



# UCTC

ULSTER COUNTY TRANSPORTATION COUNCIL

**FFY 2023 – 2027**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**Adopted July 26, 2022**

**For the Period October 1, 2022 – September 31, 2027**

**Prepared By:  
Ulster County Transportation Council  
244 Fair Street  
Kingston, NY 12402-1800**

**<http://www.co.ulster.ny.us/planning/tran.html>**

**ULSTER COUNTY TRANSPORTATION COUNCIL**  
**2023 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

---

**For the Period April 1, 2022 – March 31, 2023**

*This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, divisions of the U.S. Department of Transportation. The views and opinions expressed herein do not necessarily reflect those of the U. S. Department of Transportation.*

# ULSTER COUNTY TRANSPORTATION COUNCIL

---

## POLICY COMMITTEE MEMBERS

### Patrick K. Ryan, Ulster County Executive UCTC Chair

Steven Noble, Mayor  
City of Kingston

James Quigley III, Supervisor  
Town of Ulster

Fred Costello Jr., Supervisor  
Town of Saugerties

Melinda McKnight, Supervisor  
Town of Hurley

Matthew J. Driscoll, Exec. Dir.  
NYS Thruway Authority

Danielle Freer, Supervisor  
Town of Esopus

Michael Baden, Supervisor  
Town of Rochester

Scott Corcoran, Supervisor  
Town of Marlborough

Tim Rogers, Mayor  
Village of New Paltz

Terry Houck, Supervisor  
Town of Wawarsing

Paul Landi, Supervisor  
Town of Kingston

John Valk, Jr, Supervisor  
Town of Shawangunk

Marie Therese Dominguez, Commissioner  
NYS Department of Transportation

Dennis Doyle, Director  
PO Box 1800  
244 Fair Street, 3<sup>rd</sup> Floor  
Kingston, New York 12402-1800

P: (845) 340-3340

F: (845) 340-3429

[www.co.ulster.ny.us/planning/tran.html](http://www.co.ulster.ny.us/planning/tran.html)

## RESOLUTION 2022-08

### ULSTER COUNTY TRANSPORTATION COUNCIL

#### ADOPTION OF THE ULSTER COUNTY TRANSPORTATION COUNCIL (UCTC) FEDERAL FISCAL YEAR 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM

**WHEREAS**, the Ulster County Transportation Council (UCTC) has been officially designated as the Metropolitan Planning Organization for Ulster County and is authorized to amend the Transportation Improvement Program (TIP) as needed to add or delete projects and modify costs, schedules and funding for Federally funded projects; and

**WHEREAS**, Federal rules and regulations require that a Transportation Improvement Program be developed and adopted by the designated Metropolitan Planning Organization; and

**WHEREAS**, the federal surface transportation programs that are the responsibility of the UCTC are authorized by the Infrastructure Investment and Jobs Act (IIJA, also known as the “Bipartisan Infrastructure Law,” or BIL), (Pub. L. 117-58, November 15, 2021); and

**WHEREAS**, Federal rules and regulations require that the urban transportation planning process include the cooperative development of a Transportation Improvement Program (TIP), consisting of a staged multi-year program of projects consistent with the long range transportation plan; and

**WHEREAS**, the Federal Highway Administration and Federal Transit Administration issued a Final Rule (81 FR 34049) on May 27, 2016 that implements the provisions of Title 23 U.S.C. 134 and 135, and Title 49 U.S.C. 5303 and 5304; and,

**WHEREAS**, Title 23 U.S.C. Section 134 (Metropolitan Transportation Planning) requires that a Metropolitan Planning Organization, in cooperation with the State, develop a Transportation Improvement Program (TIP) for the Metropolitan Planning Area; and,

**WHEREAS**, the TIP planning process shall provide for the consideration and implementation of projects, strategies, and services that will address the planning factors identified in the IIJA; and,

**WHEREAS**, the TIP contains projects consistent with the current Metropolitan Transportation Plan (MTP), and when implemented, will make progress towards achieving the performance targets established in the MTP; and,

**WHEREAS**, the TIP includes all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; and,

**WHEREAS**, the TIP includes a financial plan that demonstrates fiscal constraint and shows how the TIP can be implemented with available funding; and,

**RESOLUTION 2022-08**

**ULSTER COUNTY TRANSPORTATION COUNCIL**

**WHEREAS**, the Ulster County Transportation Council consulted with state and local entities, and public transportation operators in developing the TIP for the Metropolitan Planning Area; and,

