally constrained FHWA fund source can be over-programmed in a single year provided the following:

1. The total of all fiscally constrained funding programmed in that year does not exceed the planning targets, which requires one or more other fund sources to be under-programmed to compensate for the shortfall; and
2. The total amount of the fiscally constrained fund type that is programmed in the four-year STIP period does not exceed the amount of that fund's planning target during the entire four-year STIP period.

Fiscal constraint for FTA programs relies on the transit planning target estimates that project apportionments through FFY 2030. Congress enacts annual appropriations bills, and the FTA publishes actual apportionments in the Federal Register. To maintain and document fiscal constraint, FTA funds programmed on the TIP and STIP need to be consistent with the amounts shown in the Federal Register for each year. Carryover balances of unobligated FTA transit funds are permitted to be used to help demonstrate fiscal constraint.

Financial Constraint Analysis

Based on our financial constraint analysis, we estimate that adequate federal funds will be available across the state, region, and MPO to carry out the 2026-2030 TIP and four-year STIP as programmed. The FHWA and FTA programs show

relatively minor positive and negative balances between targeted amounts and amounts programmed in the TIP. Though shortfalls exist in certain years for some programs, they are balanced by available funds in other programs at the State, regional, and MPO level. Table 9 shows the FHWA and FTA funding targets by fund source for the five-year TIP period, compared with the amounts programmed by the DCTC and NYSDOT.

5. Environmental Mitigation

Project sponsors address environmental impacts at the planning and project level through the implementation of [NEPA](#) and [SEQRA](#) regulations and the development of Context Sensitive Solutions, which ensure that projects are consistent with community objectives and preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area in which they are located. Though environmental mitigation is normally incorporated into the design of a project or the selection of design alternatives, it can also take the form of a stand-alone project that is intended to offset or replace a certain environmental function(s) that is lost when a transportation project is constructed.

Examples of mitigation activities or project elements can include stormwater management facilities, wetland replacement, stream restoration projects, reforestation projects, construction of sound walls, replacement of parklands, and wildlife crossing structures. Environmental mitigation measures can be funded with federal, state, and local monies. From the federal standpoint, such activities can be part of a

Table 9. DCTC Fiscal Constraint Table for FHWA and FTA Programs (\$-actual) (FFY 2026-2030 TIP)

Federal Highway Administration (FHWA)	DCTC/ Statewide	2026 ¹		2027		2028		2029		2030		Total for STIP Years		Total for 5-Year TIP	
		Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed										
National Highway Performance Program (NHPP)	DCTC	19,976,963	26,940,199	16,382,685	8,380,009	16,382,685	17,510,861	16,382,685	15,994,262	16,382,685	20,849,786	69,125,018	68,825,331	85,507,703	89,675,117
Congestion Mitigation Air Quality (CMAQ)	Statewide	3,883,000		0		0		0		0		3,883,000		3,883,000	
Highway Safety Improvement Program (HSIP)	DCTC	1,041,379	1,041,000	358,476	358,000	358,476	358,000	358,476	358,000	358,476	358,000	2,116,807	2,115,000	2,475,283	2,473,000
	DCTC NYSDOT	3,124,215	1,297,053	1,075,456	4,817,165	1,075,456	6,453	1,075,456	371,048	1,075,456	1,329,318	6,350,583	6,491,719	7,426,039	7,821,037
Surface Transportation Block Grant Program (STBG FLEX) ²	DCTC	1,882,449	4,729,762	2,241,842	1,503,090	2,241,842	2,043,737	2,241,842	2,760,307	2,241,842	1,182,190	8,607,975	11,036,896	10,849,817	12,219,086
Surface Transportation Block Grant Program-Large Urban (STBG LG URBAN)	DCTC Local	972,828	521,000	1,878,665	40,000	1,878,665	3,280,000	1,878,665	2,768,800	1,878,665	1,879,000	6,608,823	6,609,800	8,487,488	8,488,800
Surface Transportation Block Grant Program-Off System Bridge (STBG OFF)	DCTC Local	1,417,261	2,093,600	1,417,261	76,000	1,417,261	2,285,600	1,417,261	1,213,000	1,417,261	1,417,000	5,669,044	5,668,200	7,086,305	7,085,200
	Statewide	1,362,610		3,184,000		0		0		0		4,546,610		4,546,610	
Carbon Reduction Program (CRP)	DCTC Local	550,063	1,101,000	183,533	0	183,533	0	183,533	0	183,533	183,533	1,100,662	1,101,000	1,284,195	1,284,533
Bridge Formula Program (BFP MAIN)	DCTC	3,534,447	5,467,538	2,579,813	241,262	2,579,813	1,669,161	2,579,813	4,864,127	2,579,813	1,319,807	11,273,886	12,242,088	13,853,699	13,561,895
Total FHWA Funding		32,820,836	47,395,762	28,943,255	18,241,526	25,759,255	26,795,812	25,759,255	27,971,544	25,759,255	28,160,634	113,282,601	111,975,034	139,041,856	140,135,668

Federal Transit Administration (FTA)	DCTC/ Statewide	2026		2027		2028		2029		2030		Total for STIP Years		Total for 5-Year TIP	
		Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed
Section 5307/5340 (Urbanized Area) Program ³	DCTC	2,982,000	3,335,000	2,982,000	7,935,000	2,982,000	3,000,000	2,982,000	3,000,000	2,982,000	3,000,000	11,928,000	17,270,000	14,910,000	20,270,000
Section 5310 (Enhanced Mobility) Program	DCTC	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	900,000	900,000	1,125,000	1,125,000
Section 5311 (Rural Areas) Program	Statewide	117,000		117,000		117,000		117,000		117,000		468,000		585,000	
Section 5339 (Bus & Bus Facilities) Program ³	DCTC	611,385	0	611,385	2,300,000	611,385	0	611,385	0	611,385	0	2,445,540	2,300,000	3,056,925	2,300,000
Total FTA Funding		3,935,385	3,677,000	3,935,385	10,577,000	3,935,385	3,342,000	3,935,385	3,342,000	3,935,385	3,342,000	15,741,540	20,938,000	19,676,925	24,280,000

Total Federal Funding		36,756,221	51,072,762	32,878,640	28,818,526	29,694,640	30,137,812	29,694,640	31,313,544	29,694,640	31,502,634	129,024,141	132,913,034	158,718,781	164,415,668
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¹ FFY 2026 includes rollover balances from the previous STIP period. Rollovers can be positive or negative.

² STBG-FLEX includes STBG Rural and STBG Small Urban programs.

³ Anticipated funds for FTA Section 5307 and 5339 do not include unobligated balances from previous years that are available for programming. Amounts do not include available transit funding from pandemic relief packages.

project's construction cost or can be supported with FHWA funding for stand-alone projects.

6. Transportation Conformity & Energy Analysis

Though the TIP is primarily a capital program of federally funded transportation projects, it must address the effects that the programmed projects will have on regional air quality.

Transportation Conformity

As part of the TIP development process, we completed a modified air quality conformity process for the 2026-2030 TIP. This was done to meet federal transportation conformity requirements stemming from the February 16, 2018 decision made by the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Management District v. EPA* ("South Coast II," 882 F.3d 1138). This decision reintroduced certain transportation conformity requirements for regions such as ours, also known as 'orphan areas'. On November 29, 2018, the EPA issued its [Transportation Conformity Guidance](#) for the South Coast II Court Decision (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations will be made in orphan areas – areas that were nonattainment for the 1997 ozone NAAQS when it was revoked, but were designated attainment for the 2008 ozone NAAQS.

The EPA's guidance on transportation conformity sets forth the criteria and procedures for determining conformity for Metropolitan Transportation Plans (MTPs) and TIPs in orphan

areas. These criteria, also detailed in 40 CFR 109, stipulate that conformity determinations for these areas must address four items: 1) Latest planning assumptions (93.110), 2) Consultation (93.112), 3) Transportation Control Measures (93.113), and 4) Fiscal constraint (93.108).

We completed a draft determination statement for the TIP, which was released for public comment on June 9, 2025. The conformity statement demonstrated that the Draft TIP met the requirements of the Clean Air Act and Transportation Conformity Rule for the 1997 ozone NAAQS. The conformity statements were subsequently approved by the DCTC on June 25, 2025, OCTC on August 14, 2025, and NYMTC on August 21, 2025.

Energy Analysis

Energy use in transportation is a combination of distance traveled (vehicle miles traveled) and fuel efficiency (miles per gallon). Reducing the amount of energy used for transportation can be accomplished by reducing miles traveled, increasing the number of people in a vehicle, increasing the fuel efficiency of vehicles, and reducing delay created by congestion.

The [NYS Energy Plan](#) examines several actions that could reduce total fuel consumption or increase use of renewable or alternative energy sources. Actions that hold some promise for Dutchess County include:

1. Infrastructure maintenance
2. Support for local transit services
3. New bicycling and walking facilities

4. Alternative fuels for transit vehicles
5. Intelligent Transportation Systems (ITS) projects – signal improvements and travel information services
6. Transportation Demand Management (TDM) activities – carpool programs, park-and-ride facilities, and inter-county bus and ferry services

These activities are included among the goals and recommended projects in [Moving Dutchess Forward](#) and the 2026-2030 TIP and will assist Dutchess County and the State in achieving the goals of the NYS Energy Plan.

7. Title VI

The [Civil Rights Act of 1964](#), one of our nation’s landmark achievements, and specifically [Title VI](#), prohibits federally funded entities such as ours from discriminating against people based on race, color, and national origin. Other federal laws expanded upon these nondiscrimination requirements to protect people based on gender ([Title VII](#)), age (the [Age Discrimination Act of 1975](#)), and disability (the [Americans with Disabilities Act of 1990](#)). As a recipient of federal funding, we must demonstrate compliance with these laws.

Title VI Policy

Our [Title VI Policy](#) establishes the DCTC’s organizational policy on Title VI. It assures that no person conducting business with us will be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any of our programs or activities based on the grounds of race, color, national origin,

gender identity, sexual orientation, disability, age, language, income, or veteran status. The policy also establishes a formal process to address Title VI complaints.

Measuring Impacts

Our transportation plan, *Moving Dutchess Forward*, includes a detailed analysis of our population that is summarized for this TIP discussion. We encourage readers to refer to the Plan’s [Transportation Equity](#) section to learn more about our process and findings.

For *Moving Dutchess Forward*, we used data from the Census Bureau to locate focus populations in Dutchess County. These focus populations cover a range of characteristics including race, ethnicity, age, ability, income, and language. We looked at census tracts to account for high margins of error in smaller geographies like block groups, and we relied on federal guidance and best practices to understand how we should identify focus areas and populations. For each tract, we created scores based on how much each focus population exceeded the county average. We then combined these scores into a single index. See our [Transportation Equity Map](#) and [Methodology](#) document for more information.

Where are our focus populations?

We looked at our focus populations separately and collectively. When viewed separately, we found the following:

- **Minority & Hispanic Populations:** The highest shares of Black residents live in the cities of Beacon and

Poughkeepsie, followed by the towns of Fishkill, Poughkeepsie, and Wappinger. For Asian residents, we find high shares in the towns of Fishkill and Wappinger. And for Hispanic residents, we find the highest shares in the cities of Beacon and Poughkeepsie, Village of Wappingers Falls, and the Harlem Valley.

- **Older Adults & Youth:** The highest shares of older adults (65 and over) live in Rhinebeck (town and village), the City of Poughkeepsie’s southside, and parts of Hyde Park and Pawling (town). We find the highest shares of youth (under 18) in parts of the City of Poughkeepsie and the towns of Poughkeepsie, Beekman, East Fishkill, and Red Hook.
- **Persons with a Disability:** The highest shares of persons living with a disability are in the City of Poughkeepsie and Town of Dover – each have areas where almost a quarter of residents live with a disability.
- **Low-Income Populations:** The highest rates of poverty are in the City of Poughkeepsie – especially the northside, where almost a third of residents live in poverty. High rates of poverty are also found in parts of Amenia, Beacon, Dover, Hyde Park, Pleasant Valley, and Wappingers Falls.
- **Foreign Born & Limited English Populations:** Six areas have high shares of foreign-born residents: the towns of Dover, Fishkill, North East, Poughkeepsie, and Wappinger, and the City of Poughkeepsie. Three areas have high shares of limited English proficiency households: the City of Poughkeepsie and towns of Fishkill and Wappinger.

Knowing that people may share more than one focus characteristic, we use an index to assess the cumulative vulnerability of populations and to better identify focus areas.

Doing so, we find the following:

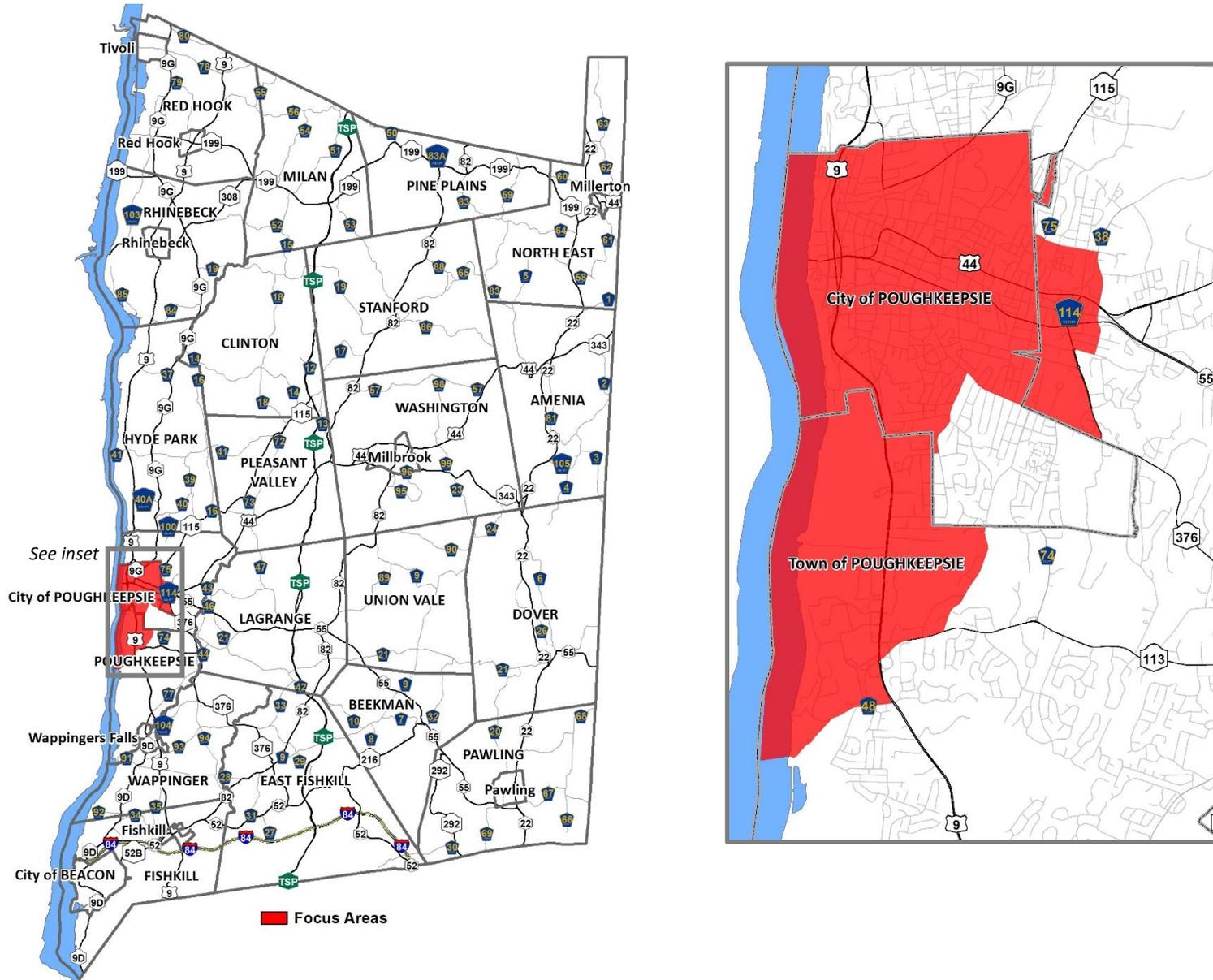
- Ten tracts have an index of 10 or higher, double the county average of 5.
- Eight of these tracts are in the City of Poughkeepsie, one is in the Arlington area of the Town of Poughkeepsie (just east of the City), and one is in the central-west portion of the Town of Poughkeepsie (just south of the City).
- Four tracts in the northeast portion of the City of Poughkeepsie have the highest index values in the county (16 and 15).
- Other areas above the county average include the Village of Wappingers Falls and Town of Dover, and portions of the towns of Poughkeepsie and Fishkill and City of Beacon.

See Figure 8 for the location of these focus areas in Dutchess County.

Assessment of Transportation Investment

To assess the distribution of transportation investment across Dutchess County, projects programmed in the 2026-2030 TIP were analyzed against findings from Moving Dutchess Forward. For mapping purposes, only projects with a specific geographic location were analyzed, which excluded transit projects, though we know our transit projects serve many of our focus populations. Understanding this limitation, the analysis provides a glimpse of how our highway program might affect these groups. Accordingly, it indicates that about 30 percent of mapped highway investment (over \$22 million in total funding) is in DCTC identified focus areas (i.e., one or more of the ten Census Tracts with the highest index scores).

Figure 8. Focus Areas in Dutchess County (i.e., Census Tracts with Index Scores of 10 or more)



We know that not all projects may benefit local populations. For example, a reconstructed intersection may reduce vehicle congestion and increase travel time reliability, but it might also impede walking and bicycling if certain design features are not included (e.g., sidewalks and crosswalks). Quantifying such effects can be difficult, so we work with project sponsors to evaluate quality of life impacts on a project-by-project basis, mindful of how a project will impact focus populations. A good example of this is our use and promotion of a [Complete Streets Checklist](#) that we developed with the County's [Complete Streets Committee](#). The checklist helps County agencies assess the applicability of Complete Streets elements when designing projects or reviewing projects from outside applicants.

8. Congestion Management Process (CMP)

In 2019, we adopted a [new CMP](#) for the Mid-Hudson Valley TMA. First developed by the TMA in 2005, and expanded upon in 2006 and 2011, the CMP establishes a four-step process to define, measure, and manage congestion. The new CMP updates the original 2005 report based on improvements in traffic data, tools, and best practices, particularly those related to the [National Performance Management Research Data Set \(NPMRDS\)](#). The NPMRDS, created from wireless vehicle probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the [National Highway System \(NHS\)](#). It includes archived speed and travel time data, matched to associated location referencing data.

The updated CMP includes a new mission statement and objectives, a summary of available data and tools, and corresponding performance measures. The CMP serves as a

joint product of the TMA's three local MPOs: [DCTC](#), [OCTC](#), and [UCTC](#). The MPOs began work on the CMP by publishing a technical memorandum that uses a macro-level analysis to identify the most congested areas in the region. For Dutchess County, we followed this with a second technical memorandum that describes our micro-level investigation of the congested areas identified in the region-wide screening. Due to limitations of available data, the CMP focuses on the NHS network.

9. Performance Planning & Targets

Federal law requires states and MPOs to establish and approve performance measures and targets related to transportation safety, highway operations, and transit systems. Chapter 23 part 150(b) of the United States Code [23USC §150(b)] includes seven [national performance goals](#) for the Federal-Aid Highway Program:

1. Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Capital Assets Condition – To maintain the highway infrastructure and transit capital asset systems in a state of good repair.
3. Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
4. System Reliability – To improve the efficiency of the surface transportation system.
5. Freight Movement & Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

6. Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

For public transportation, the law states that performance management shall be used to advance the general policy and purposes of the public transportation program as included in 49 USC §5301(a) and (b). These federal requirements also require MPOs to provide information on how projects in the TIP will contribute to meeting established performance measure targets, including those in approved plans.

Performance Planning & TIP Development

We developed the TIP in cooperation with our member agencies, including Dutchess County, the MTA, and NYSDOT. It reflects the investment priorities established in our Transportation Plan, [Moving Dutchess Forward](#), which incorporated comments and input from affected agencies, organizations, and the public.

As per federal guidance in 23 USC 134(j)(2)(D), TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment

priorities to those performance targets.” Plans and TIPs adopted or amended after the following dates must include performance targets for the following measures:

1. May 27, 2018: Highway Safety Improvement Program (HSIP) and Highway Safety
2. October 1, 2018: Transit Asset Management
3. May 20, 2019: Pavement and Bridge Condition
4. May 20, 2019: System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program
5. July 20, 2021: Transit Safety

We adopted [Moving Dutchess Forward](#), our current Metropolitan Transportation Plan, on July 27, 2021. The Plan includes a [system performance report](#) that describes the condition and performance of the transportation system with respect to the required performance measures and targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous system performance reports. The system performance report in our plan serves as the basis of the performance report required for this TIP. Appendix B provides further detail on each of the specific performance measures, in accordance with the requirements of 23 USC 134(j)(2)(D).

10. Public Involvement

We provide members of the public, private organizations, and public agencies with the opportunity to participate and comment on our planning products, including the 2026-2030 TIP. These opportunities range from participating at our public meetings, submitting written comments, or communicating

directly with staff. All Council meetings are open to the public and have time reserved for public participation.

As required by our [Public Participation Plan](#), we held a 15-day public comment period for the Draft 2026-2030 TIP from June 9-23, 2025. A virtual public meeting was held on June 25, 2025, with an announcement distributed to our public information list. The Draft 2026-2030 TIP was posted on our [website](#) and we also used our online [TIP Viewer application](#) to provide information on proposed TIP projects.

11. DCTC Adoption

We adopted the 2026-2030 TIP on June 25, 2025; it was then transmitted to NYSDOT for inclusion in the Draft STIP: the TIPs from the 13 other New York State MPOs and the capital programs for the State's rural counties. NYSDOT will also hold a public comment period for the Draft STIP, likely in September 2025. It will then be submitted to FHWA and FTA for their review and approval.

12. Future Revisions

The 2026-2030 TIP will need to be revised based on changing priorities, project schedules, and costs. Revisions to the TIP are classified as either Amendments or Administrative Modifications, with approval processes based on our [Bylaws](#).

Amendment

An Amendment is a revision that involves a major change to a

project, including the addition or deletion of a project or a major change in design concept or scope, cost, or the project/project phase initiation date. Examples of an amendment action include:

- Addition or removal of a transportation project funded by the FHWA or FTA
- Addition of a Construction or Construction Inspection phase to an existing FHWA project
- Funding increase or decrease of more than 25 percent of the total federal share for a FHWA or FTA funded project
- Change from non-federal to FHWA or FTA fund source, regardless of amount
- Deferring an existing FHWA or FTA funded project or project phase beyond the four-year STIP period
- Promoting a FHWA or FTA funded project or project phase from the post-STIP period into the four-year STIP

Amendments require public review and a 15-day public comment period prior to approval.

Administrative Modification

An Administrative Modification is a revision that includes minor changes to project or project phase costs, funding sources for previously approved projects, or phase initiation dates. An Administrative Modification does not require public review or approval. Administrative Modifications are usually requested by the project sponsor to the Local Projects Unit of NYSDOT-Region 8, which then notifies the DCTC of the action. NYSDOT or another transportation agency may also inform us of changes in the scope, cost, or schedule of non-federally funded projects,

which are listed on the TIP for information purposes only.

To keep the TIP financially constrained as an Amendment or Administrative Modification is processed, a project sponsor typically must find an offset from another project to make up for the requested cost increase or schedule change. The search for an offset begins with the sponsoring agency; if no offset is available from the sponsor's projects, offsets are explored from other sponsors, and if necessary, from across the region or state.

13. Annual Listing of Obligated Projects

To track the progress of projects, we publish an [Annual Listing of Obligated Projects](#) ("Obligation Report") that lists TIP projects for which federal funds were obligated in the preceding year. Obligation refers to the process whereby federal funds are authorized and committed by New York State or a designated recipient and authorized by the FHWA or awarded as a grant by the FTA. The Obligation Report includes the following information for each project or project phase:

- Project description (i.e., type of work, length, location, etc.)
- Estimated total project cost
- Project sponsor
- Amount of federal funds requested in the TIP
- Amount of federal funding that was obligated during the preceding year
- Amount of federal funding remaining and available for subsequent years

We must complete an Obligation Report no later than 90 days after the end of each Federal Fiscal Year (i.e., September 30th). Each annual report not only provides us with a picture what's been spent, but also a record of what projects have been completed that year or are near completion. For example, the FFY 2023 and 2024 reports tell us that since our last TIP update in 2022, project sponsors have obligated over \$52 million in federal funding between FFY 2023-2024, with more expected in FFY 2025. Of this total, sponsors obligated over \$25.5 million in FHWA funding and over \$27 million in FTA funding. These federal expenditures supported work on several major projects:

- PIN 814169: Repaving of Route 44 in Pleasant Valley and Washington (\$5.3 million)
- PIN 839326: Construction of a roundabout at Route 376 and Raymond Ave in Poughkeepsie (\$5 million)
- PIN 875780: Reconstruction of Teller Ave in Beacon (\$1.8 million)
- PIN 875983: Replacing the Washington St Bridge in the City of Poughkeepsie (\$6.7 million)
- PIN 876196: Replacing the Garden St Bridge in the City of Poughkeepsie (\$3.1 million)
- PIN 881427: Repair of catch basins on Route 9 in Hyde Park and Poughkeepsie (City and Town) (\$1.9 million)

A full list of recently obligated projects is available in our latest [Obligation Report](#).

14. Final Thoughts

The 2026-2030 TIP serves as one piece of a broader strategy to address our transportation needs. It provides a project-specific

approach to meet our near-term maintenance and improvement goals, balancing State, County, and local priorities with estimates of available federal funding over the next five years. As a working document, the TIP will undergo minor changes before the next comprehensive update in three years. Until then, we hope to have additional opportunities to increase federal investment in our roads and bridges, buses and trains, sidewalks and trails, and all the other components that make for a safe and reliable transportation system.

DRAFT



APPENDIX A
(Definitions)

Definitions

Accessibility: A measure of the ability or ease of all people to travel between places or to access forms of travel.

ADA (Americans with Disabilities Act): 1990 federal law that governs the provision of services and facilities necessary to accommodate people with disabilities. The law includes specific requirements regarding access to transportation services and facilities.

Administrative Modification: A minor revision to a Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, funding sources for previously approved projects, and phase initiation dates. An administrative modification does not require public review and comment or re-demonstration of fiscal constraint.

Amendment: A revision to a MTP, TIP, or STIP that involves a major change to a project including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, design concept, or scope. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, and a public comment period.

Available Funds: Funds derived from an existing source dedicated to or historically used for transportation purposes. Authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are

considered available.

CAA (Clean Air Act Amendments of 1990): Federal law that stresses the relationship between transportation and air quality and the attainment of National Ambient Air Quality Standards.

Capacity: The maximum volume of traffic that a particular segment of roadway or intersection can accommodate during a time period.

Carbon Reduction Program (CRP): FHWA funding program that provides funding for transportation projects that reduce on road greenhouse gas emissions.

Committed Funds: Funds dedicated or obligated for transportation purposes.

Conformity (Air Quality Conformity): A method to ensure that federal funding is applied to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans (such as the DCTC's Metropolitan Transportation Plan), TIPs, and projects funded or approved by the Federal Highway Administration or the Federal Transit Administration in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "non-attainment areas" or "maintenance areas," respectively. Transportation projects must demonstrate conformity to be funded.

CMP (Congestion Management Process): A required planning process for a TMA to measure and manage the performance of

a transportation system. The process must describe methods to collect and analyze transportation network data, with the intent of developing effective strategies to mitigate identified congestion.

Congestion: The state of a roadway that occurs as use approaches or exceeds the capacity of the road. Characterized by slower speeds, longer trip times, and increased queuing.

DCTC/Transportation Council (Dutchess County Transportation Council): MPO for the Dutchess County portion of the Poughkeepsie-Newburgh Urbanized Area. Established in 1982, the DCTC is responsible for adopting a Metropolitan Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program.