**WHEREAS**, the UCTC held a public meeting on July 12, 2022 to present the Draft TIP and opened 15-day public comment period starting July 7, 2022 and ending July 21, 2022; and,

**WHEREAS**, the Ulster County Transportation Council certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable federal rules and regulations, as demonstrated by the self-certification narrative included in Appendix A of the TIP; and,

**WHEREAS**, the United States Environmental Protection Agency (EPA) promulgated the 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) effective on July 20, 2013, classifying the Kingston area in attainment for the 2008 ozone standard; and,

**WHEREAS**, the EPA promulgated a rule on July 20, 2012 revoking the Transportation Conformity requirements for 1997 8-Hour Ozone NAAQS effective July 20, 2013; and,

**WHEREAS**, as a result, the Ulster County Transportation Council is not required to make a transportation conformity determination under the 2008 8-Hour Ozone NAAQS; now therefore be it

**RESOLVED**, that the Ulster County Transportation Council adopts the attached 2023-2027 TIP and authorizes the Secretary of the Ulster County Transportation Council to transmit it to the Federal Highway Administration, Federal Transit Administration, and New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP); and,

**RESOLVED**, that projects identified as obligated in Federal Fiscal Year 2022 are automatically incorporated in the Federal Fiscal Year 2023 annual element if they are not obligated prior to September 30, 2022;

**CERTIFICATE**, the undersigned, duly qualified and Secretary of the Ulster County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by a vote on July 26, 2022.

7/27/2022  
Date

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





# TABLE OF CONTENTS

<i>UCTC Membership</i> .....	<i>iii</i>
<i>Adopting Resolution</i> .....	<i>iv</i>
<i>Introduction</i> .....	<i>1</i>
<i>Transportation Improvement Program</i> .....	<i>4</i>
<i>Statewide Transportation Improvement Program</i> .....	<i>5</i>
<i>Transportation Management Area</i> .....	<i>5</i>
<i>Congestion Management Process</i> .....	<i>7</i>
<i>Federal Requirements</i> .....	<i>8</i>
<i>Planning to Projects – Projects Previously Completed</i> .....	<i>10</i>
<i>Performance Management Anticipated Effects</i> .....	<i>13</i>
<i>Making Changes to the TIP</i> .....	<i>23</i>
<i>Developing the 2020 – 2021 TIP</i> .....	<i>25</i>
<i>UCTC 2023 – 2027 Financial Plan</i> .....	<i>28</i>
<i>Explanation of TIP Project Listing Tables</i> .....	<i>31</i>

## TABLES

<i>Table 1: Major Projects Completed During Previous TIP Cycle</i> .....	<i>12</i>
<i>Table 2: New York State Department of Transportation 2022 Safety Performance Targets</i> .....	<i>14</i>
<i>Table 3: UCAT Asset Management Plan Performance Measures and Targets</i> .....	<i>16</i>
<i>Table 4: NYSDOT Targets for Bridge/Pavement Performance Measures on the NHS</i> .....	<i>18</i>
<i>Table 5: NYSDOT Targets for Congestion Mitigation System Perf. Measures on the NHS</i> .....	<i>20</i>
<i>Table 6: UCAT Safety Performance Targets</i> .....	<i>22</i>
<i>Table 7: TIP Amendment and Modification Procedures</i> .....	<i>24</i>
<i>Table 8: UCTC 2020-2024 Fiscal Constraint Table</i> .....	<i>29</i>
<i>Table 9: Project Locations Reference Table (refer to Figure 2)</i> .....	<i>35</i>

## FIGURES

<i>Figure 1: Ulster County Transportation Council Metropolitan Planning Area</i> .....	<i>2</i>
<i>Figure 2: Mid-Hudson Valley Transportation Management Area (TMA)</i> .....	<i>6</i>
<i>Figure 3: UCTC State and Local Bridge, Highway, Discretionary &amp; Transit Program (millions)</i> ...	<i>30</i>
<i>Figure 4: FFY 2023-2027 Project Location Map</i> .....	<i>36</i>

## **TABLE OF CONTENTS, Continued**

### UCTC TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LISTINGS

*Draft UCTC Highway, Transit and Multicounty Project Listings ..... Highway – 1*

### APPENDICES

*Appendix A: MPO Self Certification.....A-1*

*Appendix B: Public Comments Received .....B-1*

*Appendix C: 2023 – 2027 Fiscal Targets..... C-1*

*Appendix D: TIP/STIP Certification and Acceptance Letters..... D-1*



# INTRODUCTION

The Ulster County Transportation Council (UCTC) is the designated Metropolitan Planning Organization (MPO) for the Kingston Urbanized Area and a portion of the Poughkeepsie-Newburgh-NY-NJ Urbanized Area. UCTC is required to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process. The UCTC is hosted by the County of Ulster within the Planning Department under a formal agreement with the State of New York.