EPA (Environmental Protection Agency): Federal agency responsible for implementing the Clean Air Act, as well as other environmental laws that protect natural resources.

Federal-Aid System: The system of roads eligible for federal highway funding. Includes all roads not functionally classified as Local or Rural Minor Collector.

FFY: Federal Fiscal Year (Starts October 1; ends September 30).

FHWA (Federal Highway Administration): USDOT agency responsible for approval of transportation projects that affect the federal-aid highway system. FHWA is a non-voting member of the DCTC.

FTA (Federal Transit Administration): USDOT agency responsible for approval of mass transit projects that receive federal funding. FTA is a non-voting member of the DCTC.

Financial Plan: Documentation required in a MTP and TIP to demonstrate the consistency between reasonably available and projected federal, state, local, and private funding, and the cost of proposed transportation improvements.

Fiscal Constraint: The requirement that the MTP, TIP, and STIP include sufficient financial information to demonstrate that projects can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint applies to each program year.

Fixed Route Service: Transit service that runs on regular, scheduled routes, usually with printed/posted bus schedules and designated stops.

Highway Safety Improvement Program (HSIP): FHWA funding program focused on achieving a significant reduction in traffic fatalities and serious injuries on public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Highway Trust Fund: Transportation fund administered by FHWA. Most funds for highway improvement are apportioned to states using a formula based on population, area, and mileage.

ITS (Intelligent Transportation Systems): Projects and programs that use communications technology to provide information to travelers about road and transit conditions and help monitor, guide, and control the operation of vehicles. The application of ITS technologies offers improved safety, more efficient use of infrastructure, and enhanced user choices.

Multimodal: A transportation system connecting or including different types of transportation (e.g. bus service connecting to a train station).

Local Authorities: Any county, municipal or other local board, body or officer, county park commissioner, parkway authority, bridge authority, bridge and tunnel authority, the office of parks and recreation, the New York State Thruway authority or similar body or person having authority to enact laws or regulations relating to traffic under the constitution and laws of this state (New York State Vehicle and Traffic Law).

Match: State or local funds required by federal funding programs to complement federal money for a project.

MNR (Metro-North Railroad): An operating affiliate of the Metropolitan Transportation Authority (MTA) that provides rail service to Dutchess County and other areas in the New York metropolitan area. MTA is a voting member of the DCTC.

MTP (Metropolitan Transportation Plan): An official multimodal transportation plan addressing no less than a 20-year planning horizon. The MTP is developed, adopted, and updated by an MPO through the metropolitan transportation planning

process. Moving Dutchess Forward is the current MTP for Dutchess County.

Mode: A specific form of travel, for example, walking, or traveling by automobile, bus, bicycle, or train.

MPO (Metropolitan Planning Organization): Federally mandated organization for coordinating transportation planning in a Census-designated metropolitan area. All urbanized areas over 50,000 in population are required to have an MPO. The MPO is responsible for developing the Metropolitan Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program.

NAAQS (National Ambient Air Quality Standards): Federal standards that set allowable concentrations and exposure limits for various air pollutants.

NEPA (National Environmental Policy Act of 1969): Federal law that establishes a national policy for the environment, requiring that federal agencies integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

NHS (National Highway System): A nation-wide system of highways and roads designated by the US Congress to link the states, major urban areas, and other important destinations.

National Highway Performance Program (NHPP): FHWA funding program that provides support for the condition and performance of the National Highway System (NHS), for the

construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements and plans, such as [Moving Dutchess Forward](#). Major eligible activities include the reconstruction and rehabilitation of NHS road segments and NHS bridges and tunnels, and highway safety improvements on the NHS. Bridge resurfacing, preservation, and reconstruction on non-NHS Federal-aid highways are eligible for NHPP funding under the FAST Act.

NYSBA (New York State Bridge Authority): An authority created by New York State to maintain and operate bridges across the Hudson River. The NYSBA is a non-voting member of the DCTC.

OCTC (Orange County Transportation Council): The MPO for the Kiryas Joel, Newburgh, and Middletown metropolitan areas, covering all of Orange County.

Nonattainment Area: Geographic area designated by the EPA where NAAQS have been exceeded. Prior to 2012, Dutchess County was part of the Poughkeepsie Ozone Nonattainment Area with Putnam and Orange counties.

Non-Exempt: For air quality analysis, a highway or road project that changes capacity by at least one travel lane or a transit

project that changes capacity on a fixed route system. A non-exempt determination is made if the project type is not found on the list of exempt projects in Table 2 (Exempt Projects) in 40 CFR Parts 93.126 and 127 and NYCRR Part 240.27.

NYMTC (New York Metropolitan Transportation Council): MPO for the New York metropolitan area that includes New York City, Long Island, and the Hudson Valley counties of Putnam, Rockland, and Westchester.

NYSDEC (New York State Department of Environmental Conservation): The State agency with primary responsibility for developing and amending the New York State Implementation Plan (SIP) for Air Quality.

NYSDOT (New York State Department of Transportation): The State agency with primary responsibility for State transportation facilities and programs. NYSDOT is a voting member and Secretary of the DCTC.

Park-and-Ride Lot: Parking area where passengers leave their vehicles for the day and take public transit or carpools/vanpools to their destination (typically related to journey-to-work trips).

Planning Committee: The non-voting body of the Transportation Council responsible for identifying specific transportation planning issues for inclusion in the MTP, TIP, and UPWP, and identifying and undertaking special studies as requested by DCTC members.

Regionally Significant Project: A transportation project that is on a facility that serves regional transportation needs, such as

access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals, and would normally be modeled in the metropolitan area's transportation network. This includes all projects on principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel. Typically used for air quality conformity.

Right-of-Way (ROW): Land, property or interest therein, acquired for or devoted to a highway, transit, railroad, or other transportation project.

Roadway: The portion of the highway, including shoulders, for vehicular use.

SDF (State Dedicated Fund): Funds collected and allocated by New York State to fund highway and transit improvements.

Section 5303 (Metropolitan & Statewide Planning): FTA program that funds transit planning and research.

Section 5307 (Urbanized Area Formula Funding program): FTA program that authorizes grants to urban areas under a legislated formula. The program provides funding to urbanized areas for transit capital and operating assistance, preventive maintenance, and Americans with Disabilities Act (ADA) complementary paratransit services. Funds can also support pedestrian and bicycle access to transit.

Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities program): FTA program that authorizes

transportation capital and operating grants for transit service for the elderly and handicapped. The program provides formula funding to states to assist private nonprofit groups with meeting the transportation needs of the elderly and persons with disabilities. Funds are apportioned based on each state's share of population for these population groups. Per MAP-21, funding can only be awarded if the project stems from a locally developed Coordinated Public Transportation–Human Service Transportation Plan.

Section 5337 (State of Good Repair Grants): FTA program that provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway (e.g. commuter rail).

Section 5339 (Buses and Bus Facilities program): FTA program that supports the replacement, rehabilitation, and purchase of buses and related equipment, and construction of bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

SEQRA (State Environmental Quality Review Act): A New York State law that introduces a process to incorporate the consideration of environmental factors into the early planning stages of actions to avoid adverse impacts on the environment.

SFY: State Fiscal Year (Starts April 1 and ends March 31).

SIP (State Implementation Plan): A plan mandated by the Clean Air Act that contains procedures to monitor, control, maintain,

and enforce compliance with the NAAQS.

STIP (State Transportation Improvement Program): A statewide compilation of MPO and rural area TIPs that is submitted by NYSDOT to FHWA and FTA for approval. The STIP serves as the basis for the obligation of federal transportation funds to the State.

STBG (Surface Transportation Block Grant) Program: FHWA funding program that provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Fifty percent of a State's STBG apportionment is to be obligated to areas in proportion to their relative share of the State's population. Major eligible activities include the construction and rehabilitation of federal-aid eligible highways and bridges on any public road.

Transportation Alternatives Program (TAP): FHWA funding program that supports alternatives to vehicle-based travel such as walking and bicycling projects.

TDM (Transportation Demand Management): Activities and programs designed to reduce congestion by reducing the number of single occupant vehicles. Examples include programs to promote ridesharing, transit use, bicycling, and telecommuting.

TIP (Transportation Improvement Program): A five-year capital

program of highway, transit, and other transportation capital projects developed by an MPO. All federally funded projects must appear on an approved TIP to be implemented.

TMA (Transportation Management Area): A USDOT designation for Urbanized Areas with populations of 200,000 or more. The TMA designation carries additional responsibilities for an MPO. These include a system to disburse Section 5307 funds and a formal federal certification review every four years. The DCTC is part of the Mid-Hudson Valley TMA.

Transportation Performance Management: A strategic approach that uses transportation system data to make investment and policy decisions to achieve national performance goals.

UCTC (Ulster County Transportation Council): The MPO for the Kingston metropolitan area, which covers Ulster County.

UPWP (Unified Planning Work Program): The statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area over a period of no more than two years. The UPWP includes a description of the planning work and resulting products and identifies which organization will perform the work, the time periods for completing the work, the cost of the work, and the sources of funds.

USDOT (United States Department of Transportation): The federal cabinet department that includes the Federal Highway Administration and the Federal Transit Administration.

Urban Area: A densely populated area with a combined minimum population of 50,000, as defined by the Census.

VMT (Vehicle Miles Traveled): A measure of vehicle travel that sums the miles driven by all vehicles in a given area, over a specific time-period.

YOE (Year of Expenditure): Dollars that are adjusted for inflation, based on the year they will be used.

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APPENDIX B
(Performance Management)

System Performance Report

Federal law requires states and Metropolitan Planning Organizations (MPOs) to establish and approve performance measures and targets related to transportation safety, highway operations, and transit systems. This report provides information on the performance measures and targets, including how our long-range transportation plan, [Moving Dutchess Forward](#), and our capital program, the 2026-2030 TIP, contribute to meeting established targets.

Background

Chapter 23 part 150(b) of the United States Code [23USC §150(b)] includes seven national performance goals for the Federal-Aid Highway Program:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Capital Assets Condition** – To maintain the highway infrastructure and transit capital asset systems in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement & Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

For public transportation, the law states that performance management shall be used to advance the general policy and purposes of the public transportation program covered in 49 USC §5301(a) and (b).

The [Dutchess County Transportation Council \(DCTC\)](#) adopted [Moving Dutchess Forward](#), its current Metropolitan Transportation Plan (Plan), on July 27, 2021, and subsequently adopted its 2026-2030 TIP on June 25, 2025. Plans and Capital Programs (Transportation Improvement Programs or TIPs) adopted or amended after the following dates must include performance targets for the measures listed here:

- May 27, 2018: Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018: Transit Asset Management
- May 20, 2019: Pavement and Bridge Conditions

- May 20, 2019: System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program
- July 20, 2021: Transit Safety

MPOs must also include a system performance report in their Plan and TIP that describes the condition and performance of the transportation system with respect to required performance measures and targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous system performance reports.

We developed [Moving Dutchess Forward](#) and our 2026-2030 TIP in cooperation with our member agencies, including the New York State Department of Transportation (NYSDOT), Metropolitan Transportation Authority (MTA), and Dutchess County Public Transit. It reflects the investment priorities established by the MPO to improve transportation safety, reliability, and access to basic needs in Dutchess County, and incorporates feedback from stakeholder agencies and the public.

We believe our [System Performance Report for Moving Dutchess Forward](#) meets the requirements of 23 USC §134(i)(2)(B)(C), and that this System Performance Report for our TIP-Capital Program meets the requirements of 23 USC §134(j)(2)(D). Each of the measures and targets is described below, along with a discussion of how the TIP addresses them.

HSIP and Highway Safety

Performance Targets

On March 15, 2016, the Federal Highway Administration (FHWA) published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016. The rule finalized five roadway safety measures:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Nonmotorized Fatalities and Serious Injuries

Each target is expressed as an annual five-year rolling average, which is the average of five individual, consecutive annual points of data. The five-year rolling average provides a smoothing effect for variations in data that may occur from year to year and helps to better evaluate progress over time in a more consistent fashion than one based on single year peaks and valleys.

The 2023 [New York Strategic Highway Safety Plan \(SHSP\)](#) is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State. The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT HSIP annual report documents statewide performance targets.

We agreed to support the NYSDOT statewide 2025 targets for the following Safety PM measures based on five-year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* on March 6, 2025 via Resolution DCTC Resolution #25-02:

Performance Measure	2025 Target
Number of Fatalities	1,011.0
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	0.881
Number of Serious Injuries	11,034.1
Rate of Serious Injuries per 100 million VMT	9.557
Number of Non-Motorized Fatalities and Serious Injuries	2,615.2

Anticipated Effects

Safety is a critical component of our mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP. Improving safety is a recurring theme in [Moving Dutchess Forward](#) and is embodied in our stated goal to “Provide safe and convenient access for all people to housing, jobs, goods, services, and recreational amenities, regardless of age, ability, race, income, location, or mode of transportation.”

On March 1, 2022, we adopted a new [Project Selection Framework](#) to help ensure that available federal transportation funds are used to carry the plan’s goals. The framework directly addresses the trends, barriers, best practices, and investments outlined in [Moving Dutchess Forward](#), with a focus on improving transportation safety, reliability, access to basic needs, and equity. For transportation safety, the framework asks if the proposed project will reduce Barriers to Safe Access, with a focus on how it achieves the following:

- Improves safety at one or more high-crash intersections, segments, or corridors on state, county, or local roads. This includes high crash locations for vehicles, and for people walking or biking (see [Barriers to Safe Access Map](#)).
- Implements a safety-related recommendation from a DCTC Safety Assessment or other DCTC planning study.
- Promotes a systemwide approach to address a transportation safety issue such as roadway departures or speeding.

Although the TIP does not include specific projects programmed with HSIP funds, many of the programmed projects using other fund sources are expected to improve the safety of the traveling public on roads throughout our area. This includes two road projects – the Main St/Grand Ave intersection improvements in the Town of Poughkeepsie, and the Beekman St pedestrian and bicycle improvements in the City of Beacon – which include sidewalk and ADA improvements. These two projects total over \$6.3 million in new federal highway investment. In addition, NYSDOT’s regional capital program includes systemwide HSIP-funded projects that may benefit our area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT’s safety performance targets.

Transit Asset Management

Performance Targets

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair” (SGR), requires that public transportation providers develop and implement Transit Asset Management (TAM) plans, and establishes performance measures for four transit asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2016.

Public transportation providers must establish TAM targets annually for the following fiscal year and report them to FTA. Each provider shares its targets with the MPO(s) in whose TIP the provider’s projects and services are programmed. The MPO is required to establish its first set of TAM targets within 180 days of the date that public transportation provider established its first targets. After this, MPOs are not required to establish TAM targets each year after the transit provider establishes targets. Instead, MPOs must set updated TAM targets when the MPO updates its Plan. When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider’s targets or establish its own separate transit asset management targets for the MPO planning area.

For the TAM rule, FTA defines two tiers of public transportation providers based on size. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or fewer vehicles across all fixed route modes or have 100 vehicles or fewer in one non-fixed route mode. Tier I providers must establish their own transit asset management targets, while Tier II providers have the option to establish their own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor for the entire group. A state DOT is typically the group TAM plan sponsor.

The following transit providers operate in our county: the MTA (Tier I) and County Public Transit (Tier II). The MTA has established its own targets listed below, while County Public Transit is participating in the New York State Group TAM Plan.

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark (Years)	2024 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class	Bus	12	36.25
	Commuter Rail Locomotive	35	67.35%

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark (Years)	2024 Target
that have met or exceeded their Useful Life Benchmark (ULB)	Commuter Rail Passenger Coach	35	27.23%
	Commuter Rail Self-Propelled Passenger Car	35	21.9%
	Automobiles	8	100%
	Steel Wheel Vehicles	35	61.87%
	Trucks and other Rubber Tire Vehicles	14-18	29.13%
Infrastructure - % of track segments with performance restrictions	Commuter Rail	n/a	2.96%
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration/Maintenance Facilities	n/a	38.1%
	Passenger/Parking Facilities	n/a	28.57%

We will agree to support these transit asset targets via pending Resolution #25-11. With this action, we will agree to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

Anticipated Effects

Our TIP was developed and is managed in cooperation with the MTA and County Public Transit. The TIP includes specific investment priorities that support the MPO’s goals, including transit asset management, using a project selection process that is anticipated to address transit SGR in the MPO planning area. The MPO’s goal of addressing transit asset condition is linked to the investment plan of County Public Transit, and the process used to prioritize the projects within the TIP is consistent with federal requirements. TIP investments that address transit SGR include the following County Public Transit projects:

- 16 Heavy Duty bus replacements supported by almost \$7 million in federal funding
- Preventive maintenance work supported by almost \$6 million in federal funding

As discussed for transportation safety, our new [Project Selection Framework](#) helps ensure that available federal transportation funds are used to carry the goals of [Moving Dutchess Forward](#). For transit, the framework asks if a proposed project will reduce Barriers to Reliable Bus Access or Train Access. It also asks how the project will support recommended Transformative Packages such as Bus Service Improvements, including basic maintenance, repairs, and bus replacements.

We anticipate that the projects in the TIP, once implemented, will contribute toward achieving the established transit asset management targets. Improving the SGR of transit capital assets is an overarching goal of our MPO.

Pavement and Bridge Condition

Performance Targets

On January 18, 2017, FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in the *Federal Register*. This second FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess pavement conditions and bridge conditions for the National Highway Performance Program (NHPP).

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics¹: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is classified as being in good condition or poor condition based upon the ratings of the metrics applicable to that pavement type. Pavement sections that are not good or poor condition are classified as fair.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition². The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

NYSDOT established statewide pavement and bridge condition performance targets for 2023 and 2025 on December 1, 2022; in September 2024, NYSDOT adjusted its 2025 pavement targets. We subsequently agreed to support NYSDOT's performance targets on March 6, 2025 via Resolution #25-03. By adopting NYSDOT's targets, we agree to plan and program projects that help NYSDOT achieve these targets. The table below lists the performance targets for the Baseline Year, Year 2, and Year 4.

¹ Per FHWA, "To ensure consistent definitions, a distinction between 'performance measure' and 'performance Metric' was made in 23 CFR 490.101. A 'metric' is defined as a quantifiable indicator of performance or condition whereas a 'measure' is defined as an expression based on a metric that is used to establish targets and to assess progress toward meeting the established targets." (*FHWA Computation Procedure for the Pavement Condition Measures – FHWA-HIF-18-022*, FHWA Office of Infrastructure and Office of Policy & Governmental Affairs, April 2018)

² The sum of total deck area of good or poor NHS bridges is divided by the total deck area of all bridges carrying the NHS to determine the percent of bridges in good or in poor condition. Deck area is calculated by multiplying the structure length by either the deck width or approach roadway width.

Pavement & Bridge Condition Performance Measures	2022 Performance	2023 Performance	2023 Target	2025 Target
Percent of Interstate pavements in good condition	36.9%	50.7%	53.2%	48.2%
Percent of Interstate pavements in poor condition	1.8%	1.0%	1.4%	1.6%
Percent of non-Interstate NHS pavements in good condition	16.3%	20.3%	22.3%	18.6%
Percent of non-Interstate NHS pavements in poor condition	7.5%	7.1%	9.3%	8.4%
Percent of NHS bridges (by deck area) in good condition	24.7%	24.1%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	11.2%	13.0%	12.5%	12.8%

Anticipated Effects

Maintaining, and where possible, improving the condition of NHS pavements and bridges is a critical component of our mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the TIP.

Our focus on maintaining pavement and bridge conditions across our system, including NHS roads, serves as a key component of our mission, and is an important consideration in the selection of projects. It’s also a recurring theme in [Moving Dutchess Forward](#), embodied in our stated goal to “Prepare a transportation system that can anticipate and adapt to changes in the population, economy, technology, climate, and travel behavior.” Our new project selection framework specifically asks how a proposed project “Maintains existing infrastructure, including roads, bridges, transit systems, sidewalks, and trails.” The TIP includes one NHPP funded project that will materially improve pavement and bridge conditions on the NHS system in Dutchess County: the rehabilitation of a bridge on Route 22 over the Wassaic Creek in the Town of Amenia. In addition, NYSDOT’s regional capital program includes several multi-county, systemwide NHPP funded projects that will benefit our area.

We anticipate that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT’s pavement and bridge condition targets.

System Performance, Freight, and Congestion Mitigation and Air Quality

Performance Targets

On January 18, 2017, FHWA published the system performance, freight, and CMAQ Performance Measures Final Rule in the *Federal Register*. This third and final FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six

performance measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Percent of Person Miles Traveled (PMT) metric as one way to calculate reliability on both the Interstate and non-Interstate NHS. PMT is a standard measure of mobility that combines both the number and length of trips. It is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods between the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The PMT ratio is calculated for each segment of applicable roadway. A segment is reliable if its PMT is less than 1.5 during all time periods. If one or more time periods have a PMT of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR Index is calculated for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. We meet all current air quality standards and are not subject to establishing targets for these performance measures.

NYSDOT established the statewide system performance and freight performance targets in the table below on October 1, 2024. We subsequently agreed to support the NYSDOT statewide targets on March 6, 2025 via Resolution #25-03. The table below lists the targets for each measure.

Performance Measures	2022 Performance	2023 Performance	2023 Target	2025 Target
Percent of person-miles traveled on the interstate that are reliable (Interstate PMT)	80.1%	79.0%	75.0%	75.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate NHS PMT)	85.4%	84.0%	70.0%	70.0%
Truck travel time reliability index (TTTR)	1.39	1.40	2.00	2.00

Anticipated Effects

Providing for the reliable movement of people and goods is a critical component of our mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in the TIP. As with safety and transit, our new project selection framework helps ensure that available federal transportation funds are used to carry the goals of [Moving Dutchess Forward](#), which includes system reliability. We address this in our goal to “Provide safe and convenient access for all people to housing, jobs, goods, services, and recreational amenities, regardless of age, ability, race, income, or mode of transportation.” For system reliability, the framework asks if the proposed project will reduce traffic congestion, with a focus on how it improves travel time reliability or reduces delay at [high-congestion locations](#) or other congested locations identified by us or through another study. These congested locations include those identified in our Congestion Management Process (CMP). Our framework also asks if a proposal provides a reliable alternative to driving (such as transit, walking or bicycling), on or parallel to the congested roadway.

Our TIP includes projects with funds from various programs that improve travel time reliability for people and freight. This includes a countywide signal improvement project for NYSDOT roads and intersections, totaling \$1.2 million in STBG-Flex funding. In addition, NYSDOT’s regional capital program includes several multi-county, systemwide travel demand projects that will benefit our area. This includes the Newburgh-Beacon Ferry that connects the City of Newburgh to the Beacon Train Station.

We anticipate that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT’s system performance and freight performance targets.

Transit Safety

Performance Targets

The FTA published a final Public Transportation Agency Safety Plan (PTASP) rule on July 19, 2018. Under this rulemaking, providers of public transportation systems that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA’s State Safety Oversight Program, must develop and implement a PTASP based on a Safety Management Systems (SMS) approach. As it relates to this documentation, each PTASP must include performance targets based on the safety performance measures established in FTA’s National Public Transportation Safety Plan (NSP). Other elements of a PTASP include but are not limited to approval by the agency’s Accountable Executive and Board of Directors, designation of a Chief Safety Officer, documented processes of the agency’s SMS, an employee reporting program, and a process and timeline for annual reviews and updates of the PTASP.

Providers subject to the rule must annually certify a PTASP, including targets for transit safety measures that cover fatalities, injuries, safety events, and system reliability. The date by which

providers must first certify a PTASP and targets was initially July 20, 2020. However, FTA extended the deadline to July 20, 2021, to provide regulatory flexibility due to the operational challenges presented by the COVID pandemic.

Upon establishing transit safety targets, a public transportation provider must make the targets available to the MPO(s) in whose TIP the provider’s projects and services are programmed. The MPO is required to establish its first set of transit safety targets within 180 days of the date that the provider established its first targets. After this, MPOs are not required to establish transit safety targets each year after the transit provider establishes targets. Instead, MPOs must set updated targets when they update the Long-Range Transportation Plan (LRTP).

An MPO must reflect the transit safety targets in any LRTP and TIP updated on or after July 20, 2021. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider’s targets or establish its own separate targets for the MPO planning area. The MTA and County Public Transit are the only transit providers in Dutchess County that are subject to the PTASP rule. They are responsible for developing a PTASP and establishing transit safety targets annually. However, a PTASP is not required for Commuter Railroads such as Metro-North Railroad since they fall under the Federal Railroad Administration’s jurisdiction for safety. Accordingly, we have taken no action on Metro-North’s PTASP but will do so for County Public Transit. County Public Transit set the following transit safety targets for its system:

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)
Fixed Route Bus	1	0.001	4	0.00004	0	0.00
Demand Response	0	0	0	0.00	0	0.00

We endorsed County Public Transit’s original transit safety measures and targets on July 27, 2021 via Resolution #21-08, agreeing to plan and program projects that are anticipated to make progress toward achieving the targets. We subsequently endorsed revised targets on June 25, 2025 via Resolution #25-10.

Anticipated Effects

Our TIP was developed and is managed in cooperation with the MTA and County Public Transit. It includes specific investment priorities that support the MPO’s goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. Specifically, our goal of addressing transit safety is linked to the safety plan of County Public Transit, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The County's PTASP identifies safety issues and safety risk mitigation strategies, which include recurring safety training sessions, safety management activities, and daily safety inspections. Though our TIP does not program federal funding specific to transit safety beyond bus replacements, it does include \$50,000 in State funding for bus shelters, bicycle racks, benches, and other amenities, which will improve transit safety.

As mentioned for the other measures, our [Project Selection Framework](#) ensures that available federal transportation funds are used to carry the goals of [Moving Dutchess Forward](#). For transit safety, the framework asks if a proposed project will reduce Barriers to Reliable Bus Access or Train Access. It also asks how the project will support recommended Transformative Packages such as Bus Service Improvements, which include basic maintenance, repairs, and bus replacements. We anticipate that the projects in the TIP, once implemented, will contribute toward achieving the established transit safety targets. We will continue to coordinate with our transit providers to improve the safety of travelers in our planning area and maintain transit assets in a state of good repair.

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APPENDIX C
(Self-Certification)

Background

A certification of the metropolitan planning process is required under Title 23 U.S.C. Section 134, which stipulates that the Secretary of the United States Department of Transportation (USDOT) shall certify that the Metropolitan Planning Organization (MPO) is carrying out a metropolitan planning process that adheres to all applicable federal laws. Accordingly, we provide this report to highlight key aspects of our planning program and address NYSDOT's latest TIP/STIP guidance.