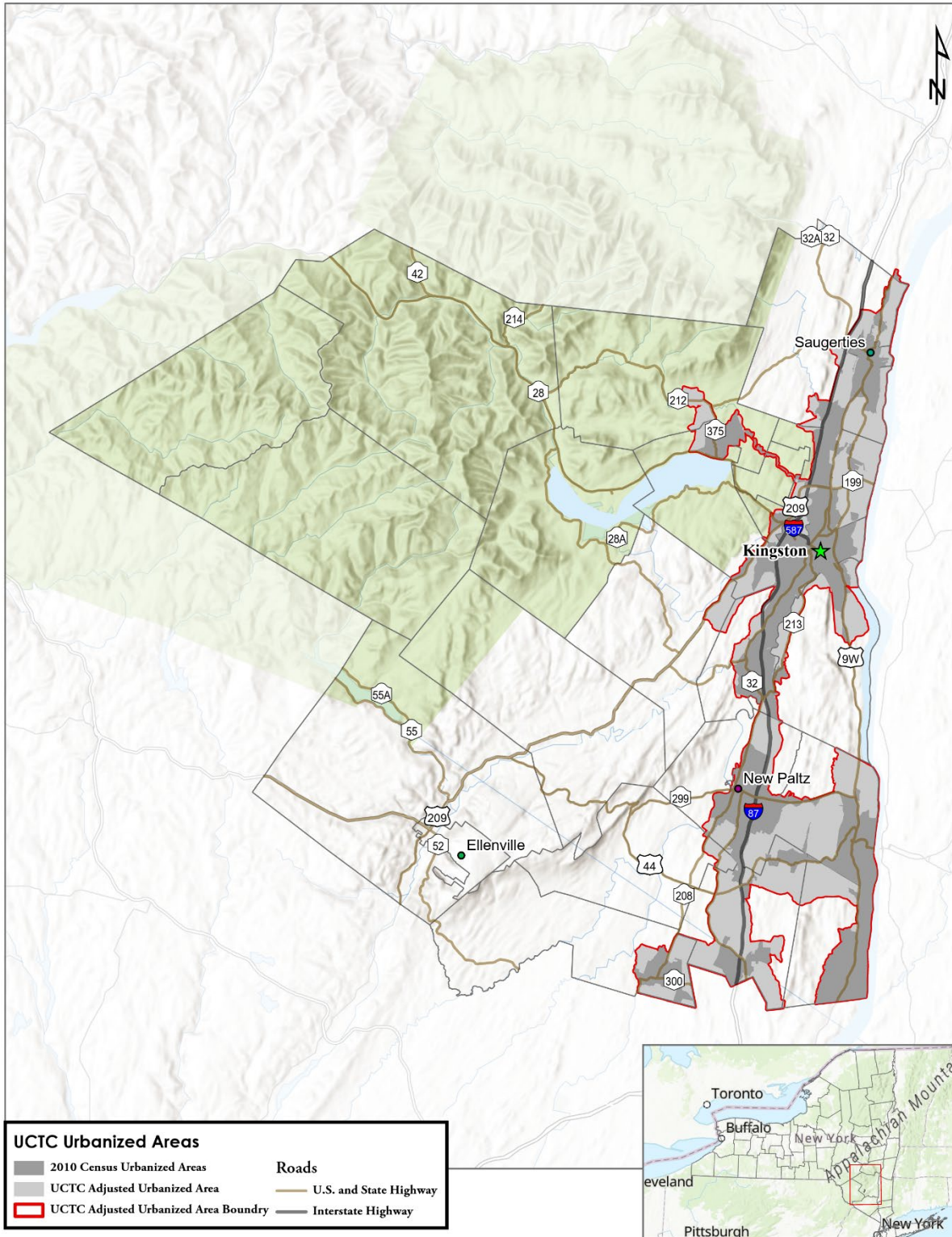
Metropolitan Planning Organizations (MPOs) are designated for each urbanized area having a population of more than 50,000 by agreement between the Governor and local governments. As a result of Census 2000, it was determined that the greater Kingston area had achieved "metropolitan" status. On June 4, 2003, the Governor of the State of New York together with the County of Ulster and its municipalities formally designated the Ulster County Transportation Council (UCTC) as the MPO for the Kingston Urbanized Area. In 2004, the UCTC agreed to expand its Metropolitan Planning Area (MPA) boundary to all of Ulster County. In 2013, UCTC reviewed and adjusted its existing urbanized area and Metropolitan Planning Area boundary based on population figures associated with Census 2010, which was approved by the Federal Highway Administration (FHWA) in September 2013.