A. Required Agreements

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 our responsibilities and procedures for seeking reimbursement for MPO-related expenses.
- Mid-Hudson Valley Transportation Management Area (TMA) Memorandum of Understanding (March 7, 2006): provides a common understanding and structure for coordination and communication among the MPOs responsible for the Mid-Hudson Valley TMA: the DCTC, the [Orange County Transportation Council \(OCTC\)](#), and the [Ulster County Transportation Council \(UCTC\)](#).
- Air Quality Conformity Memorandum of Understanding (August 20, 2010): establishes the planning process for determining air quality conformity for the former Poughkeepsie Ozone Non-attainment Area, which the DCTC shared with the [New York Metropolitan Transportation Council \(NYMTC\)](#) and the [OCTC](#). In 2013, the [Environmental Protection Agency \(EPA\)](#) designated Dutchess County as being in attainment of the 2008 ozone air quality standard of 0.075 parts per million (ppm), and in 2018, the EPA designated Dutchess as being in attainment of the stricter 2015 standard of 0.070 ppm.
- DCTC Written Agreement (March 16, 2011): identifies the roles, responsibilities, and cooperative procedures for carrying out the metropolitan transportation planning process in Dutchess County, as agreed to by the DCTC, Dutchess County, City of Poughkeepsie, NYSDOT, MTA/Metro-North Railroad, and NYS Bridge Authority.
- [DCTC Title VI Policy & Complaint Procedures](#) (June 8, 2018): outlines the procedures we use to process complaints under [Title VI of the Civil Rights Act](#).
- DCTC Performance Monitoring Agreement (June 8, 2018): establishes the process for sharing data and setting targets among state and local transportation agencies in support of federal performance-based planning and programming requirements.
- [DCTC Project Selection Framework](#) (February 28, 2022): establishes guidelines to evaluate and prioritize transportation projects, consistent with the goals and recommendations of Moving Dutchess Forward.
- NYSDOT-DCTC Host Agency Agreement (April 1, 2022): reauthorizes the host agency relationship between Dutchess County and NYSDOT and provides a ten-year schedule for funding the DCTC through SFY 2031-2032. The agreement, updated as part of the 2021 [Infrastructure Act](#), builds upon

- similar agreements made for previous federal transportation laws such as [SAFETEA-LU](#) and the [FAST Act](#).
- [DCTC Public Participation Plan](#) (December 23, 2022): establishes our outreach strategy to connect with the public and encourage their involvement in the transportation planning process. The Participation Plan offers a menu of virtual, in-person, and hybrid tools to engage people with our work. It also seeks to engage populations that have historically been excluded from the transportation planning process.
 - [DCTC Bylaws](#) (January 1, 2024): establishes the roles, responsibilities, and structure of the DCTC, including our meeting protocols, decision-making process, and procedures for adding, removing, and changing projects in the Capital Program (TIP). The Bylaws codify voting membership based on the 2020 Census-defined Urban Area and were adopted on September 19, 2023, with an effective date of January 1, 2024.

Federal Certification Review

The DCTC, along with the Orange County Transportation Council (OCTC) and Ulster County Transportation Council (UCTC), as part of the Mid-Hudson Valley Transportation Management Area (TMA), last underwent a mandated four-year federal certification review in 2021. Issued in 2022, the final certification letter and report certified our planning process, though the overall TMA's certification was conditional pending minor financial planning updates for the OCTC and UCTC transportation plans. Our next Certification Review is scheduled for late 2025.

B. Planning/Technical

1. Unified Planning Work Program (UPWP)

The UPWP describes the planning activities to be carried out by the DCTC within our planning area. The tasks described in the UPWP implement policy recommendations and priority actions identified in the Metropolitan Transportation Plan (MTP or Plan), other studies, or are special requests from our members concerning current and long-term needs. In recent years, these tasks have included a vulnerability assessment, safety action plan, trail study, corridor plans, and intersection studies. The UPWP includes descriptions of individual planning tasks and resulting products, a schedule for completing tasks, cost of the work, sources of funds, and identifies which organization will perform each task. We update the UPWP annually, based on the State Fiscal Year (SFY) calendar. The current [SFY 2025-2026 UPWP](#) was adopted by the DCTC on March 6, 2025.

2. Metropolitan Transportation Plan (MTP)

Serving as our 25-year Plan for improving transportation in the county, our current MTP, [Moving Dutchess Forward](#), looks at the policies and infrastructure needed to remove barriers and expand access, considering safety, reliability, and basic needs. It also looks at equity to understand how access is different for some population groups and identifies communities where we need to carefully consider the effects of transportation decisions and investments. The Plan establishes the following vision: By 2045, Dutchess County's transportation system will be safer, more reliable, resilient, and equitable. The Plan is

organized around four strategic goals:

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

To focus future investment on addressing identified barriers and expanding access, the plan recommends a series of Transformative Packages and Transformative Projects, as outlined below.

Transformative Packages

We identify ten Transformative Packages, which are holistic, ongoing investments to address the trends, barriers, and needs identified in the Plan. They are focused on maintaining safe and reliable access across all forms of travel and make up most of our expected investment. They include the following:

1. Road & Bridge Maintenance & Operations
2. Safety Improvements at High Crash Locations

3. Walking & Bicycling Improvements
4. Shared-use Paths & Rail Trails
5. Bus Service Improvements
6. Train Access Improvements
7. Congestion Management & Traffic Operations
8. Electric Vehicle Charging Stations
9. Complete Streets Corridor Studies
10. Land Use & Zoning Reform Incentive Program

Transformative Projects

We also identify eight Transformative Projects, which are specific projects that address the needs and barriers identified in the Plan. Most have been planned or are actively being planned, and include the following:

1. Market Street Two-way Redesign, City of Poughkeepsie
2. Arlington Main Street Redesign, Town of Poughkeepsie
3. Transit Services for the Harlem Valley & Northern Dutchess
4. Route 44/55 Arterials Redesign, City & Town of Poughkeepsie
5. Hopewell Junction Route 82 Redesign, Town of East Fishkill
6. Beacon-Hopewell Rail Trail, City of Beacon, Towns of Fishkill & East Fishkill, and Village of Fishkill
7. Route 9/44/55 Interchange Redesign, City of Poughkeepsie
8. I-84/Route 9D Interchange Improvements, Town of Fishkill

See the Plan’s [Invest Section](#) for more information.

Federal Planning Factors

The Infrastructure Act 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 in selecting and programming projects in the 2026-2030 TIP, as well as when progressing planning activities and initiatives in our annual

UPWP. They are also incorporated in our [Project Selection Framework](#).

Public Participation

The Plan was created as a digital product – designed to be explored online, and built to be flexible and interactive, with maps and visuals. Outreach for the plan included the website, an online survey, two virtual public meetings, an online Funding Priorities tool, emails, posters and other printed materials, social media posts, a phone comment line, and presentations at municipal board meetings and Planning Committee meetings.

A 30-day public comment period was held from June 14-July 16, 2021, and a summary of the Plan was prepared and mailed to our public information mailing list, including local media. Staff also held a virtual public information meeting on June 16, 2021. All comments were summarized and included as part of the Plan prior to the DCTC’s approval on July 27, 2021.

Consultation

To address the federal requirement for consultation, we carried out an agency consultation process that included reviewing relevant state, regional, and local plans and providing agencies an opportunity to review and comment on draft plan content. Interim sections of the Plan were unveiled during its development, which also allowed us to gradually present data and ideas to the public and agencies.

Conformity

On September 23, 2021, the EPA confirmed that conformity had been determined for [Moving Dutchess Forward](#), since we are part of the Poughkeepsie Ozone Non-attainment Area.

3. Transportation Improvement Program (TIP)

We approved the current [Federal Fiscal Year \(FFY\) 2023-2027 TIP](#) on August 31, 2022. The 2023-2027 TIP is financially constrained through FFY 2027 and conforms to the most recent New York State SIP as required by federal transportation law. Projects programmed on the TIP sustain and reinforce the goals and priorities set forth in the Plan.

The 2023-2027 TIP was developed in consultation with member agencies, including local municipalities, state and county agencies, and regional transportation authorities. The TIP includes an Environmental Justice analysis that identifies locations with focus equity population. We used various visualization tools to help describe the TIP and created a user-friendly online map of TIP projects (our [TIP Viewer](#)). In addition, the TIP is made available via our website and by paper upon request.

We publish an [Annual Listing of Project Obligations](#), which provides the public with an overview of how and where Federal transportation funds are spent over the course of each passing fiscal year in the TIP. The FFY 2024 Obligation Report was published on December 6, 2024.

4. Technical Areas

We continue to progress a planning process that supports the vision for the county's transportation future embodied in [Moving Dutchess Forward](#). Our planning program furthers several policy actions and best practices recommended in the Plan, such as improving transportation safety, reliability, and equity, and finding ways to reduce transportation barriers to housing, jobs, goods and services, education, and recreation.

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

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

We are also addressing local priorities such as managing traffic issues on Routes 9 and 9D in Southern Dutchess, which is a major concern for member communities such as Wappingers Falls, Wappinger, Fishkill, and Beacon. We will also develop a new Coordinated Plan to better serve the transportation needs

of vulnerable populations, a key area of concern of our partners in Northern Dutchess and the Harlem Valley.

5. Special Considerations in Transportation Planning Process

a. Title VI Policy

As a recipient of federal funding, we must demonstrate our compliance with Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination by recipients of federal financial assistance, including federal transportation funds, based on race, color, and national origin, or matters related to language access for Limited English Proficient (LEP) persons. The Environmental Justice concept builds upon this by adding low-income populations to the groups that should be protected from the adverse impacts of federally funded actions.

As part of the 2021 certification review of the DCTC, OCTC, and UCTC, FHWA and FTA identified no corrective actions related to the MPOs' Title VI processes, and specifically found the DCTC to be in compliance with federal Title VI requirements.

Additionally, we continue to participate as a signatory to the NYSDOT Disadvantaged Business Enterprise (DBE) Plan, which submits semi-annual DBE reports to the NYSDOT-Civil Rights Bureau. The MTP and TIP discuss special considerations such as Title VI and Environmental Justice, while the annual UPWP dedicates resources for staff work on these efforts.

The [DCTC's Title VI Policy](#), updated in 2018, reaffirms our commitment to meeting federal non-discrimination requirements. The Title VI Policy also describes the step-by-step process that we will use to process complaints.

i. Title VI/Environmental Justice Analysis

Equity is codified in federal law and policy. The [Civil Rights Act of 1964](#), one of our nation's landmark achievements, and specifically [Title VI](#), prohibits federally funded entities such as ours from discriminating against people based on race, color, and national origin. Other federal laws expanded upon these nondiscrimination requirements to protect people based on gender ([Title VII](#)), age (the [Age Discrimination Act of 1975](#)), and disability (the [Americans with Disabilities Act of 1990](#)). Best practice has broadened the scope of characteristics to include low-income and non-English speaking populations, while also compelling agencies to address Environmental Justice by identifying and preventing any disproportionately high or adverse effects of decisions on focus populations. As a recipient of federal funding, the DCTC must demonstrate compliance with these laws and regulations.

Non-Discrimination Policy

Our [Non-Discrimination Policy](#) establishes the DCTC's organizational policy on Title VI. It assures that no person conducting business with us will be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any of our programs or activities based on the grounds of race, color, national origin, gender identity, sexual orientation, disability, age, language, income, or veteran status. The policy also establishes a formal process to address Title VI complaints.

ii. Measuring Equity

Our Transportation Plan, [Moving Dutchess Forward](#), includes a

detailed analysis of equity that is summarized for this TIP discussion. We encourage readers to refer to the plan's [Transportation Equity](#) section to learn more about our process and findings.

For the Plan, we used data from the Census Bureau to locate focus populations in Dutchess County. These populations cover a range of characteristics including race, ethnicity, age, ability, income, language, etc. We looked at census tracts to account for high margins of error in smaller geographies like block groups, and relied on federal guidance and best practices to understand how we should identify focus areas and populations. For each tract, we created scores based on how much each focus population exceeded the county average. We then combined these scores into a single Equity Index. See our [Transportation Equity Map](#) and [Equity Methodology](#) document for more information.

Where are our focus populations?

We looked at focus populations separately and collectively. When viewed separately, we found the following:

- **Minority & Hispanic Populations:** The highest shares of Black residents are in the City of Poughkeepsie, followed by the northwest portion of the Town of Fishkill and the Arlington area of the Town of Poughkeepsie. For Asian residents, there are high shares in the eastern portion of the Town of Fishkill, southwestern Hyde Park, and portions of the City and Town of Poughkeepsie. For Hispanic residents, the highest shares are in the City of Poughkeepsie and Village of Wappingers Falls.

- **Older Adults & Youth:** The highest shares of older adults (65 and over) are in the Town and Village of Rhinebeck, the eastern part of the Town of Pawling, and the southeast portion of the City of Poughkeepsie. The highest shares of youth (under 18) are in the northern part of the City of Poughkeepsie and the northeast part of East Fishkill.
- **Low-Income Populations:** The highest share of low-income populations is in the City of Poughkeepsie, followed by the towns of Dover, Amenia, and Pine Plains.
- **Persons with a Disability:** The highest shares of persons living with a disability are in the Village of Millbrook and City of Poughkeepsie.
- **Foreign Born & Limited English Populations:** The highest shares of foreign-born residents are in the Arlington and central-west areas of the Town of Poughkeepsie, and in the northeast portion of the City of Poughkeepsie. Data on limited English proficiency is only available for the City and Town of Poughkeepsie; the City has a substantially higher share of persons with limited English proficiency.

Knowing that people may share more than one focus characteristic, we then used the Equity Index to measure the cumulative vulnerability of populations and to better identify focus areas. Doing so, we found the following:

- Ten tracts have an Equity Index of 10 or higher, double the county average of 5.
- Eight of these tracts are in the City of Poughkeepsie, one is in the Arlington area of the Town of Poughkeepsie (just east of the City), and one is in the central-west portion of the Town of Poughkeepsie (just south of the City).

- Four tracts in the northeast portion of the City of Poughkeepsie have the highest Equity Index values in the county (16 and 15).
- Other areas above the county average include the Village of Wappingers Falls and Town of Dover, and portions of the Towns of Poughkeepsie and Fishkill and City of Beacon.

See Figure 12 of the TIP narrative for the location of these focus equity areas in Dutchess County.

iii. American with Disabilities Act (ADA)

We use various visualization techniques to convey MPO related information, including GIS mapping, digital photos, and charts in the Plan, TIP, UPWP, and other planning documents. These visuals supplement written portions of our plans and documents. Our website hosts a robust accessibility feature to assist visitors of all needs and abilities.

iv. Disadvantaged Business Enterprise (DBE)

On December 19, 2003, we reassured our compliance with the NYS Disadvantaged Business Enterprise (DBE) Plan, affirming that we will abide by the DBE Plan's requirements on the award and administration of federally assisted contracts. We submit Semi-Annual DBE reports on commitments/awards to NYSDOT. We also provide registered DBE firms with additional weighting during the RFP evaluation and selection process.

b. Private Bus Operations

In 2021, the DCTC, in conjunction with the OCTC and UCTC, completed a regional transit study for the Mid-Hudson Valley. Titled the [Connect Mid-Hudson Transit Study](#), it identifies ways to better coordinate and connect transit systems between the three counties, and between the Mid-Hudson Valley and New York City and Albany metro areas. Private operators from across the region – who typically support commuter bus operations – played an active and critical role in this planning initiative. During its development, they participated in several stakeholder meetings and advisory committee meetings, and shared valuable operational and capital data to the study team. In addition to specific transit studies such as Connect Mid-Hudson, we include private operators on our public information list.

c. Planning Factors

The DCTC continually integrates the ten federal planning factors into our planning process and work activities. In particular, we used the factors to help develop the four goals of Moving Dutchess Forward:

- Learn: Prepare a transportation system that can anticipate and adapt to changes in the population, economy, technology, climate, and travel behavior.
- Assess: Provide safe and convenient access for all people to housing, jobs, goods and service, and recreational amenities, regardless of age, ability, race, income, or mode of transportation.
- Advocate: Promote smart transportation and land use policies and practices to remove barriers to access and

support economic opportunity, environmental preservation, and improved quality of life.

- **Invest:** Make transformative investments in our regional transportation system while maintaining fiscal constraint and leveraging private investment.

These goals apply to our planning activities, including the TIP, UPWP, and other transportation planning products.

d. Congestion Management Process (CMP)

The [CMP](#), required by federal law, outlines a systematic method to address traffic congestion and multi-modal reliability across the region. In 2019, we adopted a new CMP for the Mid-Hudson Valley TMA. First developed by the TMA in 2005, and expanded upon in 2006 and 2011, the CMP establishes a four-step process to define, measure, and manage congestion. The current CMP updates the original 2005 report based on improvements in traffic data, tools, and best practices, particularly those related to the [National Performance Management Research Data Set \(NPMRDS\)](#). The NPMRDS, created from wireless vehicle probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the [National Highway System \(NHS\)](#). It includes archived speed and travel time data, matched to location referencing data.

The CMP includes a mission statement and objectives, a summary of available data and tools, and corresponding performance measures. The CMP serves as a joint product of the TMA's three MPOs: [DCTC](#), [OCTC](#), and [UCTC](#). The three MPOs will complete follow-up CMP-related analyses as needed.

e. Public Participation Plan

We strive 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, TIP, and UPWP, the distribution of studies and reports to community organizations, individuals, and media, consultation with tribal nations, and updates to our website.

We adopted a new [Public Participation Plan](#) in 2022 to guide our outreach activities, with an emphasis on integrating virtual and web-based engagement tools in our planning process, reaching focus equity populations (including minority populations and people with disabilities), and using [federal plain language](#) principles to shape our products. The Participation Plan offers a menu of virtual, in-person, and hybrid tools to engage people with our work. We also use various tools to reach Limited English Proficiency (LEP) populations, including translating material into other languages such as Spanish and conducting in-person events at community venues.

Using the County's GovDelivery system, we maintain a public information contact database and study-specific contact lists to manage digital communications. And we continue to integrate our logo and style guide into our planning products and messaging. Meeting dates, agendas, and summaries are also made available via the internet on our host agency's Consolidated Calendar portal.

All our reports and work products are made available for download on our website. The website includes essential information about the DCTC and our responsibilities, and serves as a platform to provide updates on discrete planning tasks. The website hosts an online public comment form that enables the public to comment on specific DCTC activities or general transportation issues.

f. Coordinated Public Transit-Human Services Transportation Plan

We have begun an update of our 2021 [Coordinated Public Transit-Human Services Transportation Plan](#) (“Coordinated Plan”), and expect to finalize the new plan in early 2026.

The current Coordinated Plan relied on previous planning work to identify service gaps and possible strategies to improve service; this included Moving Dutchess Forward and the Public Transit’s 2020 Transit Plan. For the Coordinated Plan, we gathered input from local human service agencies through a written survey and roundtable discussions. In the survey, agencies were asked to identify the number of older adults and individuals with disabilities they serve and transport on an average day, trip destinations and purposes, and the type of equipment available (e.g., number of vehicles and their condition). For the roundtables, agencies were asked to describe current service gaps and offer possible solutions.

The Coordinated Plan identifies several priority actions, including the need to replace agency vehicles due to high operational tempos, the need to support agencies that provide transportation services outside Dutchess County, and the need

to support agencies that serve areas with high concentrations of disabled, elderly, and low-income population groups. In recent years, local human service agencies have implemented recommendations from the Coordinated Plan, by successfully using FTA Section 5310 funds to purchase buses and vans to expand services.

C. Administrative/Management

1. Progress Reports

The DCTC regularly submits progress and year-end expenditure reports to FHWA, FTA and NYSDOT, using an agreed upon reporting template.

2. Bills

The DCTC submits reimbursement payment requests to NYSDOT-Region 8 on a quarterly basis, adhering to the State Fiscal Year (SFY) calendar (April 1-March 31). Payment requests are typically completed within 30-45 days after each quarter, though the final request for the SFY (i.e., close-out) may require 45-60 days to process.

3. Audits

The Dutchess County Department of Finance conducts annual audits of the federally reimbursed programs managed by the Dutchess County Department of Planning and Development, our host agency. The Finance Department completed its most recent financial audit of the DCTC’s program in February 2025 for CY 2024 and showed no discrepancies.

4. Annual Program

Our FHWA PL and FTA MPP grants remain current and County Public Transit expects to close out its FTA MPP grants through 2025-2026.

5. Budget

Dutchess County budgets are kept up-to-date and federal agencies are consulted and informed of proposed revisions to approved UPWP budgets.

6. Consultant Selection

The DCTC, hosted by Dutchess County, follows the County’s procurement process to advertise and solicit for planning project proposals. The [Dutchess County Division of Central Services](#) uses the [Empire State Purchasing Group’s BidNet](#) system to issue RFP’s. During the 2025-2026 program year, the DCTC intends to issue at least one RFP to carry out our Traffic Count Program, and possibly a second RFP for On-call Transportation Planning Support. As specified earlier, we provide registered DBE firms with additional weighting during the RFP evaluation and selection process.

7. Central Staff/Host Relations

We reaffirmed our host agency relationship with Dutchess County and NYSDOT on January 26, 2022. Staff recruiting and hiring is done through Dutchess County and complies with New York State Civil Service procedures. DCTC staff includes a Transportation Program Administrator, Senior Planner, and

Planner, and we have not experienced any issues with recruiting talented staff. DCTC staff also have the political support to accomplish our mission.

8. Decision-Making

The DCTC, acting as the local MPO decision-making body, is comprised of 15 voting members. Membership on the DCTC is based on a municipality’s urban area classification, with the urban cities and towns serving as permanent voting members and the remaining towns and villages serving on a rotating basis or as nominated by the Dutchess County Supervisors and Mayors Association.



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

In addition, Dutchess County, NYSDOT, and the MTA serve as voting members on the DCTC, while FHWA, FTA, the New York State Bridge Authority, and Dutchess County Planning, Public Works, and Public Transit serve as non-voting advisory

members. The DCTC's Bylaws specify the roles and responsibilities of our staff and committees, including voting membership, the conduct and content of meetings, and the decision-making process. We operate by consensus and require a quorum of nine voting members to approve actions.

The DCTC is assisted by a Planning Committee that reviews interim products prior to adoption. The Planning Committee is responsible for providing agency, municipal, and public input during the development of the MTP, TIP, UPWP, and other products. Membership on the Planning Committee is open to all 30 municipalities in Dutchess County.

The DCTC manages an inter-departmental Complete Streets Committee to promote ways to improve access and safety for all types of transportation. The DCTC also hosts and manages a [Bicycle Pedestrian Advisory Committee \(BPAC\)](#) to address walking and bicycling issues in the county. The BPAC provides agencies and residents interested in non-motorized travel to collaborate on issues and opportunities to promote walking and bicycling in the county.

Day-to-day DCTC activities are performed by staff at the Dutchess County Department of Planning and Development, which assumes primary responsibility for the development of the UPWP, maintenance of the TIP, coordinating local plans and projects, and producing the MTP. NYSDOT-Region 8 assists with TIP maintenance, including processing changes through eSTIP.

9. Governance

We strive to make sure our planning program meets federal guidance concerning MPO activities, while also incorporating best practices as much as possible. Our host agency understands our work responsibilities and accommodates staff to ensure planning goals are met. The DCTC, our committees, and member agencies continue to work well together and have demonstrated a strong willingness to meet our regional transportation goals.

10. Procurement

We certify that the MPO and our sub-recipients have complied with FTA Circular Guidance 4220.1F (Third Party Contracting Requirements), maintained a written history of all FTA related procurements, and incorporated clauses and certifications for eligible FTA assistance program funding. This was most recently done in conjunction with our procurement for professional services in support of the new Coordinated Plan.

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APPENDIX D
(How to Read the TIP Listings)

AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION		FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025							
	COUNTY	TOTAL PROJECT COST				PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
1 2 3	NYS DOT 801083 R&P <Exempt>	RESURFACING ROUTE 9 FROM ROUTE 113 TO WEST DORSEY LANE TO BRING TO A STATE OF GOOD REPAIR. TOWNS OF POUGHKEEPSIE AND HYDE PARK AND CITY OF POUGHKEEPSIE, DUTCHESS COUNTY	LOCAL 06/2025 NHPP 01/2026 SDF 01/2026 NHPP 01/2026 SDF 01/2026	0.000 1.620 .405 .800 2.700	DETLDES CONINSP CONINSP CONST CONST	0.050	1.620 0.405 10.800 2.700						
4 5	AQC:A10	DUTCHESS TPC: \$12.5-\$19 M	8 TOTAL SYR COST :	15.525		0.050	15.525	0.000	0.000	0.000	0.000	0.000	0.000

- 1** LEAD AGENCY: Municipality or public agency responsible for the project; also referred to as Project Sponsor.
- 2** PROJECT IDENTIFICATION NUMBER (PIN): Number generated by NYSDOT and used by agencies to identify a project.
- 3** PROJECT CATEGORY: The general category or type of project.
- 4** AIR QUALITY STATUS: Identifies the project as exempt or non-exempt, and if exempt, identifies the air quality code.
- 5** AIR QUALITY CODE (AQC): Unique code that identifies the air quality impact of the project (see Appendix G).
- 6** PROJECT DESCRIPTION: A brief outline of the project, generally limited to project type, scope, major features, and location of the project.
- 7** COUNTY: County where project is located.
- 8** TOTAL PROJECT COST: Total cost of the project; includes all federal, state, and local funding sources.
- 9** FUND SOURCES & OBLIGATION DATE: The fund source and expected obligation date for each phase (see Appendix H).
- 10** TOTAL 5-YEAR PROGRAM: Total programmed funds over the five-year TIP period for each phase and for the total project.
- 11** PHASE: Project phase (see Appendix F).
- 12** ANNUAL TOTAL: Total funding by Federal Fiscal Year.

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APPENDIX E
(Project Categories)

PROJECT CATEGORIES

- **Construction (CONST):** Construction of a new highway on a new alignment or added lanes on an existing roadway. Includes initial construction of interstate expressways, arterials, and bridges with sizable construction of bridge approaches.
- **Reconstruction (RECON):** Replacement of an existing highway or alignment including rebuilding and geometric improvements. Projects involve extensive earthwork, extensive rebuilding of sub-grade and drainage systems, as well as utility relocation.
- **Mobility (MOBIL):** Projects intended to reduce single-occupant vehicle travel and encourage other modes of transportation, including park-and-ride facilities, bikeways and walkways, ferry services, construction of exclusive/preferential lanes for buses and/or high-occupancy vehicles, preferential toll collection, bus preemption devices on traffic signals, and Intelligent Transportation System (ITS) improvements.
- **Reconditioning and Preservation (R&P):** Restoration of the structural integrity of existing facilities and protection of highway facilities, by forestalling further deterioration. Improvements may include resurfacing with incidental drainage restoration, slope stabilization, drainage improvements, shoulder rehabilitation, replacement of guiderails, minor widening for turning, resigning, signals, minor sub-grade replacement and preventative maintenance.
- **Bridge (BRIDGE):** Construction of a new bridge or replacement/reconstruction of an existing bridge. Includes preventative maintenance.
- **Safety (SAFETY):** Projects intended to improve or alleviate a known or perceived safety problem. Projects can include intersection improvements, lighting, hazard elimination, geometric improvements, and installation of guide rail and median barriers.
- **Traffic (TRAFFIC):** Projects intended to increase the capacity and efficiency of the transportation network using the existing highway system. Projects may include computerization and modernization of traffic signals, installation of pavement markings, directional signals, truck route signs, and restrictive lane use signs for bicycles.
- **Intersection (INTER):** Projects intended to provide operational improvements at intersections. Work can include geometric changes (e.g., addition of turn lanes), drainage improvements, and installation of traffic control devices, new signs, lighting, pavement markings, or better channelization.
- **Bicycle/Pedestrian (BIKE/PED):** Project dedicated to constructing or rehabilitating bicycle and /or pedestrian facilities.

- Elimination of Grade Crossing (EGC): Applies to at-grade highway/rail intersections. Construction of a structure to carry one mode over another to eliminate conflict.
- Transit (TRANSIT): Projects that add service or capacity to the transit network, including capital projects and operating assistance. This may include new equipment, terminal rehabilitation, or improvements to rail yards, depots, shops, security, and transfer blocks.
- Miscellaneous (MISC): Any project that does not fall under any of the above categories.

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APPENDIX F
(Project Phases)

PROJECT PHASES

Transportation projects are broken down into distinct phases to ensure compliance with federal, state, and local laws. The TIP includes the following phases:

- Preliminary Design (PRELDES): Provides a more precise picture of the project, including identification of environmental, right-of-way, and other variables that require consideration before deciding to continue the project.
- Detailed Design (DETLDES): Provides plans, specifications, and estimates necessary to let (go out to bid) and construct the project.
- Right of Way Incidentals (ROWINCD): Preparation work done prior to the acquisition of right-of way.
- Right of Way Acquisition (ROWACQU): Acquisition of any right-of-way necessary to construct the project.
- Construction (CONST): Actual construction and related activities, beginning with the letting of the contract, through the award of the contract, actual completion, and acceptance of all construction work.
- Construction Inspection (CONINSP): Supervision, inspections, engineering, contingencies, orders-on-contract, force account work, and any other administrative and/or miscellaneous activities required by, for, or in conjunction with the fulfillment of construction requirements.
- Miscellaneous (MISC): When associated with transit projects, involves the purchase and acquisition of rolling stock and associated equipment, though it can include work on stations, parking, and maintenance/storage facilities. For highway projects, it corresponds to the construction phase and represents the phase where the proposed improvement is implemented.
- Railroad Force Account (FORCE): Work performed by railroad forces or the railroad's contractor. Generally, railroad force account work is funded, and work is performed in conjunction with an approved highway construction project. This work may involve planking (road crossing surfaces), track adjustments, installation of warning devices, relocation of existing warning devices, installation, or extension of drainage structures under tracks, wire line adjustments, flagging for train operations, and other related work.

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APPENDIX G
(Air Quality Codes)

AIR QUALITY EXEMPT CODES

Highway and transit projects of the types listed below are exempt from the requirement to determine air quality conformity. Such projects may proceed toward implementation even in the absence of a conforming MTP and TIP. However, a project of a type listed below is not exempt, if the MPO, in consultation with the Interagency Consultation Group (ICG), concurs that it has regionally significant emissions impacts. The following coded list of exempt projects is derived from “Table 2 - Exempt Projects” in 40 CFR Part 93.126, 40 CFR Part 93.127 (revised per January 24, 2008 Federal Register), and 6 NYCRR Part 240.

A. Safety

- A1. Railroad/highway crossing.
- A2. Hazard elimination program.
- A3. Safer non-Federal-aid system roads.
- A4. Shoulder improvements.
- A5. Increasing sight distance.
- A6. Safety improvement program.
- A7. Traffic control devices and operating assistance other than signalization projects (including ITS maintenance and ITS operations for incident management/safety warnings).
- A8. Railroad/highway crossing warning devices.
- A9. Guiderails, median barriers, and crash cushions.
- A10. Pavement resurfacing and/or rehabilitation.
- A11. Pavement marking demonstration.
- A12. Emergency relief (23 U.S.C. 125).
- A13. Fencing.
- A14. Skid treatments.
- A15. Safety roadside rest areas.
- A16. Adding medians.
- A17. Truck climbing lanes outside the urbanized area.
- A18. Lighting improvements.
- A19. Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- A20. Emergency truck pullovers.

B. Mass Transit

- B1. Operating assistance to transit agencies (or entities that provide transit service).
- B2. Purchase of support vehicles.
- B3. Rehabilitation of transit vehicles.
- B4. Purchase of office, shop, and operating equipment for existing facilities.
- B5. Purchase of operating equipment for vehicles (i.e., radios, fareboxes, lifts, etc.).
- B6. Construction or renovation of power, signal, and communications systems (including new systems to inform passengers of transit line schedule and status).
- B7. Construction of small passenger shelters and information kiosks.
- B8. Reconstruction or renovation of transit buildings and structures (i.e., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- B9. Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way.
- B10. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions (< 10%) of the fleet. (NOTE: ICG recommends case-by-case consultation for all expansions).
- B11. Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.

C. Air Quality and Other

- C1. Continuation of ridesharing and van-pooling promotion activities at current levels.
- C2. Bicycle and pedestrian facilities.
- C3. Planning and technical studies that do not proceed to construction.
- C4. Grants for training and research programs.
- C5. Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- C6. Federal-aid systems revisions.
- C7. Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- C8. Noise attenuation.
- C9. Emergency or advance land acquisitions (23 CFR 710.503).
- C10. Acquisition of scenic easements.
- C11. Plantings, landscaping, etc.
- C12. Sign removal.
- C13. Directional and informational signs (including ITS maintenance and ITS operations projects).

- C14. Transportation enhancement activities (except *rehabilitation and operation* of historic transportation buildings, structures, or facilities).
- C15. Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location, or capacity changes.

Projects Exempt from Regional Emissions Analysis

40 CFR Part 93.127 includes “Table 3 - Projects Exempt from Regional Emissions Analysis,” which is also presented in 6 NYCRR Part 240.28. Such projects are exempt from regional emissions analysis requirements but require consideration of the local effects with respect to CO or PM-10 concentrations to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process, even in the absence of a conforming plan and TIP.

D. “Hot-Spot” Project-Level Conformity Analysis

- D1. Intersection channelization projects.
- D2. Intersection signalization projects at individual intersections.
- D3. Interchange reconfiguration projects.
- D4. Changes in vertical and horizontal alignment.
- D5. Truck size and weight inspection stations.
- D6. Bus terminals and transfer points.

E. Other

- J1. Block of Funds (no projects)
- K1. Exempt/not regionally significant through interagency consultation - and does not have a code listed above, for example, park-and-ride lot less than 100 spaces.
- K2. Project is subject to general conformity - and is not subject to the regional emissions analysis requirements under transportation conformity.

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APPENDIX H
(Fund Sources)

FUND SOURCES

The TIP shows sources of federal and non-federal funding, which are abbreviated as follows:

Federal Funding

- BFP MAIN: Bridge Formula Program
- CMAQ: Congestion Mitigation and Air Quality Improvement Program
- CRP: Carbon Reduction Program (also shown as CRP LG URB)
- DISCR FA: Discretionary Federal-Aid; funding that is part of any of the several discretionary programs including Corridor & Border Infrastructure Program, Innovative Bridge Research & Constructions, Interstate Discretionary, and Public Lands Funds
- FTA 5307: FTA Section 5307 funds for urbanized area
- FTA 5309: FTA Section 5309 funds for new starts and rail modernization
- FTA 5310: FTA Section 5310 funds for elderly and disabled transportation services
- FTA 5311: FTA Section 5311 funds for rural areas
- FTA 5337: FTA Section 5337 funds for fixed guiderail state of good repair
- FTA 5339: FTA Section 5339 funds for bus and bus facility state of good repair
- HPP: High Priority Program; as outlined in 23 USC Section 117, identifying funding for projects listed in previous legislation
- HSIP: Highway Safety Improvement Program
- ITS: Intelligent Transportation Systems
- MISC FA: Miscellaneous federal-aid earmarks and related Congressional Appropriations
- NHPP: National Highway Performance Program
- RAIL HWY HZ: Rail Highway Hazards; elimination of hazards at rail/highway crossings
- RAIL HWY PD: Rail Highway Protection Devices; elimination of hazards at rail/highway crossings - Protective Devices
- REC TRAILS: Recreational Trails
- SCBY: Scenic Byway Program; funds for planning, design, and development projects along designated All-American roads, National Scenic Byways, and State Scenic Byways
- STBG FLEX: Surface Transportation Block Grant Program-Flexible
- STBG LG URB: Surface Transportation Block Grant Program-Large Urban
- STBG-OFF: Surface Transportation Block Grant Program-Off System Bridges
- STBG RAIL: Surface Transportation Block Grant Program-Rail
- TAP: Transportation Alternatives Program (also shown as TAP FLEX and TAP RURAL)

Non-Federal Funding

- 1) LOCAL: Funds from a local government or municipality that is only for use in that area; typically used to identify the local match for federal funds
- 2) MTA: Metropolitan Transportation Authority; funds from MTA that are designated for use only with MTA projects
- 3) OTHER: A variety of funding sources that fall between LOCAL and STATE; includes funds from NYSDEC, Ports, Out of State, Bridge Authorities, other State Agencies, or Private Funding
- 4) PIT BOND: State transportation bond
- 5) PRIV: Funding contributed to a project by a private entity
- 6) SDF: State Dedicated Funds; a State-dedicated fund source that is generated through a state gasoline tax and used for highway and transit improvement projects throughout the state
- 7) STATE: Funding from a variety of New York State sources, excluding transit and highway funds from the State Dedicated Fund (SDF), but including NYS Legislative Member items, Marchiselli or SHIP programs, State Transit Operating Assistance (STOA), NYS Bond Issues, NYS match, or miscellaneous SDF
- 8) TWY: Funds from the New York State Thruway Authority for use in NYS Thruway projects.
- 9) UTIL: Contributions from Utility companies

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APPENDIX I
(Public Comments)

PUBLIC COMMENTS

The DCTC held a 15-day public comment period from June 9-June 23, 2025. We also held a virtual public meeting on June xx, 2025 to introduce the TIP and answer questions. The Draft FFY 2026-2030 TIP was made available on our website and in print upon request.

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APPENDIX J
(DCTC Local Project Listing)

**** Dutchess County Transportation Council ****

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025							
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 801083 R&P <Exempt>	RESURFACING ROUTE 9 FROM ROUTE 113 TO WEST DORSEY LANE TO BRING TO A STATE OF GOOD REPAIR. TOWNS OF POUGHKEEPSIE AND HYDE PARK AND CITY OF POUGHKEEPSIE, DUTCHESS COUNTY	SDF 06/2025 NHPP 01/2026 SDF 01/2026 NHPP 01/2026 SDF 01/2026	0.000 1.620 0.405 10.800 2.700	DETLDES CONINSP CONINSP CONST CONST	0.050	1.620 0.405 10.800 2.700						
AQC:A10	DUTCHESS TPC: \$12.5-\$19 M	TOTAL 5YR COST :			0.050	15.525	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 801449 BRIDGE <Exempt>	PROJECT WILL REMOVE THE EXISTING STRUCTURE THAT CARRIES ROUTE 82 OVER THE METRO NORTH RAIL LINE (BIN 1032300) IN HOPEWELL JUNCTION TO CREATE AN AT-GRADE CROSSING OF ROUTE 82 WITH THE METRO NORTH RAILROAD SERVICE TRACK TO THE HOPEWELL YARD. WORK WILL ALSO INCLUDE THE INSTALLATION OF A PEDESTRIAN AND BICYCLE UNDERPASS TO REROUTE PEDESTRIAN TRAFFIC FROM THE EMPIRE STATE TRAIL UNDER ROUTE 82 NORTH OF THE EXISTING BRIDGE LOCATION. PROJECT WILL ALSO REPLACE THE EXISTING SIGNALIZED INTERSECTION OF ROUTE 82 AND BEEKMAN RD WITH A SINGLE LANE ROUNDABOUT TO IMPROVE SAFETY AND OPERATIONS. TOWN OF EAST FISHKILL, DUTCHESS COUNTY.	STBG FLEX 05/2025 SDF 05/2025 STBG FLEX 05/2025 SDF 05/2025 STBG FLEX 05/2026 SDF 05/2026 STBG FLEX 05/2026 SDF 05/2026	0.000 0.000 0.000 0.000 0.960 0.240 6.440 1.610	DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	1.040 0.260 0.160 0.040	0.960 0.240 6.440 1.610						
AQC:A19	DUTCHESS TPC: \$9.5-15.5 M	TOTAL 5YR COST :			1.500	9.250	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 802175 INTER <Exempt>	ROUTE 52 AT ROUTE 82 INTERSECTION IMPROVEMENTS. ALTERNATIVES SUCH AS REPLACEMENT WITH A MODERN ROUNDABOUT OR CONSOLIDATING INTO A THREE-LEGGED SIGNALIZED INTERSECTION WILL BE EXPLORED TO IMPROVE OPERATIONS. TOWN OF FISHKILL, DUTCHESS COUNTY. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	SDF 07/2025 SDF 07/2025 SDF 02/2025 HSIP 10/2026 SDF 10/2026 HSIP 10/2026 SDF 10/2026	0.000 0.000 0.000 0.675 0.075 4.500 0.500	DETLDES ROWACQU ROWINCD CONINSP CONINSP CONST CONST	0.490 0.065 0.042	0.675 0.075 4.500 0.500						
AQC:A6	DUTCHESS TPC: \$6-\$9.4 M	TOTAL 5YR COST :			0.597	0.000	5.750	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025							
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST	TOTAL 5YR COST :											
NYS DOT 839327 R&P <Exempt>	PROJECT WILL RESURFACE ROUTE 376 FROM BOARDMAN RD TO ROUTE 82 TO BRING TO A STATE OF GOOD REPAIR. TOWNS OF POUGHKEEPSIE, LAGRANGE, WAPPINGER, AND EAST FISHKILL, DUTCHESS COUNTY.	SDF 06/2025 STBG FLEX 01/2026 SDF 01/2026 STBG FLEX 01/2026 SDF 01/2026	0.000 1.612 0.403 8.060 2.015	DETLDES CONINSP CONINSP CONST CONST	0.050		1.612 0.403 8.060 2.015					
AQC:A10	DUTCHESS TPC: \$9.5-15.5 M	TOTAL 5YR COST :	12.090		0.050	12.090	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF POUGHKEEPSIE 875663 BRIDGE <Exempt>	MANSION STREET OVER THE FALLKILL CREEK (BIN 2262750). BRIDGE REPLACEMENT. CITY OF POUGHKEEPSIE, DUTCHESS COUNTY.	LOCAL 10/2025 LOCAL 10/2029 LOCAL 10/2029	0.163 0.560 4.908	ROWACQU CONINSP CONST		0.163				0.560 4.908		
AQC:A19	DUTCHESS TPC: \$6-\$9.4 M	TOTAL 5YR COST :	5.631		0.000	0.163	0.000	0.000	0.000	5.468	0.000	
CITY OF POUGHKEEPSIE 875983 BRIDGE <Exempt>	WASHINGTON STREET OVER THE FALLKILL CREEK (BIN 2262670). REHABILITATION OF HISTORIC STONE ARCH BRIDGE. PROJECT INCLUDES REHABILITATION OF N BRIDGE STREET OVER THE FALL KILL CREEK (BIN 2262790 - OFF SYSTEM BRIDGE) FOR DETOUR ROUTE. CITY OF POUGHKEEPSIE, DUTCHESS COUNTY.	STBG LG URB 10/2024 LOCAL 10/2024 STBG LG URB 10/2024 LOCAL 10/2024 STBG-OFF 10/2025 LOCAL 10/2025	0.000 0.000 0.000 0.000 0.522 0.130	CONINSP CONINSP CONST CONST CONST CONST	0.351 0.088 2.923 0.731		0.522 0.130					
AQC:A19	DUTCHESS TPC: \$12.5-\$19 M	TOTAL 5YR COST :	0.652		4.093	0.652	0.000	0.000	0.000	0.000	0.000	0.000
TN OF BEEKMAN 876047 RECON <Exempt>	EXPANSION OF THE TOWN OF BEEKMAN HIGHWAY GARAGE, TOWN OF BEEKMAN, DUTCHESS COUNTY. EARMARK NY#1870 (NY446).	LOCAL 09/2029 HPP 09/2029 LOCAL 09/2029	0.015 0.144 0.036	CONINSP CONST CONST					0.015 0.144 0.036			
AQC:K1	DUTCHESS TPC: < \$0.75 M	TOTAL 5YR COST :	0.195		0.000	0.000	0.000	0.000	0.195	0.000	0.000	
CITY OF POUGHKEEPSIE 876196 BRIDGE <Exempt>	GARDEN STREET OVER THE FALL KILL CREEK (BIN 2262680). BRIDGE REPLACEMENT, INCLUDING NEW ABUTMENTS. CITY OF POUGHKEEPSIE, DUTCHESS COUNTY. PORTION OF LOCAL MATCH IS MARCHISELLI FUNDED. 2023 BRIDGE NY PROJECT, FFY 25 CONSTRUCTION FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 10/2024 LOCAL 10/2024	0.000 0.000	CONST CONST	0.894 0.047							
AQC:A19	DUTCHESS TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	0.000		0.941	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
CITY OF POUGHKEEPSIE 876258 R&P <Exempt>	REPAVE GRAND AVENUE FROM HOOKER AVENUE TO COLLEGE AVENUE IN THE CITY OF POUGHKEEPSIE, DUTCHESS COUNTY. UPGRADE SIDEWALKS AND CURB RAMPS TO CURRENT AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS, DRAINAGE AND PEDESTRIAN CROSSWALK IMPROVEMENTS WHERE APPLICABLE. (100% FEDERAL. NY 730, PROGRAM CODE = LY90)	HPP 10/2026 HPP 10/2026 LOCAL 10/2026	0.125 0.605 1.220	CONINSP CONST CONST			0.125 0.605 1.220					
AQC:A10	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	0.000	1.950	0.000	0.000	0.000	0.000	0.000
TN OF RED HOOK 876265 BRIDGE <Exempt>	SAW KILL ROAD OVER THE SAW KILL (BIN 2262850). BRIDGE REPLACEMENT. TOWN OF RED HOOK, DUTCHESS COUNTY. 2021 BRIDGE NY PROJECT, FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 12/2024 LOCAL 12/2024 STBG-OFF 01/2026 LOCAL 01/2026 LOCAL 01/2026 STBG-OFF 01/2026 LOCAL 01/2026 LOCAL 01/2026	0.000 0.000 0.259 0.021 0.009 2.210 0.262 0.061	ROWACQU ROWACQU CONINSP CONINSP CONINSP CONST CONST CONST	0.017 0.001		0.259 0.021 0.009 2.210 0.262 0.061					
AQC:A19	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :			0.018	2.822	0.000	0.000	0.000	0.000	0.000	0.000
TN OF EAST FISHKILL 876285 INTER <Exempt>	NYS ROUTE 52 PEDESTRIAN AND INTERSECTION IMPROVEMENTS. PROJECT WILL CONSTRUCT NEW SIDEWALKS ALONG ROUTE 52, NEAR JOHN JAY HIGH SCHOOL AND AUDITORIUM DR, CLOSING GAPS BETWEEN EXISTING SIDEWALKS. PROJECT ALSO INCLUDES ADDING SECONDARY ACCESS TO THE SCHOOL FROM AUDITORIUM DR, TO HELP ALLEVIATE TRAFFIC CONGESTION ALONG ROUTE 52 DURING PEAK PERIODS. TOWN OF EAST FISHKILL, DUTCHESS COUNTY.	TAP FLEX 06/2026 LOCAL 06/2026 LOCAL 06/2026 TAP FLEX 06/2026 LOCAL 06/2026	0.208 0.052 0.300 1.178 0.294	CONINSP CONINSP CONST CONST CONST			0.208 0.052 0.300 1.178 0.294					
AQC:D1	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	2.032	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
TN OF EAST FISHKILL 876286 INTER <Exempt>	NYS ROUTE 82/376 INTERSECTION IMPROVEMENTS. PROJECT WILL CONSTRUCT A ROUNDABOUT AT ROUTE 82/ROUTE 376 SOUTH INTERSECTION AND MAKE IMPROVEMENTS TO THE EXISTING ROUTE 82/ROUTE 376 NORTH SIGNALIZED INTERSECTION IN HOPEWELL JUNCTION. WORK WILL INCLUDE SIDEWALK AND CROSSING IMPROVEMENTS. TOWN OF EAST FISHKILL, DUTCHESS COUNTY. 2022 TAP/CMAQ PROJECT.	CMAQ 04/2025 LOCAL 04/2025 CMAQ 05/2026 LOCAL 05/2026 CMAQ 05/2026 LOCAL 05/2026 CRP LG URB 05/2026 LOCAL 05/2026 STBG LG URB 05/2026 LOCAL 05/2026	0.000 0.000 0.600 0.150 3.283 0.821 1.101 0.275 0.101 0.025	ROWACQU ROWACQU CONINSP CONINSP CONST CONST CONST CONST CONST CONST	0.040 0.010	0.600 0.150 3.283 0.821 1.101 0.275 0.101 0.025						
AQC:D1	DUTCHESS TPC: \$6-\$9.4 M	TOTAL 5YR COST :		6.356		0.050	6.356	0.000	0.000	0.000	0.000	0.000
DUTCHESS CO 876309 BRIDGE <Exempt>	PROJECT WILL REPLACE THE STRUCTURE THAT CARRIES COUNTY ROUTE 103 OVER THE SAW KILL IN THE TOWN OF RED HOOK IN DUTCHESS COUNTY. THE WORK WOULD INCLUDE WIDENING THE STRUCTURE AND ADDING A 5 FOOT SIDEWALK FOR PLANNED FUTURE PEDESTRIAN CONNECTIONS. BIN 3343710. 2022 BRIDGE NY PROJECT.	BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 10/2025 LOCAL 10/2025 BFP OFF SYS 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 BFP OFF SYS 10/2025 LOCAL 10/2025	0.000 0.000 0.000 0.000 0.475 0.025 3.512 0.184 0.200 0.050 0.024 0.001	DETLDES DETLDES PRELDES PRELDES CONINSP CONINSP CONST CONST CONST CONST ROWACQU ROWACQU	0.124 0.007 0.124 0.007	0.475 0.025 3.512 0.184 0.200 0.050 0.024 0.001						
AQC:A19	DUTCHESS TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		4.471		0.262	4.471	0.000	0.000	0.000	0.000	0.000
DUTCHESS CO 876340 MOBIL <Exempt>	DUTCHESS COUNTY COMMUTER EXPRESS BUS PILOT PROGRAM. PROJECT WILL FUND A THREE YEAR PILOT PROGRAM TO OPERATE A LIMITED-STOP COMMUTER EXPRESS BUS SERVICE TO MAJOR EMPLOYERS IN SOUTHERN DUTCHESS COUNTY. INCLUDES PURCHASE OF ONE DIESEL-ELECTRIC HEAVY DUTY BUS. PLANNED TRANSFER TO FTA SECTION 5307. 2023 TAP/CMAQ PROJECT.	CMAQ 07/2025 LOCAL 07/2025	0.000 0.000	OPER OPER	1.212 0.303							
AQC:K1	DUTCHESS TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000		1.515	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
VIL OF RHINEBECK 876345 BIKE/PED <Exempt>	PEDESTRIAN IMPROVEMENTS IN THE VILLAGE OF RHINEBECK. PROJECT WILL IMPROVE PEDESTRIAN SAFETY AND MOBILITY BY CONSTRUCTING/IMPROVING SIDEWALKS, CROSSWALKS, AND INSTALLING ADA CURB RAMPS ALONG KNOLLWOOD RD AND NORTH/SOUTH PARSONAGE ST SURROUNDING RHINEBECK HIGH SCHOOL. VILLAGE OF RHINEBECK, DUTCHESS COUNTY. 2023 TAP PROJECT.	TAP RURAL 01/2025 LOCAL 01/2025 TAP RURAL 01/2025 LOCAL 01/2025 TAP RURAL 01/2025 LOCAL 01/2025 TAP RURAL 03/2026 LOCAL 03/2026 TAP RURAL 04/2027 LOCAL 04/2027 TAP RURAL 04/2027 LOCAL 04/2027	0.000 0.000 0.000 0.000 0.000 0.000 0.012 0.003 0.160 0.040 1.096 0.274	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.160 0.040 0.160 0.040 0.012 0.003 0.012 0.003 0.160 0.040 1.096 0.274							
AQC:C2	DUTCHESS TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			0.415	0.015	1.570	0.000	0.000	0.000	0.000	
TN OF EAST FISHKILL 876354 BRIDGE <Exempt>	TOWN OF EAST FISHKILL - WARREN RD OVER THE WICOPEE CREEK BRIDGE REPLACEMENT (BIN 2268710) IN THE TOWN OF EAST FISHKILL, DUTCHESS COUNTY. 2023 BRIDGE NY PROJECT, FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 05/2025 LOCAL 05/2025 STBG-OFF 05/2025 LOCAL 05/2025 STBG-OFF 05/2025 LOCAL 05/2025 STBG-OFF 07/2026 LOCAL 07/2026 STBG-OFF 07/2027 LOCAL 07/2027 STBG-OFF 07/2027 LOCAL 07/2027	0.000 0.000 0.000 0.000 0.000 0.000 0.029 0.002 0.380 0.020 2.804 0.148	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.285 0.015 0.285 0.015 0.029 0.002 0.029 0.002 0.380 0.020 2.804 0.148							
AQC:A19	DUTCHESS TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :			0.631	0.031	3.352	0.000	0.000	0.000	0.000	
TN OF RHINEBECK 876386 BRIDGE <Exempt>	SOUTH PARSONAGE STREET OVER THE LANDSMAN KILL BRIDGE REPLACEMENT (BIN 2343770). TOWN OF RHINEBECK, DUTCHESS COUTNY.	STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2026 LOCAL 10/2026 STBG-OFF 10/2027 LOCAL 10/2027 STBG-OFF 10/2027 LOCAL 10/2027	0.112 0.028 0.098 0.024 0.027 0.007 0.076 0.019 0.282 0.070 2.003 0.501	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.112 0.028 0.098 0.024 0.027 0.007 0.076 0.019 0.282 0.070 2.003 0.501							
AQC:A19	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	0.296	0.095	2.856	0.000	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030		
TOTAL PROJECT COST		TOTAL 5YR COST :											
DUTCHESS CO 876387 INTER <Exempt>	PROJECT WILL IMPROVE THE EXISTING SIGNALIZED INTERSECTION OF CR 114 (MAIN ST) AT NORTH/SOUTH GRAND AVENUE. PROJECT WILL ADD TURN LANES, UPGRADE EXISTING TRAFFIC SIGNALS, ADD PEDESTRIAN SIGNALS AND CROSSWALKS, AND INSTALL NEW ADA CURB RAMPS TO IMPROVE SAFETY AND OPERATIONS. TOWN OF POUGHKEEPSIE, DUTCHESS COUNTY.	STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2026 LOCAL 10/2026 STBG LG URB 10/2027 LOCAL 10/2027 STBG LG URB 10/2027 LOCAL 10/2027	0.083 0.028 0.068 0.017 0.016 0.004 0.016 0.004 0.480 0.120 2.800 0.700	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.083 0.028 0.068 0.017 0.016 0.004 0.016 0.004 0.480 0.120 2.800 0.700							
AQC:D1	DUTCHESS	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.336		0.000	0.216	0.020	4.100	0.000	0.000	0.000	
CITY OF BEACON 876388 MOBIL <Exempt>	REHABILITATION OF BEEKMAN STREET FROM RED FLYNN DRIVE TO NYS ROUTE 9D (WILCOTT AVENUE) IN THE CITY OF BEACON. PROJECT WILL CONSTRUCT NEW SIDEWALKS AND ADD BICYCLE LANES, CROSSWALKS, AND ADA CURB RAMPS. PROJECT INCLUDES RESURFACING OF THE PAVEMENT AND ADDING STREET TREES. CITY OF BEACON, DUTCHESS COUNTY.	STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2026 LOCAL 10/2026 STBG LG URB 10/2028 LOCAL 10/2028 STBG LG URB 10/2028 LOCAL 10/2028	0.056 0.014 0.184 0.046 0.012 0.003 0.024 0.006 0.160 0.040 2.609 0.652	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.056 0.014 0.184 0.046 0.012 0.003 0.024 0.006 0.160 0.040 2.609 0.652							
AQC:C2	DUTCHESS	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.806		0.000	0.315	0.030	0.000	3.461	0.000	0.000	
NYSDOT 881572 TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS; INSTALL TRAFFIC SIGNALS &/OR UPGRADE/MODIFY EXISTING SIGNALS WHERE WARRANTED BY PRIORITY ORDER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN VARIOUS MUNICIPALITIES DUTCHESS COUNTY	STBG FLEX 09/2025 SDF 09/2025 STBG FLEX 11/2025 SDF 11/2025 STBG FLEX 12/2026 SDF 12/2026 STBG FLEX 12/2026 SDF 12/2026	0.000 0.000 0.160 0.040 0.120 0.030 0.800 0.200	ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.080 0.020	0.160 0.040		0.120 0.030 0.800 0.200					
AQC:D2	DUTCHESS	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.350		0.100	0.200	1.150	0.000	0.000	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYS DOT 881574 TRAFFIC <Exempt>	SIGNAL UPGRADES: ROUTE 9 - VILLAGE & TOWN OF FISHKILL: PROJECT WILL UPGRADE THREE TRAFFIC SIGNALS AND ASSOCIATED PEDESTRIAN SIGNAL EQUIPMENT TO RETURN TO A STATE OF GOOD REPAIR. LOCATIONS ARE ALONG ROUTE 9 FROM I-84 OVERPASS TO THE FISHKILL PLAZA ENTRANCE. VILLAGE & TOWN OF FISHKILL, DUTCHESS COUNTY.	SDF 04/2025 NHPP 08/2026 SDF 08/2026 NHPP 08/2026 SDF 08/2026	0.000 0.072 0.018 0.480 0.120	DETLDES CONINSP CONINSP CONST CONST	0.120		0.072 0.018 0.480 0.120					
AQC:D2	DUTCHESS TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.690		0.120	0.690	0.000	0.000	0.000	0.000	0.000	0.000
LOCAL 8BLK04 BRIDGE <Exempt>	DCTC BLOCK FUNDING FOR STBG OFF SYSTEM BRIDGE FUNDS: THIS PROJECT REPRESENTS A FUTURE BLOCK OF SURFACE TRANSPORTATION BLOCK GRANT OFF SYSTEM BRIDGE FUNDING TO BE USED ON A PROJECT OR PROJECTS FOR REHABILITATING OR REPLACING STRUCTURES LOCATED OFF THE FEDERAL AID SYSTEM IN THE JURISDICTIONAL AREA OF DUTCHESS COUNTY.	STBG-OFF 09/2029 STBG-OFF 09/2030	1.213 1.417	MISC MISC					1.213	1.417		
AQC:J1	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :	2.630		0.000	0.000	0.000	0.000	1.213	1.417	0.000	
LOCAL 8BLK05 MISC <Exempt>	DCTC BLOCK FUNDING FOR STBG LG URBAN: THIS PROJECT REPRESENTS A FUTURE BLOCK OF SURFACE TRANSPORTATION BLOCK GRANT LARGE URBAN FUNDING TO BE USED ON A PROJECT OR PROJECTS FOR ELIGIBLE REPAVING OR MAINTENANCE PROJECTS LOCATED IN THE JURISDICTIONAL AREA OF DUTCHESS COUNTY.	STBG LG URB 09/2030	1.879	MISC						1.879		
AQC:J1	DUTCHESS TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.879		0.000	0.000	0.000	0.000	0.000	1.879	0.000	
LOCAL 8BLK09 MISC <Exempt>	DCTC BLOCK FUNDING FOR CRP: THIS PROJECT REPRESENTS A FUTURE BLOCK OF CARBON REDUCTION PROGRAM FUNDING TO BE USED ON AN ELIGIBLE PROJECT LOCATED IN DUTCHESS COUNTY.	CRP LG URB 09/2030	0.184	MISC						0.184		
AQC:J1	DUTCHESS TPC: < \$0.75 M	TOTAL 5YR COST :	0.184		0.000	0.000	0.000	0.000	0.000	0.184	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST		TOTAL 5YR COST :									
LOCAL 8BLK13 SAFETY <Exempt>	DUTCHESS COUNTY HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) FUNDING. THIS FUNDING WILL BE USED ON FEDERAL AID ELIGIBLE ROADWAYS TO IMPROVE SAFETY IN DUTCHESS COUNTY.	HSIP 09/2026 HSIP 09/2027 HSIP 09/2028 HSIP 09/2029 HSIP 09/2030	1.041 0.358 0.358 0.358 0.358	MISC MISC MISC MISC MISC		1.041	0.358	0.358	0.358	0.358	
AQC:J1	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :	2.473		0.000	1.041	0.358	0.358	0.358	0.358	0.000
DUTCHESS CO 8TD031 TRANSIT <Exempt>	PURCHASE FIFTEEN (15) HEAVY-DUTY BUSES AND THREE (3) MEDIUM DUTY BUSES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM. DUTCHESS COUNTY. MEP PROJECT.	FTA 5307 09/2025 LOCAL 09/2025 STATE 09/2025 FTA 5339 09/2025 LOCAL 09/2025 STATE 09/2025 STATE 09/2025	0.000 0.000 0.000 0.000 0.000 0.000 0.000	VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP	6.080 0.760 0.760 1.362 0.170 0.170 0.764						
AQC:B10	DUTCHESS TPC: \$9.5-15.5 M	TOTAL 5YR COST :	0.000		10.066	0.000	0.000	0.000	0.000	0.000	0.000
DUTCHESS CO 8TD033 TRANSIT <Exempt>	PURCHASE SIXTEEN (16) HEAVY-DUTY BUSES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM. DUTCHESS COUNTY	FTA 5307 09/2027 LOCAL 09/2027 STATE 09/2027 FTA 5339 10/2026 LOCAL 10/2026 STATE 10/2026	4.600 0.572 0.572 2.300 0.288 0.288	VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP	4.600 0.572 0.572 2.300 0.288 0.288						
AQC:B10	DUTCHESS TPC: \$7.5-\$12 M	TOTAL 5YR COST :	8.620		0.000	0.000	8.620	0.000	0.000	0.000	0.000
DUTCHESS CO 8TD046 TRANSIT <Exempt>	PREVENTIVE MAINTENANCE ACTIVITIES TO SUPPORT TRANSIT SERVICES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM. DUTCHESS COUNTY.	FTA 5307 01/2026 LOCAL 01/2026 STATE 01/2026 FTA 5307 01/2027 LOCAL 01/2027 STATE 01/2027 FTA 5307 01/2028 LOCAL 01/2028 STATE 01/2028 FTA 5307 01/2029 LOCAL 01/2029 STATE 01/2029 FTA 5307 01/2030 LOCAL 01/2030 STATE 01/2030	1.300 0.162 0.162 1.300 0.162 0.162 1.100 0.138 0.138 1.100 0.138 0.138 1.100 0.138 0.138	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC	1.300 0.162 0.162 1.300 0.162 0.162 1.100 0.138 0.138 1.100 0.138 0.138 1.100 0.138 0.138						
AQC:B3	DUTCHESS TPC: \$6-\$9.4 M	TOTAL 5YR COST :	7.376		0.000	1.624	1.624	1.376	1.376	1.376	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST												
DUTCHESS CO 8TRD91 TRANSIT <Exempt>	OPERATING ASSISTANCE FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM TO SUPPORT TRANSIT SERVICE IN DUTCHESS COUNTY.	FTA 5307 10/2025	2.035	OPER		2.035						
		LOCAL 10/2025	2.035	OPER		2.035						
		FTA 5311 10/2025	0.117	OPER		0.117						
		LOCAL 10/2025	0.117	OPER		0.117						
		FTA 5307 10/2026	2.035	OPER			2.035					
		LOCAL 10/2026	2.035	OPER			2.035					
		FTA 5311 10/2026	0.117	OPER			0.117					
		LOCAL 10/2026	0.117	OPER			0.117					
		FTA 5307 10/2027	1.900	OPER				1.900				
		LOCAL 10/2027	1.900	OPER				1.900				
		FTA 5311 10/2027	0.117	OPER				0.117				
		LOCAL 10/2027	0.117	OPER				0.117				
		FTA 5307 10/2028	1.900	OPER					1.900			
		LOCAL 10/2028	1.900	OPER					1.900			
		FTA 5311 10/2028	0.117	OPER					0.117			
		LOCAL 10/2028	0.117	OPER					0.117			
		FTA 5307 10/2029	1.900	OPER						1.900		
LOCAL 10/2029	1.900	OPER						1.900				
FTA 5311 10/2029	0.117	OPER						0.117				
LOCAL 10/2029	0.117	OPER						0.117				
AQC:B1	DUTCHESS	TPC: \$15-\$25 M	TOTAL 5YR COST :	20.710		0.000	4.304	4.304	4.034	4.034	4.034	0.000
DUTCHESS CO 8TRD94 TRANSIT <Exempt>	DCTC BLOCK FUNDING FOR THE FTA SECTION 5310 PROGRAM. PROVIDES FUNDING FOR NOT-FOR-PROFIT AGENCIES TO SUPPORT TRANSPORTATION SERVICES FOR THE ELDERLY AND PERSONS WITH DISABILITIES.	FTA 5310 10/2025	0.225	MISC		0.225						
		LOCAL 10/2025	0.056	MISC		0.056						
		FTA 5310 10/2026	0.225	MISC			0.225					
		LOCAL 10/2026	0.056	MISC			0.056					
		FTA 5310 10/2027	0.225	MISC				0.225				
		LOCAL 10/2027	0.056	MISC				0.056				
		FTA 5310 10/2028	0.225	MISC					0.225			
		LOCAL 10/2028	0.056	MISC					0.056			
		FTA 5310 10/2029	0.225	MISC						0.225		
LOCAL 10/2029	0.056	MISC						0.056				
AQC:J1	DUTCHESS	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.405		0.000	0.281	0.281	0.281	0.281	0.281	0.000
DUTCHESS CO 8TRD99 TRANSIT <Exempt>	PURCHASE OF TRANSIT AMENITIES SUCH AS BIKE RACKS, BENCHES, SIGNS, AND SHELTERS FOR DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM.	STATE 10/2025	0.010	MISC		0.010						
		STATE 10/2026	0.010	MISC			0.010					
		STATE 10/2027	0.010	MISC				0.010				
		STATE 10/2028	0.010	MISC					0.010			
		STATE 10/2029	0.010	MISC						0.010		
		STATE 10/2030	0.000	MISC							0.010	
AQC:B7	DUTCHESS	TPC: < \$0.75 M	TOTAL 5YR COST :	0.050		0.000	0.010	0.010	0.010	0.010	0.010	0.010