The UCTC is required to develop three core documents to guide the transportation planning and programming process: a Long Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). Federal requirements stipulate the LRTP must address a minimum 20-year planning horizon and be updated no less than once every five years. The most recent Ulster County Transportation Council LRTP – 2045 Long Range Transportation Plan– was adopted September 22th, 2020. Projects identified on the TIP must be consistent with the goals and strategies identified within the LRTP. The TIP serves as the five-year capital program for federally funded transportation projects and is required to be updated at least once every 4 years.<sup>1</sup> The UPWP summarizes the UCTC planning work program activities performed by staff over the course of a State Fiscal Year (SFY). Typically, the UPWP is adopted each year in March by the Policy Committee in advance of the April to March SFY.

---

<sup>1</sup> 23 USC 134: Metropolitan transportation planning (j)(1)D(i). Effective April 10, 2016.

**Figure 1: Ulster County Transportation Council Metropolitan Planning Area**



Final UCTC policy and decision-making authority rests with its voting members at Policy Committee meetings. The Policy Committee is comprised of chief elected officials from urbanized and non-urbanized areas throughout Ulster County, along with the New York State Department of Transportation and the New York State Thruway Authority. The Ulster County Executive serves as Chair of the Policy Committee. In addition to permanent voting members, the UCTC voting structure includes alternating two-year voter membership. Less urbanized municipalities are paired together based upon geographic location and municipal population, and alternate every two years on June 4.

In addition to permanent and two-year alternating voter members, the UCTC Operating Procedures identify seven (7) rural municipalities to collectively serve as one (1) rural voting member (also known as the “7 as 1” rural voter arrangement). In accordance with UCTC Operating Procedures, the Ulster County Association of Town Supervisors (UCATS) appoints one Supervisor to represent the seven municipalities. Term limits for the “7 as 1” rural voting seat is determined by UCATS.

The UCTC Policy Committee is supported by a Technical Committee comprised of appointed municipal and transportation agency staff representing Ulster County municipalities and transportation agency interests. The Technical Committee monitors the operational aspects of the UCTC planning program for consistency with Federal, State, and local planning requirements, reviews technical and policy-oriented projects and programs, makes recommendations to the Policy Committee for consideration, and monitors the activities of staff.

The UCTC is supported by Non-Voting Advisory Members to assist with the planning process and help guide the Technical and Policy Committees with decision-making and policy formulation.

The day-to-day activities of the UCTC are supported by 2.5

## UCTC Membership

### Permanent Voting Members

Ulster County Executive, Chair  
City of Kingston Mayor  
Town of Saugerties Supervisor  
Town of Ulster Supervisor  
NYS Thruway Authority Ex. Dir.  
NYSDOT Commissioner, Secretary

### Two-Year Voting Members

(Alternate biennially)

Village of Saugerties Mayor  
Town of Hurley Supervisor\*  
Town of Rosendale Supervisor  
Town of Esopus Supervisor\*  
Town of Lloyd Supervisor  
Town of Marlborough Supervisor\*  
Town of Plattekill Supervisor  
Town of Shawangunk Supervisor\*  
Village of Ellenville Mayor  
Village of New Paltz Mayor\*  
Town of New Paltz Supervisor  
Town of Wawarsing Supervisor\*  
Town of Woodstock Supervisor  
Town of Kingston Supervisor\*

*\*Current Voting Representative through June 4, 2023*

### 7 as 1 Rural Voting Membership

(Appointed by Ulster County Association of Town Supervisors)

Town of Denning Supervisor  
Town of Gardiner Supervisor  
Town of Hardenburgh Supervisor  
Town of Marletown Supervisor  
Town of Olive Supervisor  
Town of Rochester Supervisor\*  
Town of Shandaken Supervisor

*\*Current Voting Representative*

### Non-Voting Advisory Members

Federal Highway Administration  
Federal Transit Administration  
Federal Railroad Administration  
NYS Bridge Authority  
NYS Dept. of Environmental Conservation

Full Time Employees and NYSDOT Region 8 office staff to ensure that the overall planning program is executed in a timely and efficient manner and in accordance with Federal regulations. Ulster County is the host agency for all UCTC-related staffing and planning studies. Staff is housed within the Ulster County Planning Department office in Kingston. The UCTC's budget is embedded within the Ulster County Planning Department's budget and managed by the Director of the Ulster County Planning Department. Staff, equipment, supplies, rent, consulting studies, and other expenses used to support UCTC staffing operations are 95% reimbursable to Ulster County. The New York Metropolitan Transportation Council (NYMTC) provides limited staff support to the Mid-Hudson Valley Transportation Management Area (TMA).

## TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a capital program that assigns Federal funds to highway, bridge, bikeway, pedestrian, transit, and demand management projects for implementation over the next five years. Individual project listings identify the proposed schedule, scope, and total costs along with federal, state, and local fund source assignments. The TIP also includes information on air quality conformity when necessary. Both Federally and non-Federally funded projects are shown in the TIP to provide a comprehensive view of transportation capital and operating projects in the region. The TIP is developed in cooperation with State and local officials, transit operators, and other affected transportation and regional planning and implementing agencies. Projects identified within the FFY 2023 – 2027 TIP are consistent with the goals identified within the Year 2045 LRTP, and listed below.

Planning Factors – The planning factors under 23 CFR 135 § 450.306 are as follows:

- (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 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 stormwater impacts of surface transportation; and



(10) Enhance travel and tourism.

The TIP is a prioritized list of proposed projects with estimated costs and anticipated resources. It is an important product of the overall transportation planning process, since it is through the TIP that the UCTC commits to the implementation of transportation improvements.

The TIP shows all Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) eligible projects to be implemented over the next five years in Ulster County. The section referred to as “Ulster County 2023 – 2027 Project Listings” includes projects that are located entirely within the planning boundaries of the UCTC (all of Ulster County plus a portion of Greene County). The NYSDOT, NYS Thruway Authority, and NYS Bridge Authority Listings include projects that are at least partially located within Ulster County.

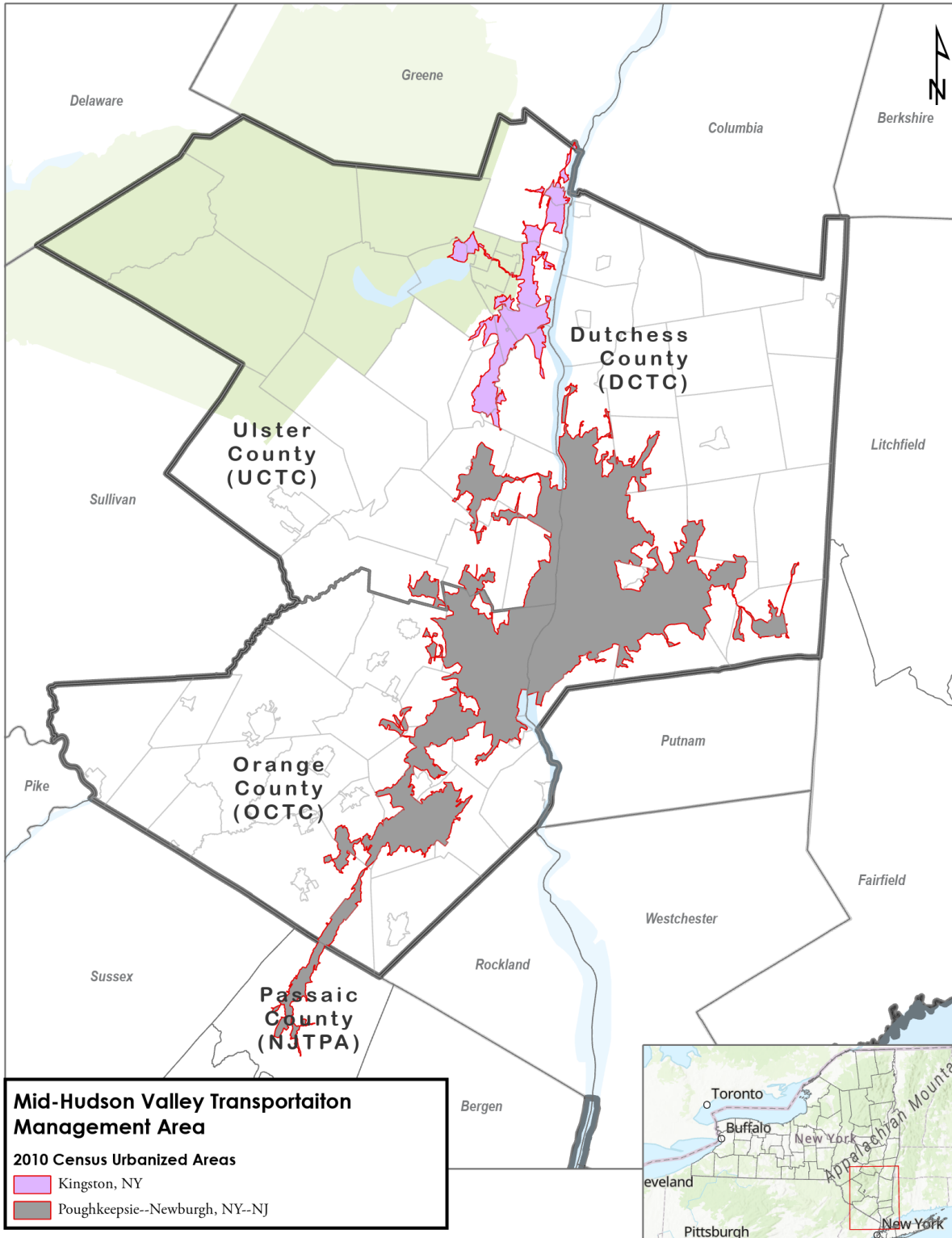
## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