APPENDIX K
(NYSDOT Multi-County Project Listing)

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 801083 R&P <Exempt>	RESURFACING ROUTE 9 FROM ROUTE 113 TO WEST DORSEY LANE TO BRING TO A STATE OF GOOD REPAIR. TOWNS OF POUGHKEEPSIE AND HYDE PARK AND CITY OF POUGHKEEPSIE, DUTCHESS COUNTY	SDF 06/2025 NHPP 01/2026 SDF 01/2026 NHPP 01/2026 SDF 01/2026	0.000 1.620 0.405 10.800 2.700	DETLDES CONINSP CONINSP CONST CONST	0.050	1.620 0.405 10.800 2.700						
AQC:A10	DUTCHESS TPC: \$12.5-\$19 M	TOTAL 5YR COST :			0.050	15.525	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 801449 BRIDGE <Exempt>	PROJECT WILL REMOVE THE EXISTING STRUCTURE THAT CARRIES ROUTE 82 OVER THE METRO NORTH RAIL LINE (BIN 1032300) IN HOPEWELL JUNCTION TO CREATE AN AT-GRADE CROSSING OF ROUTE 82 WITH THE METRO NORTH RAILROAD SERVICE TRACK TO THE HOPEWELL YARD. WORK WILL ALSO INCLUDE THE INSTALLATION OF A PEDESTRIAN AND BICYCLE UNDERPASS TO REROUTE PEDESTRIAN TRAFFIC FROM THE EMPIRE STATE TRAIL UNDER ROUTE 82 NORTH OF THE EXISTING BRIDGE LOCATION. PROJECT WILL ALSO REPLACE THE EXISTING SIGNALIZED INTERSECTION OF ROUTE 82 AND BEEKMAN RD WITH A SINGLE LANE ROUNDABOUT TO IMPROVE SAFETY AND OPERATIONS. TOWN OF EAST FISHKILL, DUTCHESS COUNTY.	STBG FLEX 05/2025 SDF 05/2025 STBG FLEX 05/2025 SDF 05/2025 STBG FLEX 05/2026 SDF 05/2026 STBG FLEX 05/2026 SDF 05/2026	0.000 0.000 0.000 0.000 0.960 0.240 6.440 1.610	DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST	1.040 0.260 0.160 0.040	0.960 0.240 6.440 1.610						
AQC:A19	DUTCHESS TPC: \$9.5-15.5 M	TOTAL 5YR COST :			1.500	9.250	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 802175 INTER <Exempt>	ROUTE 52 AT ROUTE 82 INTERSECTION IMPROVEMENTS. ALTERNATIVES SUCH AS REPLACEMENT WITH A MODERN ROUNDABOUT OR CONSOLIDATING INTO A THREE-LEGGED SIGNALIZED INTERSECTION WILL BE EXPLORED TO IMPROVE OPERATIONS. TOWN OF FISHKILL, DUTCHESS COUNTY. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	SDF 07/2025 SDF 07/2025 SDF 02/2025 HSIP 10/2026 SDF 10/2026 HSIP 10/2026 SDF 10/2026	0.000 0.000 0.000 0.675 0.075 4.500 0.500	DETLDES ROWACQU ROWINCD CONINSP CONINSP CONST CONST	0.490 0.065 0.042	0.675 0.075 4.500 0.500						
AQC:A6	DUTCHESS TPC: \$6-\$9.4 M	TOTAL 5YR COST :			0.597	0.000	5.750	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 813134 R&P <Exempt>	RESURFACING: SEGMENTS OF ROUTE 22, COLUMBIA COUNTY. PROJECT WILL RESURFACE TWO SEGMENTS OF ROUTE 22 FROM ROUTE 23 TO NORTH OF COUNTY ROUTE 21 IN THE TOWN OF HILLSDALE AND ROUTE 20 TO THE RENSSELEAR LINE IN THE TOWN OF NEW LEBANON IN COLUMBIA COUNTY TO BRING TO A STATE OF GOOD REPAIR.	SDF 06/2025 NHPP 01/2026 SDF 01/2026 STBG FLEX 01/2026 SDF 01/2026 NHPP 01/2026 SDF 01/2026 STBG FLEX 01/2026 SDF 01/2026	0.000 0.616 0.154 0.616 0.154 3.819 0.955 2.341 0.585	DETLDES CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST	0.150	0.616 0.154 0.616 0.154 3.819 0.955 2.341 0.585						
AQC:A10	DUTCHESS TPC: \$7.5-\$12 M	TOTAL 5YR COST :			0.150	9.240	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 839327 R&P <Exempt>	PROJECT WILL RESURFACE ROUTE 376 FROM BOARDMAN RD TO ROUTE 82 TO BRING TO A STATE OF GOOD REPAIR. TOWNS OF POUGHKEEPSIE, LAGRANGE, WAPPINGER, AND EAST FISHKILL, DUTCHESS COUNTY.	SDF 06/2025 STBG FLEX 01/2026 SDF 01/2026 STBG FLEX 01/2026 SDF 01/2026	0.000 1.612 0.403 8.060 2.015	DETLDES CONINSP CONINSP CONST CONST	0.050	1.612 0.403 8.060 2.015						
AQC:A10	DUTCHESS TPC: \$9.5-\$15.5 M	TOTAL 5YR COST :			0.050	12.090	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF POUGHKEEPSIE 875663 BRIDGE <Exempt>	MANSSION STREET OVER THE FALLKILL CREEK (BIN 2262750). BRIDGE REPLACEMENT. CITY OF POUGHKEEPSIE, DUTCHESS COUNTY.	LOCAL 10/2025 LOCAL 10/2029 LOCAL 10/2029	0.163 0.560 4.908	ROWACQU CONINSP CONST		0.163				0.560 4.908		
AQC:A19	DUTCHESS TPC: \$6-\$9.4 M	TOTAL 5YR COST :			0.000	0.163	0.000	0.000	0.000	5.468	0.000	
CITY OF POUGHKEEPSIE 875983 BRIDGE <Exempt>	WASHINGTON STREET OVER THE FALLKILL CREEK (BIN 2262670). REHABILITATION OF HISTORIC STONE ARCH BRIDGE. PROJECT INCLUDES REHABILITATION OF N BRIDGE STREET OVER THE FALL KILL CREEK (BIN 2262790 - OFF SYSTEM BRIDGE) FOR DETOUR ROUTE. CITY OF POUGHKEEPSIE, DUTCHESS COUNTY.	STBG LG URB 10/2024 LOCAL 10/2024 STBG LG URB 10/2024 LOCAL 10/2024 STBG-OFF 10/2025 LOCAL 10/2025	0.000 0.000 0.000 0.000 0.522 0.130	CONINSP CONINSP CONST CONST CONST CONST	0.351 0.088 2.923 0.731	0.522 0.130						
AQC:A19	DUTCHESS TPC: \$12.5-\$19 M	TOTAL 5YR COST :			4.093	0.652	0.000	0.000	0.000	0.000	0.000	0.000
TN OF BEEKMAN 876047 RECON <Exempt>	EXPANSION OF THE TOWN OF BEEKMAN HIGHWAY GARAGE, TOWN OF BEEKMAN, DUTCHESS COUNTY. EARMARK NY#1870 (NY446).	LOCAL 09/2029 HPP 09/2029 LOCAL 09/2029	0.015 0.144 0.036	CONINSP CONST CONST					0.015 0.144 0.036			
AQC:K1	DUTCHESS TPC: < \$0.75 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.195	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST	TOTAL 5YR COST :										
CITY OF POUGHKEEPSIE 876196 BRIDGE <Exempt>	GARDEN STREET OVER THE FALL KILL CREEK (BIN 2262680). BRIDGE REPLACEMENT, INCLUDING NEW ABUTMENTS. CITY OF POUGHKEEPSIE, DUTCHESS COUNTY. PORTION OF LOCAL MATCH IS MARCHISELLI FUNDED. 2023 BRIDGE NY PROJECT, FFY 25 CONSTRUCTION FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 10/2024 LOCAL 10/2024	0.000 0.000	CONST CONST	0.894 0.047						
AQC:A19	DUTCHESS TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	0.000		0.941	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF POUGHKEEPSIE 876258 R&P <Exempt>	REPAVE GRAND AVENUE FROM HOOKER AVENUE TO COLLEGE AVENUE IN THE CITY OF POUGHKEEPSIE, DUTCHESS COUNTY. UPGRADE SIDEWALKS AND CURB RAMPS TO CURRENT AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS, DRAINAGE AND PEDESTRIAN CROSSWALK IMPROVEMENTS WHERE APPLICABLE. (100% FEDERAL. NY 730, PROGRAM CODE = LY90)	HPP 10/2026 HPP 10/2026 LOCAL 10/2026	0.125 0.605 1.220	CONINSP CONST CONST			0.125 0.605 1.220				
AQC:A10	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :	1.950		0.000	0.000	1.950	0.000	0.000	0.000	0.000
TN OF RED HOOK 876265 BRIDGE <Exempt>	SAW KILL ROAD OVER THE SAW KILL (BIN 2262850). BRIDGE REPLACEMENT. TOWN OF RED HOOK, DUTCHESS COUNTY. 2021 BRIDGE NY PROJECT, FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 12/2024 LOCAL 12/2024 STBG-OFF 01/2026 LOCAL 01/2026 LOCAL 01/2026 STBG-OFF 01/2026 LOCAL 01/2026 LOCAL 01/2026	0.000 0.000 0.259 0.021 0.009 2.210 0.262 0.061	ROWACQU ROWACQU CONINSP CONINSP CONINSP CONST CONST CONST	0.017 0.001		0.259 0.021 0.009 2.210 0.262 0.061				
AQC:A19	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :	2.822		0.018	2.822	0.000	0.000	0.000	0.000	0.000
TN OF EAST FISHKILL 876285 INTER <Exempt>	NYS ROUTE 52 PEDESTRIAN AND INTERSECTION IMPROVEMENTS. PROJECT WILL CONSTRUCT NEW SIDEWALKS ALONG ROUTE 52, NEAR JOHN JAY HIGH SCHOOL AND AUDITORIUM DR, CLOSING GAPS BETWEEN EXISTING SIDEWALKS. PROJECT ALSO INCLUDES ADDING SECONDARY ACCESS TO THE SCHOOL FROM AUDITORIUM DR, TO HELP ALLEVIATE TRAFFIC CONGESTION ALONG ROUTE 52 DURING PEAK PERIODS. TOWN OF EAST FISHKILL, DUTCHESS COUNTY.	TAP FLEX 06/2026 LOCAL 06/2026 LOCAL 06/2026 TAP FLEX 06/2026 LOCAL 06/2026	0.208 0.052 0.300 1.178 0.294	CONINSP CONINSP CONST CONST CONST		0.208 0.052 0.300 1.178 0.294					
AQC:D1	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :	2.032		0.000	2.032	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
TN OF EAST FISHKILL 876286 INTER <Exempt>	NYS ROUTE 82/376 INTERSECTION IMPROVEMENTS. PROJECT WILL CONSTRUCT A ROUNDABOUT AT ROUTE 82/ROUTE 376 SOUTH INTERSECTION AND MAKE IMPROVEMENTS TO THE EXISTING ROUTE 82/ROUTE 376 NORTH SIGNALIZED INTERSECTION IN HOPEWELL JUNCTION. WORK WILL INCLUDE SIDEWALK AND CROSSING IMPROVEMENTS. TOWN OF EAST FISHKILL, DUTCHESS COUNTY. 2022 TAP/CMAQ PROJECT.	CMAQ 04/2025 LOCAL 04/2025 CMAQ 05/2026 LOCAL 05/2026 CMAQ 05/2026 LOCAL 05/2026 CRP LG URB 05/2026 LOCAL 05/2026 STBG LG URB 05/2026 LOCAL 05/2026	0.000 0.000 0.600 0.150 3.283 0.821 1.101 0.275 0.101 0.025	ROWACQU ROWACQU CONINSP CONINSP CONST CONST CONST CONST CONST CONST	0.040 0.010	0.600 0.150 3.283 0.821 1.101 0.275 0.101 0.025						
AQC:D1	DUTCHESS TPC: \$6-\$9.4 M	TOTAL 5YR COST :			0.050	6.356	0.000	0.000	0.000	0.000	0.000	0.000
DUTCHESS CO 876309 BRIDGE <Exempt>	PROJECT WILL REPLACE THE STRUCTURE THAT CARRIES COUNTY ROUTE 103 OVER THE SAW KILL IN THE TOWN OF RED HOOK IN DUTCHESS COUNTY. THE WORK WOULD INCLUDE WIDENING THE STRUCTURE AND ADDING A 5 FOOT SIDEWALK FOR PLANNED FUTURE PEDESTRIAN CONNECTIONS. BIN 3343710. 2022 BRIDGE NY PROJECT.	BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 01/2025 LOCAL 01/2025 BFP OFF SYS 10/2025 LOCAL 10/2025 BFP OFF SYS 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 BFP OFF SYS 10/2025 LOCAL 10/2025	0.000 0.000 0.000 0.000 0.475 0.025 3.512 0.184 0.200 0.050 0.024 0.001	DETLDES DETLDES PRELDES PRELDES CONINSP CONINSP CONST CONST CONST CONST ROWACQU ROWACQU	0.124 0.007 0.124 0.007	0.475 0.025 3.512 0.184 0.200 0.050 0.024 0.001						
AQC:A19	DUTCHESS TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :			0.262	4.471	0.000	0.000	0.000	0.000	0.000	0.000
DUTCHESS CO 876340 MOBIL <Exempt>	DUTCHESS COUNTY COMMUTER EXPRESS BUS PILOT PROGRAM. PROJECT WILL FUND A THREE YEAR PILOT PROGRAM TO OPERATE A LIMITED-STOP COMMUTER EXPRESS BUS SERVICE TO MAJOR EMPLOYERS IN SOUTHERN DUTCHESS COUNTY. INCLUDES PURCHASE OF ONE DIESEL-ELECTRIC HEAVY DUTY BUS. PLANNED TRANSFER TO FTA SECTION 5307. 2023 TAP/CMAQ PROJECT.	CMAQ 07/2025 LOCAL 07/2025	0.000 0.000	OPER OPER	1.212 0.303							
AQC:K1	DUTCHESS TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			1.515	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025							
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST	TOTAL 5YR COST :											
VIL OF RHINEBECK 876345 BIKE/PED <Exempt>	PEDESTRIAN IMPROVEMENTS IN THE VILLAGE OF RHINEBECK. PROJECT WILL IMPROVE PEDESTRIAN SAFETY AND MOBILITY BY CONSTRUCTING/IMPROVING SIDEWALKS, CROSSWALKS, AND INSTALLING ADA CURB RAMPS ALONG KNOLLWOOD RD AND NORTH/SOUTH PARSONAGE ST SURROUNDING RHINEBECK HIGH SCHOOL. VILLAGE OF RHINEBECK, DUTCHESS COUNTY. 2023 TAP PROJECT.	TAP RURAL 01/2025 LOCAL 01/2025 TAP RURAL 01/2025 LOCAL 01/2025 TAP RURAL 01/2025 LOCAL 01/2025 TAP RURAL 03/2026 LOCAL 03/2026 TAP RURAL 04/2027 LOCAL 04/2027 TAP RURAL 04/2027 LOCAL 04/2027	0.000 0.000 0.000 0.000 0.000 0.000 0.012 0.003 0.160 0.040 1.096 0.274	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.160 0.040 0.160 0.040 0.012 0.003 0.012 0.003 0.160 0.040 1.096 0.274							
AQC:C2	DUTCHESS TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.585		0.415	0.015	1.570	0.000	0.000	0.000	0.000	
TN OF EAST FISHKILL 876354 BRIDGE <Exempt>	TOWN OF EAST FISHKILL - WARREN RD OVER THE WICOPEE CREEK BRIDGE REPLACEMENT (BIN 2268710) IN THE TOWN OF EAST FISHKILL, DUTCHESS COUNTY. 2023 BRIDGE NY PROJECT, FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 05/2025 LOCAL 05/2025 STBG-OFF 05/2025 LOCAL 05/2025 STBG-OFF 05/2025 LOCAL 05/2025 STBG-OFF 07/2026 LOCAL 07/2026 STBG-OFF 07/2027 LOCAL 07/2027 STBG-OFF 07/2027 LOCAL 07/2027	0.000 0.000 0.000 0.000 0.000 0.000 0.029 0.002 0.380 0.020 2.804 0.148	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.285 0.015 0.285 0.015 0.029 0.002 0.029 0.002 0.380 0.020 2.804 0.148							
AQC:A19	DUTCHESS TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.383		0.631	0.031	3.352	0.000	0.000	0.000	0.000	
TN OF RHINEBECK 876386 BRIDGE <Exempt>	SOUTH PARSONAGE STREET OVER THE LANDSMAN KILL BRIDGE REPLACEMENT (BIN 2343770). TOWN OF RHINEBECK, DUTCHESS COUTNY.	STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2026 LOCAL 10/2026 STBG-OFF 10/2027 LOCAL 10/2027 STBG-OFF 10/2027 LOCAL 10/2027	0.112 0.028 0.098 0.024 0.027 0.007 0.076 0.019 0.282 0.070 2.003 0.501	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.112 0.028 0.098 0.024 0.027 0.007 0.076 0.019 0.282 0.070 2.003 0.501							
AQC:A19	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :	3.247		0.000	0.296	0.095	2.856	0.000	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
DUTCHESS CO 876387 INTER <Exempt>	PROJECT WILL IMPROVE THE EXISTING SIGNALIZED INTERSECTION OF CR 114 (MAIN ST) AT NORTH/SOUTH GRAND AVENUE. PROJECT WILL ADD TURN LANES, UPGRADE EXISTING TRAFFIC SIGNALS, ADD PEDESTRIAN SIGNALS AND CROSSWALKS, AND INSTALL NEW ADA CURB RAMPS TO IMPROVE SAFETY AND OPERATIONS. TOWN OF POUGHKEEPSIE, DUTCHESS COUNTY.	STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2026 LOCAL 10/2026 STBG LG URB 10/2027 LOCAL 10/2027 STBG LG URB 10/2027 LOCAL 10/2027	0.083 0.028 0.068 0.017 0.016 0.004 0.016 0.004 0.480 0.120 2.800 0.700	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.083 0.028 0.068 0.017 0.016 0.004 0.016 0.004 0.480 0.120 2.800 0.700						
AQC:D1	DUTCHESS	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.336		0.000	0.216	0.020	4.100	0.000	0.000	0.000
CITY OF BEACON 876388 MOBIL <Exempt>	REHABILITATION OF BEEKMAN STREET FROM RED FLYNN DRIVE TO NYS ROUTE 9D (WILCOTT AVENUE) IN THE CITY OF BEACON. PROJECT WILL CONSTRUCT NEW SIDEWALKS AND ADD BICYCLE LANES, CROSSWALKS, AND ADA CURB RAMPS. PROJECT INCLUDES RESURFACING OF THE PAVEMENT AND ADDING STREET TREES. CITY OF BEACON, DUTCHESS COUNTY.	STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2025 LOCAL 10/2025 STBG LG URB 10/2026 LOCAL 10/2026 STBG LG URB 10/2028 LOCAL 10/2028 STBG LG URB 10/2028 LOCAL 10/2028	0.056 0.014 0.184 0.046 0.012 0.003 0.024 0.006 0.160 0.040 2.609 0.652	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.056 0.014 0.184 0.046 0.012 0.003 0.024 0.006 0.160 0.040 2.609 0.652						
AQC:C2	DUTCHESS	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.806		0.000	0.315	0.030	0.000	3.461	0.000	0.000
NYSDOT 881352 STUDY <Exempt>	ACCIDENT INVESTIGATION (HSIP): THIS PROJECT CONSISTS OF INVESTIGATING ACCIDENT LOCATIONS TO IDENTIFY THOSE THAT WILL BE SPECIFICALLY TARGETED FOR SAFETY IMPROVEMENTS IN REGION 8 COUNTIES: COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 11/2026 SDF 11/2026	2.250 0.250	MISC MISC				2.250 0.250				
AQC:A6P	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	2.500		0.000	0.000	2.500	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 881371 BRIDGE <Exempt>	BRIDGE REHABILITATIONS: ROUTE 22 - COL & DUTCH: REHABILITATE THE STRUCTURES THAT CARRY ROUTE 22 OVER WASSAIC CREEK, SWAMP RIVER, AND BASH BISH BROOK. THE WORK WILL TAKE PLACE IN THE TOWNS OF AMENIA, DOVER, AND COPAKE IN COLUMBIA AND DUTCHESS COUNTIES. (BINS 1016750, 1016720, 1016790).	NHPP 06/2025 SDF 06/2025 NHPP 07/2026 SDF 07/2026 NHPP 07/2026 SDF 07/2026	0.000 0.000 2.000 0.500 12.000 3.000	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.800 0.200		2.000 0.500 12.000 3.000					
AQC:A19	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :			1.000	17.500	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 881558 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - THE PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	NHPP 11/2025 SDF 11/2025 SDF 02/2027 NHPP 02/2027 SDF 02/2027 SDF 02/2027 NHPP 02/2027 SDF 02/2027	0.800 0.200 2.250 4.200 1.050 13.450 26.640 6.660	DETLDES DETLDES CONINSP CONINSP CONINSP CONST CONST CONST		0.800 0.200	2.250 4.200 1.050 13.450 26.640 6.660					
AQC:A10	MULTI TPC: \$50-\$85 M	TOTAL 5YR COST :			0.000	1.000	54.250	0.000	0.000	0.000	0.000	0.000
NYSDOT 881559 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, & WESTCHESTER.	STBG FLEX 04/2025 SDF 04/2025 STBG FLEX 04/2025 SDF 04/2025	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.180 0.045 1.200 0.300							
AQC:A10P	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			1.725	0.000	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 881560 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER.	SDF 05/2025 STBG FLEX 05/2026 SDF 05/2026 STBG FLEX 05/2026 SDF 05/2026	0.000 0.240 0.060 1.600 0.400	DETLDES CONINSP CONINSP CONST CONST	0.010	0.240 0.060 1.600 0.400						
AQC:A10Z	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :			0.010	2.300	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST	TOTAL 5YR COST :											
NYSDOT 881561 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER.	SDF 05/2026 STBG FLEX 05/2027 SDF 05/2027 STBG FLEX 05/2027 SDF 05/2027	0.010 0.240 0.060 1.600 0.400	DETLDES CONINSP CONINSP CONST CONST		0.010	0.240	0.060	1.600	0.400		
AQC:A10Z	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.310		0.000	0.010	2.300	0.000	0.000	0.000	0.000	
NYSDOT 881569 TRAFFIC <Exempt>	BIENNIAL SIGN CONTRACT: PROJECT WILL REPLACE OR UPGRADE WHICH HAVE EXCEEDED THEIR USEFUL LIFE OR INSTALL NEW SIGNAGE AS NEEDED ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	SDF 12/2026 NHPP 12/2027 SDF 12/2027 NHPP 12/2027 SDF 12/2027	0.300 0.360 0.090 2.400 0.600	DETLDES CONINSP CONINSP CONST CONST		0.300	0.360	0.090	2.400	0.600		
AQC:A7	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.750		0.000	0.000	0.300	3.450	0.000	0.000	0.000	
NYSDOT 881572 TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS; INSTALL TRAFFIC SIGNALS &/OR UPGRADE/MODIFY EXISTING SIGNALS WHERE WARRANTED BY PRIORITY ORDER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN VARIOUS MUNICIPALITIES DUTCHESS COUNTY	STBG FLEX 09/2025 SDF 09/2025 STBG FLEX 11/2025 SDF 11/2025 STBG FLEX 12/2026 SDF 12/2026 STBG FLEX 12/2026 SDF 12/2026	0.000 0.000 0.160 0.040 0.120 0.030 0.800 0.200	ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.080 0.020	0.160 0.040	0.120 0.030 0.800 0.200					
AQC:D2	DUTCHESS TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.350		0.100	0.200	1.150	0.000	0.000	0.000	0.000	
NYSDOT 881574 TRAFFIC <Exempt>	SIGNAL UPGRADES: ROUTE 9 - VILLAGE & TOWN OF FISHKILL: PROJECT WILL UPGRADE THREE TRAFFIC SIGNALS AND ASSOCIATED PEDESTRIAN SIGNAL EQUIPMENT TO RETURN TO A STATE OF GOOD REPAIR. LOCATIONS ARE ALONG ROUTE 9 FROM I-84 OVERPASS TO THE FISHKILL PLAZA ENTRANCE. VILLAGE & TOWN OF FISHKILL, DUTCHESS COUNTY.	SDF 04/2025 NHPP 08/2026 SDF 08/2026 NHPP 08/2026 SDF 08/2026	0.000 0.072 0.018 0.480 0.120	DETLDES CONINSP CONINSP CONST CONST	0.120	0.072 0.018	0.480 0.120					
AQC:D2	DUTCHESS TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.690		0.120	0.690	0.000	0.000	0.000	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 881577 TRAFFIC <Exempt>	BIENNIAL SPECIAL MARKINGS: BIENNIAL SPECIAL MARKINGS: PROJECT WILL APPLY EPOXY AND PREFORMED PAVEMENT MARKINGS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES	SDF 02/2025	0.000	DETLDES	0.050	0.480						
		NHPP 10/2025	0.480	CONINSP								
		SDF 10/2025	0.120	CONINSP								
		STBG FLEX 10/2025	0.320	CONINSP								
		SDF 10/2025	0.080	CONINSP								
		NHPP 10/2025	2.400	CONST								
		SDF 10/2025	0.600	CONST								
		STBG FLEX 10/2025	1.600	CONST								
SDF 10/2025	0.400	CONST	0.400									
AQC:A10	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	6.000		0.050	6.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 881578 TRAFFIC <Exempt>	BIENNIAL SPECIAL MARKINGS: REGIONWIDE: PROJECT WILL APPLY EPOXY AND PREFORMED PAVEMENT MARKINGS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES TO IMPROVE SAFETY.	SDF 09/2026	0.050	DETLDES	0.050	0.480						
		NHPP 10/2027	0.480	CONINSP								
		SDF 10/2027	0.120	CONINSP								
		STBG FLEX 10/2027	0.320	CONINSP								
		SDF 10/2027	0.080	CONINSP								
		NHPP 10/2027	2.400	CONST								
		SDF 10/2027	0.600	CONST								
		STBG FLEX 10/2027	1.600	CONST								
SDF 10/2027	0.400	CONST	0.400									
AQC:A10P	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	6.050		0.000	0.050	0.000	6.000	0.000	0.000	0.000
NYSDOT 881579 TRAFFIC <Exempt>	BIENNIAL LONG LINES: REGIONWIDE: PROJECT CONSISTS OF APPLYING EPOXY AND PREFORMED PAVEMENT MARKINGS ON STATE HIGHWAYS TO IMPROVE SAFETY. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	SDF 02/2025	0.000	DETLDES	0.100	0.660						
		NHPP 10/2025	0.660	CONINSP								
		SDF 10/2025	0.165	CONINSP								
		STBG FLEX 10/2025	0.540	CONINSP								
		SDF 10/2025	0.135	CONINSP								
		NHPP 10/2025	4.400	CONST								
		SDF 10/2025	1.100	CONST								
		STBG FLEX 10/2025	3.600	CONST								
SDF 10/2025	0.900	CONST	0.900									
AQC:A10P	MULTI	TPC: \$9.5-15.5 M	TOTAL 5YR COST :	11.500		0.100	11.500	0.000	0.000	0.000	0.000	0.000
NYSDOT 881580 TRAFFIC <Exempt>	BIENNIAL LONG LINES: REGIONWIDE: PROJECT CONSISTS OF APPLYING EPOXY AND PREFORMED PAVEMENT MARKINGS ON STATE HIGHWAYS TO IMPROVE SAFETY. VARIOUS FEDERAL AID-ELIGIBLE ROADWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER.	SDF 09/2026	0.100	DETLDES	0.100	0.660						
		NHPP 10/2027	0.660	CONINSP								
		SDF 10/2027	0.165	CONINSP								
		STBG FLEX 10/2027	0.540	CONINSP								
		SDF 10/2027	0.135	CONINSP								
		NHPP 10/2027	4.400	CONST								
		SDF 10/2027	1.100	CONST								
		STBG FLEX 10/2027	3.600	CONST								
SDF 10/2027	0.900	CONST	0.900									
AQC:A10P	MULTI	TPC: \$9.5-15.5 M	TOTAL 5YR COST :	11.600		0.000	0.100	0.000	11.500	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST		TOTAL 5YR COST :									
NYS DOT 881587 SAFETY <Exempt>	CULVERTS REHAB/REPLACE: REHABILITATE OR REPLACE CULVERTS WITH MAJOR DEFICIENCIES ON FEDERAL AID ELGIBILE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER	SDF 10/2025 NHPP 02/2026 SDF 02/2026 NHPP 10/2026 SDF 10/2026 NHPP 10/2026 SDF 10/2026 NHPP 10/2027 SDF 10/2027 NHPP 10/2027 SDF 10/2027	0.300 0.040 0.010 0.240 0.060 0.080 0.020 0.120 0.030 0.800 0.200	PRELDES ROWINCD ROWINCD DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.300 0.040 0.010		0.240 0.060 0.080 0.020	0.120 0.030 0.800 0.200		