The Statewide Transportation Improvement Program or “STIP” is a list of all projects in New York State for which Federal funding is proposed to be used that are scheduled to begin within a designated time frame of four federal fiscal years. The STIP begins as a compilation of regional Transportation Improvement Programs (TIPs) that are adopted every two years by the 14 MPOs across NYS. When combined with non-metropolitan programs in rural areas, these individual regional programs evolve into the STIP – one comprehensive list of all highway and transit projects that propose to use Federal funds for transportation improvements statewide. The TIP/STIP update and amendment processes are organized in such a manner because, except for required sub allocation of funds to urbanized areas based on population, federal funds are allocated to NYSDOT on a statewide basis. NYSDOT determines, based on need, how much Federal aid is allocated to each NYSDOT Region, MPO, and rural area in NYS.

## TRANSPORTATION MANAGEMENT AREA

The UCTC shares a portion of the Census-designated Poughkeepsie-Newburgh Urbanized Area with two other MPOs: the Orange County Transportation Council (OCTC) and the Poughkeepsie-Dutchess County Transportation Council (PDCTC). The Poughkeepsie-Newburgh, NY-NJ Urbanized Area emerged from Census 2010 as having an urbanized population of 423,566 people. Due to its size, the FTA and the FHWA designated this area the Poughkeepsie-Newburgh

**Figure 2: Mid-Hudson Valley Transportation Management Area**



Transportation Management Area (TMA) (Figure 2). A TMA designation is required when the urbanized population is greater than 200,000 people. The TMA area is locally known as the Mid-Hudson Valley TMA.

As members of the TMA, the three MPOs participate in a collaborative planning partnership that focuses on addressing regional congestion management issues, public transit, and meeting federal requirements for a TMA. Examples of this partnership include the completion of a single Congestion Management Process (CMP), development of a single Air Quality Conformity Determination statement for the DCTC and OCTC, the distribution of competitive FTA Section 5307 funds, and development of regional transit plans including transit asset management planning, as well as the development of a regional freight plan.

While the TMA is a conglomeration of three MPOs required to specifically address regional congestion management strategies collectively, each MPO is still responsible for coordinating transportation planning and programming activities within its respective planning area, including the development of its own LRTP, TIP, and UPWP. CMP strategies are required by federal law to be integrated with the LRTP and TIP planning and programming processes.

## CONGESTION MANAGEMENT PROCESS

On April 23, 2019, the UCTC 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 three MPOs will complete follow-up technical reports detailing various CMP-related analyses.



**The I587 Roundabout at Broadway and Albany Ave. in Kingston completed in 2022 was designed in part to address congestion in the MHV TMA**

Based on a preliminary screening of NPMRDS data at the TMA level, Ulster County contains 3 of the top 10 locations across the TMA for Highway congestion. Top congestion locations in Ulster County include: Route 299 near Route 9W, Route 44/55 near Route 209, and I-587 near Route 32 (pictured after reconstruction with congestion mitigation measures). These locations appear among the top 10 most congested areas across multiple congestion measures including Travel Time Index (TTI) and Level of Travel Time Reliability (LOTTR).

The 2023-2027 TIP includes the following projects located on or near facilities that have recurring congestion:

- ▶ PIN 817747: Route 209 Sidewalk Improvements. Hamlet of Kerhonkson, Town of Wawarsing, Ulster County
- ▶ PIN 882416 & 882417: Ulster County Area Transit Bus Services: UPL Route (Rosendale Poughkeepsie); KPL Route (Kingston Poughkeepsie) Bus Services Serving Dutchess and Ulster Counties
- ▶ PIN 8TRU75: Capital Cost of Contracting Ulster County Commuter Services – supporting regional commuter service.

The three transit PINs listed above provide federal funds for capital investments, maintenance and operations that support commuter services along and through the congested corridors of Rte 299 in the Towns of Lloyd and New Paltz and Rte 9W in the Town of Lloyd to the Market Street Station in Poughkeepsie via the Mid-Hudson Bridge.

Finally, NYSDOT has several multi-county PINs for signals, pavement management, and safety improvements that may be used to address safety and congestion issues as needed within area identified in the CMP.

## FEDERAL REQUIREMENTS

Federal requirements govern the MPO TIP development, management, maintenance, public involvement and amendment processes. For all Metropolitan Planning Areas (MPAs), concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;



- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 ;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 ;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 ;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

These are the current requirements as set out in 23 CFR 450.334 and may be considered in addition to those stipulated in the Infrastructure Investment and Jobs Act (IIJA also known as the “Bipartisan Infrastructure Law,” or BIL, (Pub. L. 117-58, November 15, 2021).

### **Environmental Justice Requirements**

“No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” - Title VI of the Civil Rights Act of 1964.

Executive Order 12898 of 1994 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations – focused attention on Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." In support of Executive Order 12898, the United States Department of Transportation (DOT) issued an Order on Environmental Justice (DOT Order 5610.2) in 1997, followed by a Federal Highway Administration (FHWA) Order on Environmental Justice (FHWA Order 6640.23) in 1998. There are three fundamental Environmental Justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The UCTC remains committed to supporting Federal Title VI/Environmental Justice requirements. Examples of UCTC compliance include evaluation measures built into the TIP project evaluation and selection process, and the development of mapping to illustrate the relationship between transportation investments programmed and areas with concentrated low-income, minority, age 65 and older, and mobility disability populations.

## PLANNING TO PROJECTS

CFR 23 § 450.326 (n) states: “As a management tool for monitoring progress in implementing the transportation plan, the TIP should...List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects...”.

“Planning to Projects” refers to the continuous effort of the UCTC, NYSDOT, and local sponsors to plan for and implement highway and multimodal projects in the Metropolitan Planning Area. The completion of every federal aid transportation project indicates a successful navigation of a complex project development process and represents a commitment to fiscal responsibility and transparency, sound design practice, environmental stewardship, and deliberate public engagement. UCTC staff are pleased to present a selection of major projects that were successfully delivered or obligated during the period since the previous TIP was developed (October 1, 2020). A full project summary table listing all local and state projects delivered during that period follows.

## 2020-2024 MAJOR PROJECTS COMPLETED

- ▶ **PIN 880862: Wurts Street Bridge** – Rehabilitation of the historic Kingston-Port Ewen steel suspension bridge originally completed in 1921. The project will include steel rehabilitation, a new bridge deck, guide rails, ADA-accessible sidewalks, railings and suspender cables and an anchorage climate control system. Bridge capacity will be restored to 20 tons.
  - Project Sponsor: NYSDOT
  - Project Cost: \$46.400m
  - Anticipated date of completion fall 2023
  
- ▶ **PIN 8789049 Broadway Streetscape Improvements** – Project purpose: improve safety for all users; improve traffic flow; and enhance aesthetics of the Midtown business district. Project elements include: ADA accessible sidewalks, lane reconfiguration incl. designated two way cycle track; signal synchronization; stormwater green infrastructure; and various accoutrements incl. benches, signage, trees, and bike racks. Funds incl. TEP, local & NYSERDA Cleaner/Greener, NYSDEC Climate Smart & EFC Green Infrastructure funds.
  - Project Sponsor: City of Kingston
  - Project Cost: \$3.291m
  - Project completion: spring 2023.
  