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.900		0.000	0.350	0.400	1.150	0.000	0.000	0.000
NYS DOT 881593 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT WILL CLEAN/WASH BRIDGES AND SEAL DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	BFP MAIN 10/2025 SDF 10/2025 BFP MAIN 10/2025 SDF 10/2025	0.400 0.100 2.000 0.500	CONINSP CONINSP CONST CONST		0.400 0.100	2.000 0.500				
AQC:A19P	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.000		0.000	3.000	0.000	0.000	0.000	0.000	0.000
NYS DOT 881594 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES AND MAINTAIN A STATE OF GOOD REPAIR. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	BFP MAIN 10/2025 SDF 10/2025 BFP MAIN 10/2026 SDF 10/2026 BFP MAIN 10/2026 SDF 10/2026	0.040 0.010 0.400 0.100 2.000 0.500	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.040 0.010	0.400 0.100 2.000 0.500				
AQC:A19	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.050		0.000	0.050	3.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025							
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYS DOT 881595 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	BFP MAIN 10/2026 SDF 10/2026 BFP MAIN 10/2027 SDF 10/2027 BFP MAIN 10/2027 SDF 10/2027	0.040 0.010 0.400 0.100 2.000 0.500	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.040 0.010	0.400 0.100 2.000 0.500				
AQC:A19	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.050		0.000	0.000	0.050	3.000	0.000	0.000	0.000	
NYS DOT 881598 BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL CONSIST OF PAINTING STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, & DEICING AGENTS. THE WORK WILL BE DONE ON SELECT BRIDGES ON FEDERAL-AID ELIGIBLE HIGHWAYS IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER	BFP MAIN 10/2026 SDF 10/2026 BFP MAIN 10/2027 SDF 10/2027 BFP MAIN 10/2027 SDF 10/2027	0.120 0.030 0.600 0.150 4.000 1.000	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.120 0.030	0.600 0.150 4.000 1.000				
AQC:A19Z	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.900		0.000	0.000	0.150	5.750	0.000	0.000	0.000	
NYS DOT 881605 SAFETY <Exempt>	CATCH BASINS: PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 05/2026 SDF 05/2026 NHPP 06/2027 SDF 06/2027 NHPP 06/2027 SDF 06/2027	0.040 0.010 0.180 0.045 1.200 0.300	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.040 0.010	0.180 0.045 1.200 0.300					
AQC:A2Z	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.775		0.000	0.050	1.725	0.000	0.000	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST												
NYSDOT 881613 MISC <Exempt>	LANDSCAPE IMPROVEMENTS AND POLLINATOR ENHANCEMENT CONTRACT: PROJECT WILL TAKE CORRECTIVE ACTION TO RESTORE ENVIRONMENTAL FEATURES, SUCH AS STORMWATER CONTROL FACILITIES AND LANDSCAPING, TO THEIR INTENDED FUNCTIONS AS CONSTRUCTED IN PREVIOUS PROJECTS. THE PROJECT WILL REPLACE STREET TREES, REPLACE TREES THAT WERE INSTALLED FOR SCREENING PURPOSES, INSTALL PLANTINGS FOR ADDITIONAL NEW SCREENING LOCATIONS, AND WILL INCLUDE OTHER MISCELLANEOUS PLANTINGS FOR ENVIRONMENTAL AND BEAUTIFICATION PURPOSES. IN ADDITION, THIS CONTRACT WILL SUPPORT POLLINATORS BY ENHANCING HABITAT FOR POLLINATORS THAT WILL PROVIDE BENEFITS TO THE LAND, OTHER SPECIES, AND ENVIRONMENTAL HEALTH ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 10/2025	0.064	DETLDES		0.064						
		SDF 10/2025	0.016	DETLDES		0.016						
		STBG FLEX 12/2026	0.048	CONINSP			0.048					
		SDF 12/2026	0.072	CONINSP			0.072					
		STBG FLEX 12/2026	0.320	CONST			0.320					
		SDF 12/2026	0.680	CONST			0.680					
AQC:C11	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.080	1.120	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST												
NYSOT 881614 MISC <Exempt>	LANDSCAPE IMPROVEMENTS AND POLLINATOR ENHANCEMENT CONTRACT: PROJECT WILL TAKE CORRECTIVE ACTION TO RESTORE ENVIRONMENTAL FEATURES, SUCH AS STORMWATER CONTROL FACILITIES AND LANDSCAPING, TO THEIR INTENDED FUNCTIONS AS CONSTRUCTED IN PREVIOUS PROJECTS. THE PROJECT WILL REPLACE STREET TREES, REPLACE TREES THAT WERE INSTALLED FOR SCREENING PURPOSES, INSTALL PLANTINGS FOR ADDITIONAL NEW SCREENING LOCATIONS, AND WILL INCLUDE OTHER MISCELLANEOUS PLANTINGS FOR ENVIRONMENTAL AND BEAUTIFICATION PURPOSES. IN ADDITION, THIS CONTRACT WILL SUPPORT POLLINATORS BY ENHANCING HABITAT FOR POLLINATORS THAT WILL PROVIDE BENEFITS TO THE LAND, OTHER SPECIES, AND ENVIRONMENTAL HEALTH ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 11/2027 SDF 11/2027 STBG FLEX 12/2028 SDF 12/2028 STBG FLEX 12/2028 SDF 12/2028	0.064 0.016 0.048 0.072 0.320 0.680	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.064 0.016		0.048 0.072 0.320 0.680		
AQC:C11	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.000	0.000	0.080	1.120	0.000	0.000
NYSOT 881615 MISC <Exempt>	STORMWATER MANAGEMENT PRACTICE SERIAL NUMBER MAINTENANCE BY CONTRACT: PROJECT WILL UNDERTAKE CORRECTIVE & CYCLICAL MAINTENANCE WORK ON FACILITIES & STRUCTURES DESIGNED TO COLLECT, STORE & TREAT STORMWATER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES. PROJECT TO INCLUDE LOCATIONS ALONG INTERSTATE 684, IN THE COUNTY OF FAIRFIELD WITHIN THE STATE OF CONNECTICUT.	STBG FLEX 03/2025 SDF 03/2025 SDF 01/2025 STBG FLEX 01/2025 SDF 01/2025 SDF 03/2025	0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONST CONST CONST	0.084 0.021 0.017 1.199 0.300 0.053							
AQC:A2	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000		1.954	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST	TOTAL 5YR COST :											
NYSDOT 881616 MISC <Exempt>	STORMWATER MANAGEMENT PRACTICE SERIAL NUMBER MAINTENANCE BY CONTRACT: PROJECT WILL UNDERTAKE CORRECTIVE & CYCLICAL MAINTENANCE WORK ON FACILITIES & STRUCTURES DESIGNED TO COLLECT, STORE & TREAT STORM WATER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 01/2026 SDF 01/2026 STBG FLEX 01/2027 SDF 01/2027 STBG FLEX 01/2027 SDF 01/2027	0.200 0.050 0.192 0.048 1.280 0.320	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.200 0.050	0.192 0.048 1.280 0.320					
AQC:A2Z	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	2.090		0.000	0.250	1.840	0.000	0.000	0.000	0.000	
NYSDOT 881619 MISC <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENTS MAINTENANCE FORCES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 01/2026 SDF 01/2026 NHPP 05/2026 SDF 05/2026 NHPP 01/2027 SDF 01/2027 NHPP 01/2027 SDF 01/2027 NHPP 01/2027 SDF 01/2027 NHPP 01/2028 SDF 01/2028 STBG FLEX 01/2028 SDF 01/2028 NHPP 01/2028 SDF 01/2028 STBG FLEX 01/2028 SDF 01/2028	0.160 0.040 0.040 0.010 0.160 0.040 0.080 0.020 0.240 0.060 0.400 0.100 1.600 0.400 1.600 0.400	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST		0.160 0.040 0.040 0.010	0.160 0.040 0.080 0.020	0.240 0.060 0.400 0.100 1.600 0.400				
AQC:A2Z	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.350		0.000	0.250	0.300	4.800	0.000	0.000	0.000	
NYSDOT 881625 TRAFFIC <Exempt>	SIGNAL OPTIMIZATION TO IMPROVE AIR QUALITY: WIRELESS VEHICLE DETECTION SYSTEM INSTALLATION. THIS PROJECT WILL INSTALL NEW WIRELESS SENSORS THAT WILL ENABLE REMOTE SIGNAL PHASE RETIMING FOR CURRENT AND FUTURE TRAFFIC VOLUMES REMOTELY FOR SIGNAL SYSTEMS. FEDERAL AID-ELIGIBLE ROADWAYS IN DUTCHESS, ORANGE, & ULSTER COUNTIES	SDF 03/2025 STBG FLEX 07/2025 SDF 07/2025 STBG FLEX 01/2025 SDF 01/2025	0.000 0.000 0.000 0.000 0.000	CONINSP CONST CONST DETLDES DETLDES	0.200 0.800 0.200 0.040 0.010							
AQC:D2	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		1.250	0.000	0.000	0.000	0.000	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 881626 TRAFFIC <Exempt>	SIGNAL OPTIMIZATION TO IMPROVE AIR QUALITY: WIRELESS VEHICLE DETECTION SYSTEM INSTALLATION. THIS PROJECT WILL INSTALL NEW WIRELESS SENSORS THAT WILL ENABLE REMOTE SIGNAL PHASE RETIMING FOR CURRENT AND FUTURE TRAFFIC VOLUMES REMOTELY FOR SIGNAL SYSTEMS. FEDERAL AID ELIGIBLE ROADWAYS IN VARIOUS MUNICIPALITIES IN DUTCHESS, ORANGE AND WESTCHESTER COUNTIES.	STBG FLEX 07/2025	0.000	DETLDES	0.040							
		SDF 07/2025	0.000	DETLDES	0.010							
		STBG FLEX 07/2026	0.120	CONINSP		0.120						
		SDF 07/2026	0.030	CONINSP		0.030						
		STBG FLEX 07/2026	0.800	CONST		0.800						
		SDF 07/2026	0.200	CONST		0.200						
AQC:D2P	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		1.150	0.050	1.150	0.000	0.000	0.000	0.000	0.000
NYSDOT 881627 TRAFFIC <Exempt>	SIGNAL OPTIMIZATION: ADAPTIVE SIGNAL SYSTEM. THIS PROJECT WILL INSTALL AN ADAPTIVE SIGNAL SYSTEM ALONG FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 07/2026	0.040	DETLDES		0.040						
		SDF 07/2026	0.010	DETLDES		0.010						
		STBG FLEX 08/2027	0.120	CONINSP			0.120					
		SDF 08/2027	0.030	CONINSP			0.030					
		STBG FLEX 08/2027	0.800	CONST			0.800					
		SDF 08/2027	0.200	CONST			0.200					
AQC:D2P	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		1.200	0.000	0.050	1.150	0.000	0.000	0.000	0.000
NYSDOT 881633 RECON <Exempt>	ROUTES 118 AND 129 WALL REPAIR AND SLOPE STABILIZATION IN THE TOWN OF YORKTOWN, WESTCHESTER COUNTY. PROJECT TO ADDRESS RETAINING WALL FAILURE AND INSTALL A NEW CULVERT ON ROUTE 129 AND STABILIZE SLOPE SLOPES ON ROUTE 118 BETWEEN UNDERHILL AVE AND ROUTE 129. PROJECT WILL IMPROVE RESILIENCY AND BRING ASSETS TO A STATE OF GOOD REPAIR.	SDF 01/2025	0.000	ROWINCD	0.014							
		STBG FLEX 10/2025	0.400	DETLDES		0.400						
		SDF 10/2025	0.100	DETLDES		0.100						
		STBG FLEX 10/2025	0.011	ROWACQU		0.011						
		SDF 10/2025	0.003	ROWACQU		0.003						
		STBG FLEX 10/2026	0.600	CONINSP			0.600					
		SDF 10/2026	0.150	CONINSP			0.150					
		STBG FLEX 10/2026	4.000	CONST			4.000					
		SDF 10/2026	1.000	CONST			1.000					
AQC:A2P	MULTI	TPC: \$6-\$9.4 M	TOTAL 5YR COST :		6.264	0.014	0.514	5.750	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030		
TOTAL PROJECT COST		TOTAL 5YR COST :											
NYSDOT 881640 SAFETY <Exempt>	CULVERT PREVENTIVE MAINTENANCE: PROJECT WILL ADDRESS DEFICIENT CULVERTS ON FEDERAL AID ELIGIBLE STATE HIGHWAYS TO BRING TO A STATE OF GOOD REPAIR. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 09/2026	0.096	PRELDES		0.096							
		SDF 09/2026	0.024	PRELDES		0.024							
		NHPP 09/2027	0.096	DETLDES				0.096					
		SDF 09/2027	0.024	DETLDES				0.024					
		NHPP 09/2027	0.080	ROWACQU				0.080					
		SDF 09/2027	0.020	ROWACQU				0.020					
		NHPP 04/2027	0.040	ROWINCD				0.040					
		SDF 04/2027	0.010	ROWINCD				0.010					
		NHPP 10/2028	0.240	CONINSP						0.240			
		SDF 10/2028	0.060	CONINSP						0.060			
		NHPP 10/2028	1.600	CONST						1.600			
		SDF 10/2028	0.400	CONST						0.400			
AQC:A2	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :		2.690	0.000	0.120	0.270	0.000	2.300	0.000	0.000	
NYSDOT 881646 TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS: DUTCHESS, ORANGE, AND ROCKLAND. WORK WILL INCLUDE REPLACING SIGNALS AND EMBEDDED POLES, IMPROVING SIGNAGE, AND ADDING PEDESTRIAN SIGNALS AND CROSSWALKS WHERE NEEDED ON FEDERAL AID ELIGIBLE HIGHWAYS TO IMPROVE SAFETY AND OPERATIONS. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 06/2026	0.315	DETLDES		0.315							
		SDF 06/2026	0.035	DETLDES		0.035							
		SDF 06/2026	0.300	DETLDES		0.300							
		HSIP 06/2026	0.090	ROWACQU		0.090							
		SDF 06/2026	0.010	ROWACQU		0.010							
		SDF 03/2026	0.050	ROWINCD		0.050							
		HSIP 06/2027	0.945	CONINSP				0.945					
		SDF 06/2027	0.105	CONINSP				0.105					
		SDF 06/2027	0.225	CONINSP				0.225					
		HSIP 06/2027	6.300	CONST				6.300					
		SDF 06/2027	0.700	CONST				0.700					
		SDF 06/2027	1.125	CONST				1.125					
AQC:D2P	MULTI	TPC: \$9.5-15.5 M	TOTAL 5YR COST :		10.200	0.000	0.800	9.400	0.000	0.000	0.000	0.000	
NYSDOT 881648 BRIDGE <Exempt>	BRIDGE DECK/SUPERSTRUCTURE REPLACEMENTS: BART BULL & BEEKMAN ROAD-DUTCHESS & ORANGE: THIS PROJECT WILL REPLACE THE BRIDGE DECK ON THE STRUCTURE CARRYING BART BULL ROAD OVER INTERSTATE 84 AND REPLACE THE SUPERSTRUCTURE CARRYING BEEKMAN ROAD (CR 9) OVER THE	SDF 11/2024	0.000	PRELDES	0.650								
		NHPP 06/2026	2.320	CONINSP		2.320							
		SDF 06/2026	0.580	CONINSP		0.580							
		NHPP 06/2026	12.800	CONST		12.800							
		SDF 06/2026	3.200	CONST		3.200							
		NHPP 12/2025	0.560	DETLDES		0.560							
		SDF 12/2025	0.140	DETLDES		0.140							
AQC:A19	MULTI	TPC: \$15-\$25 M	TOTAL 5YR COST :		19.600	0.650	19.600	0.000	0.000	0.000	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST		TOTAL 5YR COST :									
NYSDOT 881665 TRAFFIC <Exempt>	BIENNIAL SIGN CONTRACT: PROJECT WILL REPLACE OR UPGRADE WHICH HAVE EXCEEDED THEIR USEFUL LIFE OR INSTALL NEW SIGNAGE AS NEEDED ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	SDF 12/2028 NHPP 12/2029 SDF 12/2029 NHPP 12/2029 SDF 12/2029	0.300 0.800 0.200 4.000 1.000	DETLDES CONINSP CONINSP CONST CONST					0.300	0.800 0.200 4.000 1.000	
AQC:A7	MULTI TPC: \$6-\$9.4 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.300	6.000	0.000
NYSDOT 881668 TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS; INSTALL TRAFFIC SIGNALS &/OR UPGRADE/MODIFY EXISTING SIGNALS WHERE WARRANTED BY PRIORITY ORDER. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	STBG FLEX 06/2026 SDF 06/2026 STBG FLEX 06/2027 SDF 06/2027 STBG FLEX 02/2028 SDF 02/2028 STBG FLEX 02/2028 SDF 02/2028 STBG FLEX 03/2029 SDF 03/2029 STBG FLEX 03/2029 SDF 03/2029	0.160 0.040 0.080 0.020 0.160 0.040 0.160 0.040 0.320 0.080 1.600 0.400	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.160 0.040	0.080 0.020	0.160 0.040 0.160 0.040	0.320 0.080 1.600 0.400		
AQC:D2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	0.200	0.100	0.400	2.400	0.000	0.000
NYSDOT 881669 TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS; INSTALL TRAFFIC SIGNALS &/OR UPGRADE/MODIFY EXISTING SIGNALS WHERE WARRANTED BY PRIORITY ORDER. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	STBG FLEX 06/2027 SDF 06/2027 STBG FLEX 06/2028 SDF 06/2028 STBG FLEX 02/2029 SDF 02/2029 STBG FLEX 02/2029 SDF 02/2029 STBG FLEX 03/2030 SDF 03/2030 STBG FLEX 03/2030 SDF 03/2030	0.160 0.040 0.080 0.020 0.160 0.040 0.160 0.040 0.320 0.080 1.600 0.400	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.160 0.040	0.080 0.020	0.160 0.040 0.160 0.040	0.320 0.080 1.600 0.400		
AQC:D2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	0.000	0.200	0.100	0.400	2.400	0.000
NYSDOT 881670 TRAFFIC <Exempt>	SIGNAL UPGRADES: PROJECT WILL REPLACE AND/OR UPGRADE TRAFFIC SIGNAL EQUIPMENT TO MEET CURRENT OPERATIONAL NEEDS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	NHPP 07/2027 SDF 07/2027 NHPP 08/2028 SDF 08/2028 NHPP 08/2028 SDF 08/2028	0.096 0.024 0.120 0.030 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.096 0.024	0.120 0.030 0.800 0.200			
AQC:D2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			0.000	0.000	0.120	1.150	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST		TOTAL 5YR COST :									
NYSDOT 881671 TRAFFIC <Exempt>	SIGNAL UPGRADES: PROJECT WILL REPLACE AND/OR UPGRADE TRAFFIC SIGNAL EQUIPMENT TO MEET CURRENT OPERATIONAL NEEDS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	NHPP 07/2030 SDF 07/2030 NHPP 08/2031 SDF 08/2031 NHPP 08/2031 SDF 08/2031	0.096 0.024 0.000 0.000 0.000 0.000	DETLDES DETLDES CONINSP CONINSP CONST CONST						0.096 0.024	0.120 0.030 0.800 0.200
AQC:D2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.000	0.120	1.150
NYSDOT 881672 MOBIL <Exempt>	SIGNAL OPTIMIZATION: ADAPTIVE SIGNAL SYSTEM. THIS PROJECT WILL INSTALL AN ADAPTIVE SIGNAL SYSTEM TO IMPROVE TRAVELING EXPERIENCE ALONG FEDERAL AID-ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 07/2027 SDF 07/2027 STBG FLEX 07/2028 SDF 07/2028 STBG FLEX 07/2028 SDF 07/2028	0.040 0.010 0.120 0.030 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.040 0.010	0.120 0.030 0.800 0.200			
AQC:D2Z	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :			0.000	0.000	0.050	1.150	0.000	0.000	0.000
NYSDOT 881673 MOBIL <Exempt>	SIGNAL OPTIMIZATION: ADAPTIVE SIGNAL SYSTEM. THIS PROJECT WILL INSTALL A ADAPTIVE SIGNAL SYSTEM ALONG FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 07/2028 SDF 07/2028 STBG FLEX 07/2029 SDF 07/2029 STBG FLEX 07/2029 SDF 07/2029	0.040 0.010 0.120 0.030 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.040 0.010	0.120 0.030 0.800 0.200		
AQC:D2Z	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.050	1.150	0.000	0.000
NYSDOT 881674 MOBIL <Exempt>	SIGNAL OPTIMIZATION: ADAPTIVE SIGNAL SYSTEM. THIS PROJECT WILL INSTALL A ADAPTIVE SIGNAL SYSTEM ALONG FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 07/2029 SDF 07/2029 STBG FLEX 07/2030 SDF 07/2030 STBG FLEX 07/2030 SDF 07/2030	0.040 0.010 0.120 0.030 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.040 0.010	0.120 0.030 0.800 0.200		
AQC:D2Z	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.050	1.150	0.000
NYSDOT 881675 SAFETY <Exempt>	GUIDERAIL REHAB/REPLACE: PROJECT WILL REHABILITATE OR REPLACE DAMAGED OR NON-FUNCTIONAL GUIDERAIL AND BRIDGE RAIL ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN VARIOUS MUNICIPALITIES THROUGHOUT THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	NHPP 02/2027 SDF 02/2027 NHPP 03/2028 SDF 03/2028 NHPP 03/2028 SDF 03/2028	0.040 0.010 0.240 0.060 1.600 0.400	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.040 0.010	0.240 0.060 1.600 0.400			
AQC:A9	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	0.000	0.050	2.300	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST		TOTAL 5YR COST :									
NYSDOT 881677 SAFETY <Exempt>	GUIDERAIL REHAB/REPLACE: PROJECT WILL REHABILITATE OR REPLACE DAMAGED OR NON-FUNCTIONAL GUIDERAIL AND BRIDGE RAIL ON FEDERAL AID ELIGIBLE STATE HIGHWAYS TO BRING TO A STATE OF GOOD REPAIR IN VARIOUS MUNICIPALITIES THROUGHOUT THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	NHPP 02/2029 SDF 02/2029 NHPP 03/2030 SDF 03/2030 NHPP 03/2030 SDF 03/2030	0.040 0.010 0.240 0.060 1.600 0.400	DETLDES DETLDES CONINSP CONINSP CONST CONST					0.040 0.010	0.240 0.060 1.600 0.400	
AQC:A9	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.050	2.300	0.000
NYSDOT 881678 TRAFFIC <Exempt>	BIENNIAL SPECIAL MARKINGS: BIENNIAL SPECIAL MARKINGS: PROJECT WILL APPLY EPOXY AND PREFORMED PAVEMENT MARKINGS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	SDF 08/2028 NHPP 09/2029 SDF 09/2029 STBG FLEX 09/2029 SDF 09/2029 NHPP 09/2029 SDF 09/2029 STBG FLEX 09/2029 SDF 09/2029	0.050 0.480 0.120 0.320 0.080 2.400 0.600 1.600 0.400	DETLDES CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST				0.050	0.480 0.120 0.320 0.080 2.400 0.600 1.600 0.400		
AQC:A10	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.050	6.000	0.000	0.000
NYSDOT 881679 TRAFFIC <Exempt>	BIENNIAL LONG LINES: PROJECT CONSISTS OF APPLYING EPOXY AND PREFORMED PAVEMENT MARKINGS ON STATE HIGHWAYS. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER.	SDF 08/2028 NHPP 09/2029 SDF 09/2029 STBG FLEX 09/2029 SDF 09/2029 NHPP 09/2029 SDF 09/2029 STBG FLEX 09/2029 SDF 09/2029	0.100 0.660 0.165 0.540 0.135 4.400 1.100 3.600 0.900	DETLDES CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST				0.100	0.660 0.165 0.540 0.135 4.400 1.100 3.600 0.900		
AQC:A11	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.100	11.500	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025							
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 881682 R&P <Exempt>	SPECIAL SURFACE TREATMENT: PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES THAT ARE IN NEED OF CORRECTIVE PAVEMENT TREATMENT DUE TO LOW SURFACE FRICTION TO IMPROVE SAFETY. CANDIDATE LOCATIONS WILL BE HIGH ACCIDENT LOCATIONS THAT ARE TYPICALLY RELATED TO WET WEATHER OR SLIPPERY PAVEMENT ACCIDENTS. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	SDF 01/2028 HSIP 02/2029 SDF 02/2029 HSIP 02/2029 SDF 02/2029	0.050 0.203 0.023 1.350 0.150	DETLDES CONINSP CONINSP CONST CONST				0.050		0.203 0.023 1.350 0.150		
AQC:A10Z	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.050	1.726	0.000	0.000	
NYSDOT 881685 SAFETY <Exempt>	CULVERTS REHAB/REPLACE: REHABILITATE OR REPLACE CULVERTS WITH MAJOR DEFICIENCIES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER	SDF 10/2026 SDF 02/2027 SDF 10/2027 SDF 10/2027 NHPP 11/2028 SDF 11/2028 NHPP 11/2028 SDF 11/2028	0.300 0.050 0.300 0.100 0.360 0.090 2.400 0.600	PRELDES ROWINCD DETLDES ROWACQU CONINSP CONINSP CONST CONST			0.300 0.050	0.300 0.100		0.360 0.090 2.400 0.600		
AQC:A2	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :			0.000	0.000	0.350	0.400	3.450	0.000	0.000	
NYSDOT 881686 SAFETY <Exempt>	CULVERTS REHAB/REPLACE: REHABILITATE OR REPLACE CULVERTS WITH MAJOR DEFICIENCIES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER	NHPP 10/2027 SDF 10/2027 NHPP 02/2028 SDF 02/2028 NHPP 10/2028 SDF 10/2028 NHPP 10/2028 SDF 10/2028 NHPP 10/2028 SDF 10/2028 NHPP 11/2029 SDF 11/2029 NHPP 11/2029 SDF 11/2029	0.400 0.100 0.040 0.010 0.400 0.100 0.080 0.020 0.640 0.160 3.200 0.800	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST				0.400 0.100 0.040 0.010		0.400 0.100 0.080 0.020		0.640 0.160 3.200 0.800
AQC:A2	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.550	0.600	4.800	0.000	

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025							
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYS DOT 881688 SAFETY <Exempt>	CULVERT REHABILITATION. PROJECT WILL TAKE CORRECTIVE ACTIONS TO ADDRESS CULVERT DEFICIENCIES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 09/2028	0.096	PRELDES				0.096				
		SDF 09/2028	0.024	PRELDES				0.024				
		NHPP 09/2029	0.096	DETLDES					0.096			
		SDF 09/2029	0.024	DETLDES					0.024			
		NHPP 09/2029	0.080	ROWACQU					0.080			
		SDF 09/2029	0.020	ROWACQU					0.020			
		NHPP 01/2029	0.040	ROWINCD					0.040			
		SDF 01/2029	0.010	ROWINCD					0.010			
		NHPP 10/2030	0.000	CONINSP							0.240	
		SDF 10/2030	0.000	CONINSP							0.060	
		NHPP 10/2030	0.000	CONST							1.600	
SDF 10/2030	0.000	CONST							0.400			
AQC:A2	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :	0.390		0.000	0.000	0.000	0.120	0.270	0.000	2.300
NYS DOT 881692 BRIDGE <Exempt>	BRIDGE REHABILITATION/REPLACEMENT: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS TO BRING THEM TO A STATE OF GOOD REPAIR IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER COUNTIES.	BFP MAIN 02/2026	0.800	PRELDES		0.800						
		SDF 02/2026	0.200	PRELDES		0.200						
		BFP MAIN 04/2028	0.800	DETLDES				0.800				
		SDF 04/2028	0.200	DETLDES				0.200				
		BFP MAIN 05/2029	4.800	CONINSP					4.800			
		SDF 05/2029	1.200	CONINSP					1.200			
		NHPP 05/2029	3.200	CONINSP					3.200			
		SDF 05/2029	0.800	CONINSP					0.800			
		BFP MAIN 05/2029	24.000	CONST					24.000			
		SDF 05/2029	6.000	CONST					6.000			
		NHPP 05/2029	16.000	CONST					16.000			
SDF 05/2029	4.000	CONST					4.000					
AQC:A19Z	MULTI	TPC: \$50-\$85 M	TOTAL 5YR COST :	62.000		0.000	1.000	0.000	1.000	60.000	0.000	0.000
NYS DOT 881693 BRIDGE <Exempt>	BRIDGE REHABILITATION/REPLACEMENT: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS TO BRING THEM TO A STATE OF GOOD REPAIR IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER COUNTIES.	NHPP 02/2027	0.800	PRELDES			0.800					
		SDF 02/2027	0.200	PRELDES			0.200					
		NHPP 04/2029	0.800	DETLDES					0.800			
		SDF 04/2029	0.200	DETLDES					0.200			
		NHPP 05/2030	8.000	CONINSP							8.000	
		SDF 05/2030	2.000	CONINSP							2.000	
		NHPP 05/2030	40.000	CONST							40.000	
		SDF 05/2030	10.000	CONST							10.000	
AQC:A19Z	MULTI	TPC: \$50-\$85 M	TOTAL 5YR COST :	62.000		0.000	0.000	1.000	0.000	1.000	60.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 881694 BRIDGE <Exempt>	BRIDGE MAINTENANCE BY CONTRACT: CORRECT EXISTING DEFICIENCIES AND PREVENT FURTHER DETERIORATION OF BRIDGE COMPONENTS ON VARIOUS BRIDGES IN VARIOUS MUNICIPALITIES REGIONWIDE.	NHPP 01/2027	0.480	DETLDES			0.480					
		SDF 01/2027	0.120	DETLDES			0.120					
		NHPP 03/2027	0.080	ROWACQU			0.080					
		SDF 03/2027	0.020	ROWACQU			0.020					
		NHPP 03/2027	0.040	ROWINCD			0.040					
		SDF 03/2027	0.010	ROWINCD			0.010					
		NHPP 02/2028	0.640	CONINSP				0.640				
		SDF 02/2028	0.160	CONINSP				0.160				
		NHPP 02/2028	3.200	CONST				3.200				
SDF 02/2028	0.800	CONST				0.800						
AQC:A19	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.550		0.000	0.000	0.750	4.800	0.000	0.000	0.000
NYSDOT 881695 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	BFP MAIN 10/2027	0.040	DETLDES				0.040				
		SDF 10/2027	0.010	DETLDES			0.010					
		BFP MAIN 10/2028	0.400	CONINSP					0.400			
		SDF 10/2028	0.100	CONINSP					0.100			
		BFP MAIN 10/2028	2.000	CONST					2.000			
		SDF 10/2028	0.500	CONST					0.500			
AQC:A19	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :	3.050		0.000	0.000	0.000	0.050	3.000	0.000	0.000
NYSDOT 881696 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	BFP MAIN 10/2028	0.040	DETLDES					0.040			
		SDF 10/2028	0.010	DETLDES					0.010			
		BFP MAIN 10/2029	0.400	CONINSP						0.400		
		SDF 10/2029	0.100	CONINSP						0.100		
		BFP MAIN 10/2029	2.000	CONST						2.000		
		SDF 10/2029	0.500	CONST						0.500		
AQC:A19	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :	3.050		0.000	0.000	0.000	0.000	0.050	3.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST		TOTAL 5YR COST :									
NYS DOT 881697 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	BFP MAIN 10/2029 SDF 10/2029 BFP MAIN 10/2030 SDF 10/2030 BFP MAIN 10/2030 SDF 10/2030	0.040 0.010 0.000 0.000 0.000 0.000	DETLDES DETLDES CONINSP CONINSP CONST CONST						0.040 0.010	0.400 0.100 2.000 0.500
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	0.050		0.000	0.000	0.000	0.000	0.000	0.050	3.000
NYS DOT 881698 BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL CONSIST OF PAINTING STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, & DEICING AGENTS. THE WORK WILL BE DONE ON SELECT BRIDGES ON FEDERAL-AID ELIGIBLE HIGHWAYS IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER	BFP MAIN 09/2027 SDF 09/2027 BFP MAIN 08/2028 SDF 08/2028 BFP MAIN 08/2028 SDF 08/2028	0.120 0.030 0.600 0.150 4.000 1.000	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.120 0.030	0.600 0.150	4.000 1.000		
AQC:A19	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.900		0.000	0.000	0.150	5.750	0.000	0.000	0.000
NYS DOT 881699 BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL CONSIST OF PAINTING STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, & DEICING AGENTS. THE WORK WILL BE DONE ON SELECT BRIDGES ON FEDERAL-AID ELIGIBLE HIGHWAYS IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER	BFP MAIN 09/2028 SDF 09/2028 BFP MAIN 09/2029 SDF 09/2029 BFP MAIN 09/2029 SDF 09/2029	0.120 0.030 0.600 0.150 4.000 1.000	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.120 0.030	0.600 0.150	4.000 1.000		
AQC:A19	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.900		0.000	0.000	0.000	0.150	5.750	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYS DOT 881700 BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL CONSIST OF PAINTING STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, & DEICING AGENTS. THE WORK WILL BE DONE ON SELECT BRIDGES ON FEDERAL-AID ELIGIBLE HIGHWAYS IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER	BFP MAIN 09/2029 SDF 09/2029 BFP MAIN 09/2030 SDF 09/2030 BFP MAIN 09/2030 SDF 09/2030	0.120 0.030 0.600 0.150 4.000 1.000	DETLDES DETLDES CONINSP CONINSP CONST CONST					0.120 0.030		0.600 0.150 4.000 1.000	
AQC:A19	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.900		0.000	0.000	0.000	0.000	0.150	5.750	0.000	
NYS DOT 881701 MISC <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENTS MAINTENANCE FORCES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 01/2027 SDF 01/2027 NHPP 05/2027 SDF 05/2027 NHPP 01/2028 SDF 01/2028 NHPP 01/2028 SDF 01/2028 NHPP 01/2029 SDF 01/2029 STBG FLEX 01/2029 SDF 01/2029 NHPP 01/2029 SDF 01/2029 STBG FLEX 01/2029 SDF 01/2029	0.160 0.040 0.040 0.010 0.160 0.040 0.080 0.020 0.240 0.060 0.400 0.100 1.600 0.400 1.600 0.400	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST			0.160 0.040 0.040 0.010		0.160 0.040 0.080 0.020	0.240 0.060 0.400 0.100 1.600 0.400 1.600 0.400		
AQC:A10	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.350		0.000	0.000	0.250	0.300	4.800	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST		TOTAL 5YR COST :									
NYSDOT 881702 MISC <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENTS MAINTENANCE FORCES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 01/2028	0.160	PRELDES				0.160			
		SDF 01/2028	0.040	PRELDES				0.040			
		NHPP 05/2028	0.040	ROWINCD				0.040			
		SDF 05/2028	0.010	ROWINCD				0.010			
		NHPP 01/2029	0.160	DETLDES					0.160		
		SDF 01/2029	0.040	DETLDES					0.040		
		NHPP 01/2029	0.080	ROWACQU					0.080		
		SDF 01/2029	0.020	ROWACQU					0.020		
		NHPP 01/2030	0.240	CONINSP						0.240	
		SDF 01/2030	0.060	CONINSP						0.060	
		STBG FLEX 01/2030	0.400	CONINSP						0.400	
		SDF 01/2030	0.100	CONINSP						0.100	
		NHPP 01/2030	1.600	CONST						1.600	
		SDF 01/2030	0.400	CONST						0.400	
		STBG FLEX 01/2030	1.600	CONST						1.600	
SDF 01/2030	0.400	CONST						0.400			
AQC:A10	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.250	0.300	4.800	0.000
NYSDOT 881703 MISC <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENTS MAINTENANCE FORCES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 01/2029	0.160	PRELDES					0.160		
		SDF 01/2029	0.040	PRELDES					0.040		
		NHPP 05/2029	0.040	ROWINCD					0.040		
		SDF 05/2029	0.010	ROWINCD					0.010		
		NHPP 01/2030	0.160	DETLDES						0.160	
		SDF 01/2030	0.040	DETLDES						0.040	
		NHPP 01/2030	0.080	ROWACQU						0.080	
		SDF 01/2030	0.020	ROWACQU						0.020	
		NHPP 01/2031	0.000	CONINSP							0.240
		SDF 01/2031	0.000	CONINSP							0.060
		STBG FLEX 01/2031	0.000	CONINSP							0.400
		SDF 01/2031	0.000	CONINSP							0.100
		NHPP 01/2031	0.000	CONST							1.600
		SDF 01/2031	0.000	CONST							0.400
		STBG FLEX 01/2031	0.000	CONST							1.600
SDF 01/2031	0.000	CONST							0.400		
AQC:A10	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.000	0.250	0.300	4.800

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST												
NYSDOT 881707 R&P <Exempt>	WALL REPAIR: ADDRESS WALL FAILURES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS THROUGHOUT COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES TO BRING TO A STATE OF GOOD REPAIR.	STBG FLEX 08/2027	0.400	PRELDES			0.400					
		SDF 08/2027	0.100	PRELDES			0.100					
		STBG FLEX 02/2029	0.040	ROWINCD					0.040			
		SDF 02/2029	0.010	ROWINCD					0.010			
		STBG FLEX 10/2029	0.160	DETLDES							0.160	
		SDF 10/2029	0.040	DETLDES							0.040	
		STBG FLEX 10/2029	0.080	ROWACQU								0.080
		SDF 10/2029	0.020	ROWACQU								0.020
		STBG FLEX 10/2030	0.000	CONINSP								1.280
		SDF 10/2030	0.000	CONINSP								0.320
STBG FLEX 10/2030	0.000	CONST								6.400		
SDF 10/2030	0.000	CONST								1.600		
AQC:A2	MULTI	TPC: \$9.5-15.5 M	TOTAL 5YR COST :	0.850		0.000	0.000	0.500	0.000	0.050	0.300	9.600
NYSDOT 881711 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	NHPP 01/2027	0.800	DETLDES			0.800					
		SDF 01/2027	0.200	DETLDES			0.200					
		NHPP 02/2028	4.680	CONINSP				4.680				
		SDF 02/2028	1.170	CONINSP				1.170				
		SDF 02/2028	2.250	CONINSP				2.250				
		NHPP 02/2028	31.200	CONST				31.200				
		SDF 02/2028	7.800	CONST				7.800				
		SDF 02/2028	15.000	CONST				15.000				
AQC:A10	MULTI	TPC: \$50-\$85 M	TOTAL 5YR COST :	63.100		0.000	0.000	1.000	62.100	0.000	0.000	0.000
NYSDOT 881712 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	NHPP 01/2028	0.800	DETLDES				0.800				
		SDF 01/2028	0.200	DETLDES				0.200				
		NHPP 02/2029	4.680	CONINSP					4.680			
		SDF 02/2029	1.170	CONINSP					1.170			
		SDF 02/2029	2.250	CONINSP					2.250			
		NHPP 02/2029	31.200	CONST					31.200			
		SDF 02/2029	7.800	CONST					7.800			
		SDF 02/2029	15.000	CONST					15.000			
AQC:A10	MULTI	TPC: \$50-\$85 M	TOTAL 5YR COST :	63.100		0.000	0.000	0.000	1.000	62.100	0.000	0.000
NYSDOT 881713 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	NHPP 01/2029	0.800	DETLDES					0.800			
		SDF 01/2029	0.200	DETLDES					0.200			
		NHPP 02/2030	8.880	CONINSP							8.880	
		SDF 02/2030	2.220	CONINSP							2.220	
		NHPP 02/2030	43.200	CONST							43.200	
		SDF 02/2030	10.800	CONST							10.800	
AQC:A10	MULTI	TPC: \$50-\$85 M	TOTAL 5YR COST :	66.100		0.000	0.000	0.000	0.000	1.000	65.100	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 881714 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER.	STBG FLEX 05/2027 SDF 05/2027 STBG FLEX 05/2028 SDF 05/2028 STBG FLEX 05/2028 SDF 05/2028	0.008 0.002 0.240 0.060 1.600 0.400	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.008 0.002	0.240 0.060 1.600 0.400				
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	0.000	0.010	2.300	0.000	0.000	0.000	
NYSDOT 881715 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER.	STBG FLEX 05/2028 SDF 05/2028 STBG FLEX 05/2029 SDF 05/2029 STBG FLEX 05/2029 SDF 05/2029	0.008 0.002 0.240 0.060 1.600 0.400	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.008 0.002 0.240 0.060 1.600 0.400				
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.010	2.300	0.000	0.000	
NYSDOT 881716 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER.	STBG FLEX 05/2029 SDF 05/2029 STBG FLEX 05/2030 SDF 05/2030 STBG FLEX 05/2030 SDF 05/2030	0.008 0.002 0.240 0.060 1.600 0.400	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.008 0.002 0.240 0.060 1.600 0.400				
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.010	2.300	0.000	
NYSDOT 881733 SAFETY <Exempt>	CATCH BASINS: PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 05/2027 SDF 05/2027 NHPP 06/2028 SDF 06/2028 NHPP 06/2028 SDF 06/2028	0.040 0.010 0.180 0.045 1.200 0.300	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.040 0.010	0.180 0.045 1.200 0.300				
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			0.000	0.000	0.050	1.725	0.000	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST		TOTAL 5YR COST :									
NYSDOT 881734 SAFETY <Exempt>	CATCH BASINS: PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 05/2028 SDF 05/2028 NHPP 06/2029 SDF 06/2029 NHPP 06/2029 SDF 06/2029	0.040 0.010 0.180 0.045 1.200 0.300	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.040 0.010	0.180 0.045 1.200 0.300		
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.050	1.725	0.000	0.000
NYSDOT 881735 SAFETY <Exempt>	CATCH BASINS: PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 05/2029 SDF 05/2029 NHPP 06/2030 SDF 06/2030 NHPP 06/2030 SDF 06/2030	0.040 0.010 0.180 0.045 1.200 0.300	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.040 0.010	0.180 0.045 1.200 0.300		
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.050	1.725	0.000
NYSDOT 881739 MISC <Exempt>	STORMWATER MANAGEMENT PRACTICE SERIAL NUMBER MAINTENANCE BY CONTRACT: PROJECT WILL UNDERTAKE CORRECTIVE & CYCLICAL MAINTENANCE WORK ON FACILITIES & STRUCTURES DESIGNED TO COLLECT, STORE & TREAT STORM WATER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 01/2028 SDF 01/2028 STBG FLEX 01/2029 SDF 01/2029 STBG FLEX 01/2029 SDF 01/2029	0.200 0.050 0.192 0.048 1.280 0.320	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.200 0.050	0.192 0.048 1.280 0.320		
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.250	1.840	0.000	0.000
NYSDOT 881740 MISC <Exempt>	STORMWATER MANAGEMENT PRACTICE SERIAL NUMBER MAINTENANCE BY CONTRACT: PROJECT WILL UNDERTAKE CORRECTIVE & CYCLICAL MAINTENANCE WORK ON FACILITIES & STRUCTURES DESIGNED TO COLLECT, STORE & TREAT STORM WATER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 01/2030 SDF 01/2030 STBG FLEX 01/2031 SDF 01/2031 STBG FLEX 01/2031 SDF 01/2031	0.200 0.050 0.000 0.000 0.000 0.000	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.200 0.050	0.192 0.048 1.280 0.320		
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.000	0.250	1.840

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSOT 881741 MISC <Exempt>	LANDSCAPE IMPROVEMENTS AND POLLINATOR ENHANCEMENT CONTRACT: PROJECT WILL TAKE CORRECTIVE ACTION TO RESTORE ENVIRONMENTAL FEATURES, SUCH AS STORMWATER CONTROL FACILITIES AND LANDSCAPING, TO THEIR INTENDED FUNCTIONS AS CONSTRUCTED IN PREVIOUS PROJECTS. THE PROJECT WILL REPLACE STREET TREES, REPLACE TREES THAT WERE INSTALLED FOR SCREENING PURPOSES, INSTALL PLANTINGS FOR ADDITIONAL NEW SCREENING LOCATIONS, AND WILL INCLUDE OTHER MISCELLANEOUS PLANTINGS FOR ENVIRONMENTAL AND BEAUTIFICATION PURPOSES. IN ADDITION, THIS CONTRACT WILL SUPPORT POLLINATORS BY ENHANCING HABITAT FOR POLLINATORS THAT WILL PROVIDE BENEFITS TO THE LAND, OTHER SPECIES, AND ENVIRONMENTAL HEALTH ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, ROCKLAND, PUTNAM, ULSTER, & WESTCHESTER COUNTIES.	STBG FLEX 12/2029 SDF 12/2029 STBG FLEX 12/2030 SDF 12/2030 SDF 12/2030 STBG FLEX 12/2030 SDF 12/2030 SDF 12/2030	0.064 0.016 0.000 0.000 0.000 0.000 0.000 0.000	DETLDES DETLDES CONINSP CONINSP CONINSP CONST CONST CONST							0.064 0.016	0.048 0.012 0.060 0.320 0.080 0.600
AQC:C11	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.080		0.000	0.000	0.000	0.000	0.000	0.080	1.120
NYSOT 881747 STUDY <Exempt>	ACCIDENT INVESTIGATION (HSIP): THIS PROJECT CONSISTS OF INVESTIGATING ACCIDENT LOCATIONS TO IDENTIFY THOSE THAT WILL BE SPECIFICALLY TARGETED FOR SAFETY IMPROVEMENTS IN REGION 8 COUNTIES: COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 11/2029 SDF 11/2029	2.250 0.250	MISC MISC							2.250 0.250	
AQC:A10Z	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :	2.500		0.000	0.000	0.000	0.000	0.000	2.500	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 881748 BRIDGE <Exempt>	BRIDGE MAINTENANCE BY CONTRACT: CORRECT EXISTING DEFICIENCIES AND PREVENT FURTHER DETERIORATION OF BRIDGE COMPONENTS ON VARIOUS BRIDGES IN VARIOUS MUNICIPALITIES REGIONWIDE	BFP MAIN 01/2029	0.480	DETLDES					0.480			
		SDF 01/2029	0.120	DETLDES					0.120			
		BFP MAIN 03/2029	0.080	ROWACQU					0.080			
		SDF 03/2029	0.020	ROWACQU					0.020			
		BFP MAIN 03/2029	0.040	ROWINCD					0.040			
		SDF 03/2029	0.010	ROWINCD					0.010			
		BFP MAIN 02/2030	0.480	CONINSP						0.480		
		SDF 02/2030	0.120	CONINSP						0.120		
		BFP MAIN 02/2030	2.400	CONST						2.400		
	SDF 02/2030	0.600	CONST					0.600				
AQC:A19	MULTI	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.350		0.000	0.000	0.000	0.000	0.750	3.600	0.000
NYSDOT 881751 BRIDGE <Exempt>	BRIDGE MAINTENANCE BY CONTRACT: CORRECT EXISTING DEFICIENCIES AND PREVENT FURTHER DETERIORATION OF BRIDGE COMPONENTS ON VARIOUS BRIDGES IN VARIOUS MUNICIPALITIES REGIONWIDE	NHPP 01/2028	0.480	DETLDES				0.480				
		SDF 01/2028	0.120	DETLDES				0.120				
		NHPP 03/2028	0.080	ROWACQU				0.080				
		SDF 03/2028	0.020	ROWACQU				0.020				
		NHPP 03/2028	0.040	ROWINCD				0.040				
		SDF 03/2028	0.010	ROWINCD				0.010				
		NHPP 02/2029	0.640	CONINSP					0.640			
		SDF 02/2029	0.160	CONINSP					0.160			
		NHPP 02/2029	3.200	CONST					3.200			
	SDF 02/2029	0.800	CONST					0.800				
AQC:A19	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.550		0.000	0.000	0.000	0.750	4.800	0.000	0.000
NYSDOT 881760 R&P <Exempt>	INTERSECTION PAVEMENT IMPROVEMENTS: PROJECT WILL RESURFACE A FEDERAL AID ELIGIBLE INTERSECTION TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE. VARIOUS MUNICIPALITIES, REGIONWIDE.	SDF 11/2026	0.075	DETLDES			0.075					
		NHPP 12/2027	0.120	CONINSP				0.120				
		SDF 12/2027	0.030	CONINSP				0.030				
		NHPP 12/2027	0.800	CONST				0.800				
		SDF 12/2027	0.200	CONST				0.200				
AQC:A10	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.225		0.000	0.000	0.075	1.150	0.000	0.000	0.000
NYSDOT 881761 R&P <Exempt>	INTERSECTION PAVEMENT IMPROVEMENTS: PROJECT WILL RESURFACE A FEDERAL AID ELIGIBLE INTERSECTION TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE. VARIOUS MUNICIPALITIES, REGIONWIDE.	SDF 12/2028	0.075	DETLDES					0.075			
		NHPP 12/2029	0.120	CONINSP						0.120		
		SDF 12/2029	0.030	CONINSP						0.030		
		NHPP 12/2029	0.800	CONST						0.800		
		SDF 12/2029	0.200	CONST						0.200		
AQC:A10	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.225		0.000	0.000	0.000	0.000	0.075	1.150	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST	TOTAL 5YR COST :											
NYSDOT 881764 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 11/2025 NHPP 12/2026 SDF 12/2026 NHPP 12/2026 SDF 12/2026	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST		0.400	2.240 0.560 11.760 2.940					
AQC:A10P	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.400	17.500	0.000	0.000	0.000	0.000	0.000
NYSDOT 881765 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 11/2025 NHPP 01/2027 SDF 01/2027 NHPP 01/2027 SDF 01/2027	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST		0.400	2.240 0.560 11.760 2.940					
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.400	17.500	0.000	0.000	0.000	0.000	0.000
NYSDOT 881766 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 11/2026 NHPP 12/2027 SDF 12/2027 NHPP 12/2027 SDF 12/2027	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST			0.400 2.240 0.560 11.760 2.940					
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.400	17.500	0.000	0.000	0.000	0.000
NYSDOT 881767 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 12/2026 NHPP 12/2027 SDF 12/2027 NHPP 12/2027 SDF 12/2027	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST			0.400 2.240 0.560 11.760 2.940					
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.400	17.500	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST	TOTAL 5YR COST :										
NYSDOT 881768 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 11/2027 NHPP 12/2028 SDF 12/2028 NHPP 12/2028 SDF 12/2028	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST				0.400	2.240 0.560 11.760 2.940		
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.000	0.400	17.500	0.000	0.000
NYSDOT 881769 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 12/2027 NHPP 12/2028 SDF 12/2028 NHPP 12/2028 SDF 12/2028	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST				0.400	2.240 0.560 11.760 2.940		
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.000	0.400	17.500	0.000	0.000
NYSDOT 881770 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 11/2028 NHPP 12/2029 SDF 12/2029 NHPP 12/2029 SDF 12/2029	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST					0.400 2.240 0.560 11.760 2.940		
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.000	0.000	0.400	17.500	0.000
NYSDOT 881771 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 12/2028 NHPP 12/2029 SDF 12/2029 NHPP 12/2029 SDF 12/2029	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST					0.400 2.240 0.560 11.760 2.940		
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.000	0.000	0.400	17.500	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST	TOTAL 5YR COST :											
NYSDOT 882395 TRANSIT <Exempt>	NEWBURGH-BEACON SHUTTLE BUS SERVICE INCLUDING STEWART INTERNATIONAL AIRPORT. CITY OF BEACON, DUTCHESS COUNTY AND CITY OF NEWBURGH, ORANGE COUNTY. 1/1/2024-12/31/2026.	STBG FLEX 10/2024 SDF 10/2024 STBG FLEX 10/2025 SDF 10/2025	0.000 0.000 0.512 0.128	MISC MISC MISC MISC	0.352 0.088	0.512 0.128						
AQC:B1P	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.640		0.440	0.640	0.000	0.000	0.000	0.000	0.000	0.000
MNR 882399 MOBIL <Exempt>	NEWBURGH-BEACON FERRY SERVICE OPERATIONS INCLUDING PARKING , LEASING OF THE VESSEL, AND DOCK IMPROVEMENTS. TRANSFER TO FTA. 6/1/2022-5/31/29.	FTA 5307 06/2025 MTA 06/2025 STBG FLEX 06/2025 MTA 06/2025 STBG FLEX 06/2027 MTA 06/2027 STBG FLEX 06/2029 MTA 06/2029	0.000 0.000 0.000 0.000 1.501 0.375 1.501 0.375	OPER OPER OPER OPER OPER OPER MISC MISC	1.631 0.408 1.501 0.375	1.501 0.375			1.501 0.375			
AQC:B1	MULTI TPC: \$12.5-\$19 M	TOTAL 5YR COST :	3.752		3.915	0.000	1.876	0.000	1.876	0.000	0.000	0.000
NYSDOT 882417 TRANSIT <Exempt>	ULSTER COUNTY AREA TRANSIT (UCAT) BUS SERVICES: UPL ROUTE (ROSENDALEPOUGHKEEPSIE); KPL ROUTE (KINGSTON - POUGHKEEPSIE) BUS SERVICES SERVES DUTCHESS AND ULSTER COUNTIES. JANUARY 2025-DECEMBER 2027.	STBG FLEX 10/2024 SDF 10/2024 STBG FLEX 10/2025 SDF 10/2025 STBG FLEX 10/2026 SDF 10/2026	0.000 0.000 0.288 0.072 0.288 0.072	MISC MISC MISC MISC MISC MISC	0.288 0.072	0.288 0.072	0.288 0.072					
AQC:B1	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.720		0.360	0.360	0.360	0.000	0.000	0.000	0.000	0.000
NYSDOT 882426 MOBIL <Exempt>	HIGHWAY EMERGENCY LOCAL PATROLS (HELP) PROJECT HANDLES TECHNOLOGY NEEDS SUCH AS COMPUTER AIDED DISPATCH (CAD), WIRELESS COMMUNICATIONS, AUTOMATIC VEHICLE LOCATION (AVL), REAL TIME INFORMATION & INCIDENT MANAGEMENT. (FORMERLY PIN: 881036)	NHPP 04/2025 SDF 04/2025 NHPP 04/2026 SDF 04/2026 NHPP 04/2027 SDF 04/2027	0.000 0.000 0.080 0.020 0.080 0.020	MISC MISC MISC MISC MISC MISC	0.080 0.020	0.080 0.020	0.080 0.020					
AQC:A7Z	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.200		0.100	0.100	0.100	0.000	0.000	0.000	0.000	0.000
NYSDOT 882435 TRANSIT <Exempt>	ULSTER COUNTY AREA TRANSIT (UCAT) BUS SERVICES: UPL ROUTE (ROSENDALE-POUGHKEEPSIE); KPL ROUTE (KINGSTON - POUGHKEEPSIE) BUS SERVICES SERVES DUTCHESS AND ULSTER COUNTIES. JANUARY 2028-DECEMBER 2030.	STBG FLEX 10/2027 SDF 10/2027 STBG FLEX 10/2028 SDF 10/2028 STBG FLEX 10/2029 SDF 10/2029	0.288 0.072 0.288 0.072 0.288 0.072	MISC MISC MISC MISC MISC MISC		0.288 0.072	0.288 0.072			0.288 0.072		
AQC:B1	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.080		0.000	0.000	0.000	0.360	0.360	0.360	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST	TOTAL 5YR COST :										
NYSDOT 882436 TRANSIT <Exempt>	NEWBURGH-BEACON SHUTTLE BUS SERVICE INCLUDING STEWART INTERNATIONAL AIRPORT, CITY OF BEACON, DUTCHESS COUNTY AND CITY OF NEWBURGH, ORANGE COUNTY. 1/1/2027-12/31/2029.	STBG FLEX 10/2026 SDF 10/2026 STBG FLEX 10/2027 SDF 10/2027 STBG FLEX 10/2028 SDF 10/2028	0.512 0.128 0.512 0.128 0.512 0.128	MISC MISC MISC MISC MISC MISC			0.512 0.128	0.512 0.128	0.512 0.128		
AQC:B1P	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.920		0.000	0.000	0.640	0.640	0.640	0.000	0.000
NYSDOT 882446 MOBIL <Exempt>	HIGHWAY EMERGENCY LOCAL PATROL (HELP) FREEWAY INCIDENT MANAGEMENT. THE PROJECT INCLUDES PAY FOR THE CONTRACT OPERATORS, THE TRUCKS, ALL EQUIPMENT ON BOARD, GASOLINE, AND OTHER OPERATIONAL NEEDS AT VARIOUS LOCATIONS IN THE HUDSON VALLEY. 1/1/2027-12/31/2029.	NHPP 01/2027 SDF 01/2027 NHPP 01/2028 SDF 01/2028 NHPP 01/2029 SDF 01/2029	5.360 1.340 5.360 1.340 5.360 1.340	MISC MISC MISC MISC MISC MISC			5.360 1.340	5.360 1.340	5.360 1.340		
AQC:A7	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	20.100		0.000	0.000	6.700	6.700	6.700	0.000	0.000
NYSDOT 882447 TRAFFIC <Exempt>	HIGHWAY EMERGENCY LOCAL PATROLS (HELP) MONITORING & DISPATCH SERVICES. THIS PROJECT INCLUDES FIELD OBSERVATION; PAPERWORK MONITORING; DISPATCH SERVICES; PREPARATION OF MONTHLY, QUARTERLY, & ANNUAL ACTIVITY REPORTS; & INVESTIGATION OF COMPLAINTS.	NHPP 01/2028 SDF 01/2028 NHPP 01/2029 SDF 01/2029 NHPP 01/2030 SDF 01/2030	0.840 0.210 0.840 0.210 0.840 0.210	MISC MISC MISC MISC MISC MISC			0.840 0.210	0.840 0.210	0.840 0.210		
AQC:A7P	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.150		0.000	0.000	0.000	1.050	1.050	1.050	0.000
NYSDOT 882448 MOBIL <Exempt>	HELP COMMUNICATIONS-VOICE DATA: THIS PROJECT HANDLES TECHNOLOGY NEEDS SUCH AS COMPUTER AIDED DISPATCH (CAD), WIRELESS COMMUNICATIONS, AUTOMATIC VEHICLE LOCATION (AVL), REAL TIME INFORMATION & INCIDENT MANAGEMENT. DUTCHESS, ORANGE, PUTNAM, ROCKLAND AND WESTCHESTER COUNTY.	NHPP 04/2028 SDF 04/2028 NHPP 04/2029 SDF 04/2029 NHPP 04/2030 SDF 04/2030	0.080 0.020 0.080 0.020 0.080 0.020	MISC MISC MISC MISC MISC MISC			0.080 0.020	0.080 0.020	0.080 0.020		
AQC:A7P	MULTI TPC: < \$0.75 M	TOTAL 5YR COST :	0.300		0.000	0.000	0.000	0.100	0.100	0.100	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST		TOTAL 5YR COST :									
NYSDOT 882451 TRANSIT <Exempt>	POUGHKEEPSIE-WHITE PLAINS COMMUTER BUS: OPERATING ASSISTANCE FOR WEEKDAY PEAK-HOUR COMMUTER BUS SERVICE ALONG THE ROUTE 9 CORRIDOR SERVING RESIDENTS OF DUTCHESS, PUTNAM, AND WESTCHESTER COUNTIES TO ENABLE AND SUSTAIN CONTINUED OPERATION OF THE SERVICE. 1/1/2029-12/31/2031.	STBG LG URB 10/2028 SDF 10/2028 STBG LG URB 10/2029 SDF 10/2029 STBG LG URB 10/2030 SDF 10/2030	1.440 0.360 1.440 0.360 0.000 0.000	OPER OPER OPER OPER OPER OPER					1.440 0.360	1.440 0.360	1.440 0.360
AQC:B1P	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	1.800	1.800	1.800
NYSDOT 882457 TRANSIT <Exempt>	NEWBURGH-BEACON SHUTTLE BUS SERVICE INCLUDING STEWART INTERNATIONAL AIRPORT. CITY OF BEACON, DUTCHESS COUNTY AND CITY OF NEWBURGH, ORANGE COUNTY. 1/1/2030-12/31/2032.	STBG FLEX 10/2029 SDF 10/2029 STBG FLEX 10/2030 SDF 10/2030 STBG FLEX 10/2031 SDF 10/2031	0.512 0.128 0.000 0.000 0.000 0.000	MISC MISC MISC MISC MISC MISC						0.512 0.128	0.512 0.128 0.512 0.128
AQC:B1	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.000	0.640	1.280
MNR 882459 MOBIL <Exempt>	MTA METRO-NORTH RAILROAD MARKETING AND CONNECTING SERVICES PROGRAM: PROMOTE THE USE OF BUSES, CAR/VANPOOLING, FERRIES, ETC. TO ACCESS MAJOR METRO-NORTH RAIL CORRIDORS TO REDUCE CONGESTION AND IMPROVE MOBILITY AND AIR QUALITY. THE PROGRAM ALSO INCLUDES FUNDING FOR UNI-TICKET USE. DUTCHESS, ORANGE, PUTNAM, ROCKLAND AND WESTCHESTER COUNTIES. 1/1/2030-12/31/2032	CMAQ 10/2029 SDF 10/2029 CMAQ 10/2030 SDF 10/2030 CMAQ 10/2031 SDF 10/2031	0.292 0.073 0.000 0.000 0.000 0.000	OPER OPER OPER OPER OPER OPER						0.292 0.073	0.292 0.073 0.292 0.073
AQC:C1P	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.000	0.365	0.730
NYSDOT 882464 MOBIL <Exempt>	HIGHWAY EMERGENCY LOCAL PATROL (HELP) FREEWAY INCIDENT MANAGEMENT. THE PROJECT INCLUDES PAY FOR THE CONTRACT OPERATORS, THE TRUCKS, ALL EQUIPMENT ON BOARD, GASOLINE, AND OTHER OPERATIONAL NEEDS AT VARIOUS LOCATIONS IN THE HUDSON VALLEY. 1/1/2030-12/31/2032.	NHPP 01/2030 SDF 01/2030 NHPP 01/2031 SDF 01/2031 NHPP 01/2032 SDF 01/2032	5.360 1.340 0.000 0.000 0.000 0.000	MISC MISC MISC MISC MISC MISC						5.360 1.340	5.360 1.340 5.360 1.340
AQC:A6P	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.000	6.700	13.400

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST		TOTAL 5YR COST :										
NYSDOT 882466 MOBIL <Exempt>	ITS FIELD OPERATIONS: THIS PROJECT ENCOMPASSES THE TROUBLESHOOTING, DIAGNOSIS, REPAIR, OR DAMAGE ASSESSMENT OF THE VARIOUS COMPONENTS OF THE INTELLIGENT TRANSPORTATION SYSTEM (ITS). COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTI	NHPP 12/2029 SDF 12/2029 NHPP 12/2030 SDF 12/2030 NHPP 12/2031 SDF 12/2031	3.360 0.840 0.000 0.000 0.000 0.000	MISC MISC MISC MISC MISC MISC							3.360 0.840	3.360 0.840 3.360 0.840
AQC:A7P	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	0.000	4.200	8.400	
NYSDOT 894011 MISC <Exempt>	ITS FIELD OPERATIONS: THIS PROJECT ENCOMPASSES THE TROUBLESHOOTING, DIAGNOSIS, REPAIR, OR DAMAGE ASSESSMENT OF THE VARIOUS COMPONENTS OF THE INTELLIGENT TRANSPORTATION SYSTEM (ITS) FOR DECEMBER 1, 2023 - NOVEMBER 30, 2026 COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	NHPP 12/2024 SDF 12/2024 NHPP 12/2025 SDF 12/2025	0.000 0.000 3.360 0.840	MISC MISC MISC MISC	2.400 0.600	3.360 0.840						
AQC:A7P	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :			3.000	4.200	0.000	0.000	0.000	0.000	0.000	
NYSDOT 894014 MOBIL <Exempt>	ITS FIELD OPERATIONS: THIS PROJECT ENCOMPASSES THE TROUBLESHOOTING, DIAGNOSIS, REPAIR, OR DAMAGE ASSESSMENT OF THE VARIOUS COMPONENTS OF THE INTELLIGENT TRANSPORTATION SYSTEM (ITS). COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	NHPP 12/2026 SDF 12/2026 NHPP 12/2027 SDF 12/2027 NHPP 12/2028 SDF 12/2028	3.360 0.840 3.360 0.840 3.360 0.840	MISC MISC MISC MISC MISC MISC			3.360 0.840	3.360 0.840	3.360 0.840			
AQC:A7P	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :			0.000	0.000	4.200	4.200	4.200	0.000	0.000	
LOCAL 8BLK04 BRIDGE <Exempt>	DCTC BLOCK FUNDING FOR STBG OFF SYSTEM BRIDGE FUNDS: THIS PROJECT REPRESENTS A FUTURE BLOCK OF SURFACE TRANSPORTATION BLOCK GRANT OFF SYSTEM BRIDGE FUNDING TO BE USED ON A PROJECT OR PROJECTS FOR REHABILITATING OR REPLACING STRUCTURES LOCATED OFF THE FEDERAL AID SYSTEM IN THE JURISDICTIONAL AREA OF DUTCHESS COUNTY .	STBG-OFF 09/2029 STBG-OFF 09/2030	1.213 1.417	MISC MISC					1.213	1.417		
AQC:J1	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :			0.000	0.000	0.000	0.000	1.213	1.417	0.000	

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TOTAL PROJECT COST											
LOCAL 8BLK05 MISC <Exempt>	DCTC BLOCK FUNDING FOR STBG LG URBAN: THIS PROJECT REPRESENTS A FUTURE BLOCK OF SURFACE TRANSPORTATION BLOCK GRANT LARGE URBAN FUNDING TO BE USED ON A PROJECT OR PROJECTS FOR ELIGIBLE REPAVING OR MAINTENANCE PROJECTS LOCATED IN THE JURISDICTIONAL AREA OF DUTCHESS COUNTY.	STBG LG URB 09/2030	1.879	MISC						1.879	
AQC:J1	DUTCHESS TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.879		0.000	0.000	0.000	0.000	0.000	1.879	0.000
LOCAL 8BLK09 MISC <Exempt>	DCTC BLOCK FUNDING FOR CRP: THIS PROJECT REPRESENTS A FUTURE BLOCK OF CARBON REDUCTION PROGRAM FUNDING TO BE USED ON AN ELIGIBLE PROJECT LOCATED IN DUTCHESS COUNTY.	CRP LG URB 09/2030	0.184	MISC						0.184	
AQC:J1	DUTCHESS TPC: < \$0.75 M	TOTAL 5YR COST :	0.184		0.000	0.000	0.000	0.000	0.000	0.184	0.000
LOCAL 8BLK13 SAFETY <Exempt>	DUTCHESS COUNTY HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) FUNDING. THIS FUNDING WILL BE USED ON FEDERAL AID ELIGIBLE ROADWAYS TO IMPROVE SAFETY IN DUTCHESS COUNTY.	HSIP 09/2026 HSIP 09/2027 HSIP 09/2028 HSIP 09/2029 HSIP 09/2030	1.041 0.358 0.358 0.358 0.358	MISC MISC MISC MISC MISC		1.041	0.358	0.358	0.358	0.358	
AQC:J1	DUTCHESS TPC: \$2-\$4 M	TOTAL 5YR COST :	2.473		0.000	1.041	0.358	0.358	0.358	0.358	0.000
DUTCHESS CO 8TD031 TRANSIT <Exempt>	PURCHASE FIFTEEN (15) HEAVY-DUTY BUSES AND THREE (3) MEDIUM DUTY BUSES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM. DUTCHESS COUNTY. MEP PROJECT.	FTA 5307 09/2025 LOCAL 09/2025 STATE 09/2025 FTA 5339 09/2025 LOCAL 09/2025 STATE 09/2025 STATE 09/2025	0.000 0.000 0.000 0.000 0.000 0.000 0.000	VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP	6.080 0.760 0.760 1.362 0.170 0.170 0.764						
AQC:B10	DUTCHESS TPC: \$9.5-15.5 M	TOTAL 5YR COST :	0.000		10.066	0.000	0.000	0.000	0.000	0.000	0.000
DUTCHESS CO 8TD033 TRANSIT <Exempt>	PURCHASE SIXTEEN (16) HEAVY-DUTY BUSES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM. DUTCHESS COUNTY	FTA 5307 09/2027 LOCAL 09/2027 STATE 09/2027 FTA 5339 10/2026 LOCAL 10/2026 STATE 10/2026	4.600 0.572 0.572 2.300 0.288 0.288	VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP VEHEQUIP			4.600 0.572 0.572 2.300 0.288 0.288				
AQC:B10	DUTCHESS TPC: \$7.5-\$12 M	TOTAL 5YR COST :	8.620		0.000	0.000	8.620	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025									
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030			
TOTAL PROJECT COST		TOTAL 5YR COST :												
DUTCHESS CO 8TD046 TRANSIT <Exempt>	PREVENTIVE MAINTENANCE ACTIVITIES TO SUPPORT TRANSIT SERVICES FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM. DUTCHESS COUNTY.	FTA 5307 01/2026 LOCAL 01/2026 STATE 01/2026 FTA 5307 01/2027 LOCAL 01/2027 STATE 01/2027 FTA 5307 01/2028 LOCAL 01/2028 STATE 01/2028 FTA 5307 01/2029 LOCAL 01/2029 STATE 01/2029 FTA 5307 01/2030 LOCAL 01/2030 STATE 01/2030	1.300 0.162 0.162 1.300 0.162 0.162 1.100 0.138 0.138 1.100 0.138 0.138 1.100 0.138 0.138	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC		1.300 0.162 0.162		1.300 0.162 0.162		1.100 0.138 0.138		1.100 0.138 0.138		1.100 0.138 0.138
AQC:B3	DUTCHESS	TPC: \$6-\$9.4 M	TOTAL 5YR COST :		7.376	0.000	1.624	1.624	1.376	1.376	1.376	0.000		
DUTCHESS CO 8TRD91 TRANSIT <Exempt>	OPERATING ASSISTANCE FOR THE DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM TO SUPPORT TRANSIT SERVICE IN DUTCHESS COUNTY.	FTA 5307 10/2025 LOCAL 10/2025 FTA 5311 10/2025 LOCAL 10/2025 FTA 5307 10/2026 LOCAL 10/2026 FTA 5311 10/2026 LOCAL 10/2026 FTA 5307 10/2027 LOCAL 10/2027 FTA 5311 10/2027 LOCAL 10/2027 FTA 5307 10/2028 LOCAL 10/2028 FTA 5311 10/2028 LOCAL 10/2028 FTA 5307 10/2029 LOCAL 10/2029 FTA 5311 10/2029 LOCAL 10/2029	2.035 2.035 0.117 0.117 2.035 2.035 0.117 0.117 1.900 1.900 0.117 0.117 1.900 1.900 0.117 0.117 1.900 1.900 0.117 0.117	OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER OPER		2.035 2.035 0.117 0.117		2.035 2.035 0.117 0.117		1.900 1.900 0.117 0.117		1.900 1.900 0.117 0.117		1.900 1.900 0.117 0.117
AQC:B1	DUTCHESS	TPC: \$15-\$25 M	TOTAL 5YR COST :		20.710	0.000	4.304	4.304	4.034	4.034	4.034	0.000		

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TOTAL PROJECT COST												
DUTCHESS CO 8TRD94 TRANSIT <Exempt>	DCTC BLOCK FUNDING FOR THE FTA SECTION 5310 PROGRAM. PROVIDES FUNDING FOR NOT-FOR-PROFIT AGENCIES TO SUPPORT TRANSPORTATION SERVICES FOR THE ELDERLY AND PERSONS WITH DISABILITIES.	FTA 5310 10/2025	0.225	MISC		0.225						
		LOCAL 10/2025	0.056	MISC		0.056						
		FTA 5310 10/2026	0.225	MISC			0.225					
		LOCAL 10/2026	0.056	MISC			0.056					
		FTA 5310 10/2027	0.225	MISC				0.225				
		LOCAL 10/2027	0.056	MISC				0.056				
		FTA 5310 10/2028	0.225	MISC					0.225			
		LOCAL 10/2028	0.056	MISC					0.056			
		FTA 5310 10/2029	0.225	MISC						0.225		
	LOCAL 10/2029	0.056	MISC						0.056			
AQC:J1	DUTCHESS	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.405		0.000	0.281	0.281	0.281	0.281	0.281	0.000
DUTCHESS CO 8TRD99 TRANSIT <Exempt>	PURCHASE OF TRANSIT AMENITIES SUCH AS BIKE RACKS, BENCHES, SIGNS, AND SHELTERS FOR DUTCHESS COUNTY PUBLIC TRANSIT SYSTEM.	STATE 10/2025	0.010	MISC		0.010						
		STATE 10/2026	0.010	MISC			0.010					
		STATE 10/2027	0.010	MISC				0.010				
		STATE 10/2028	0.010	MISC					0.010			
		STATE 10/2029	0.010	MISC						0.010		
		STATE 10/2030	0.000	MISC							0.010	
AQC:B7	DUTCHESS	TPC: < \$0.75 M	TOTAL 5YR COST :	0.050		0.000	0.010	0.010	0.010	0.010	0.010	0.010