- ▶ **PIN 881126: I587 @ Albany Ave & Broadway** – Pivoting off of a 2008 UCTC location study, NYSDOT selected a roundabout as the preferred alternative to confusing and antiquated traffic signal system. The project design addressed crash history, overhead sign clutter, congestion, bicycle/pedestrian safety, aesthetics and stormwater treatment. The project also utilized \$1.6m in local funds to address replacement of aging underground infrastructure prior to surface construction. Source of funds incl local, NHPP, HSIP & SDF.
  - Project Sponsor: NYSDOT
  - Project Cost: \$12.100m
  - Project completion: summer 2021.
  
- ▶ **PIN 801846: Rt. 28 Esopus Creek Bridge Replacement, Mt. Tremper** – Originally built in the 1960's, this important east/west passage was routinely susceptible to the impacts of flooding and scour; in 2021 the span was closed for 2 days after Hurricane Irene. This transportation resiliency project raised the bridge 10 ft, extending it by 500 ft., abutment distance widened, and the floodplain extended and enhanced for seasonal public access. Source of funds incl, NHPP & PIT BOND.
  - Project Sponsor: NYSDOT
  - Project Cost: \$32.900m
  - Project completion: summer 2021.
  
- ▶ **PIN 876182: Midtown Linear Park, Kingston** – The Midtown Linear Park is a shared-use 12-foot wide asphalt-paved surface trail along the former Ulster & Delaware (“U&D”) Corridor from Cornell Street to Westbrook Lane in the City of Kingston. The trail will provide a critically needed non-motorized transportation link between Midtown Kingston and the Kingston Plaza (including the City's only major supermarket and a bus transit hub for the County), providing much needed recreational opportunities for neighborhoods that currently lack close access to open space.
  - Project Sponsor: Ulster County
  - Project Cost\$1.916m
  - Project Completion: Summer 2022

**Table 1: Major Projects Completed or Obligated During the Previous TIP Period**

PIN	Description	Sponsor	Fund Source(s)	Total Project Cost (millions)
801846	Rt. 28 Mt Tremper Bridge Over Esopus	NYSDOT	National Highway Performance Prgm.	<b>\$28.130</b>
817749	Rte 209/Fantine Kill Bridge Replacement, Ellenville	NYSDOT	National Highway Performance Prgm.	<b>\$3.850</b>
817751	Repaving Routes 209, 199 & 32, Town of Ulster	NYSDOT	National Highway Performance Prgm.	\$11.184
875781	Tillson Ave Safety Alignment	Town of Lloyd	STBG Flex/Lg Urban	<b>6.8*</b>
875804	Kingston Rail Trail	Ulster County	STBG Flex	<b>\$5.300*</b>
875913	Rt 32 to Golden Hill Drive Sidewalk Rehabilitation	City of Kingston	STBG Flex	<b>\$0.534</b>
876161	Peck Hollow Rd over Peck Hollow Stream Bridge Replacement	Town of Shandaken	STBG-Off System Bridge	<b>\$0.815</b>
876182	Midtown Linear Park Kingston	Ulster County	Transportation Alternatives Program	<b>\$1.9*</b>
876184	Henry Street Pedestrian Improvements	City of Kingston	Transportation Alternatives Program	<b>\$1.512</b>
876194	Hurley Ave Complete Street	City of Kingston	STBG Flex	<b>\$1.2</b>
876207	Pedestrian Safety Action Plan Implementation, Kingston	City of Kingston	Highway Safety Improvement Prgm	<b>\$0.471</b>
878049	Broadway Streetscape Improvements	City of Kingston	Transportation Enhancement Program	<b>\$3.291</b>
880862	Wurts Street Bridge Rehab.	NYSDOT	STBG Flex/NHPP	<b>\$46.000*</b>
875990	South Putt Corners Road	Ulster County DPW	STP LG Urban	<b>\$3.435</b>
876121	Hudson Valley Rail Trail Phase 4	Ulster County	Transportation Alternatives Program	<b>\$1.735</b>
876135	Kingston Point Rail Trail	City of Kingston	Recreational Trails	<b>\$0.888</b>
876138	Wallkill Valley Rail Trail Resurf.	Town of New Paltz	Recreational Trails	<b>\$0.327</b>
881126	I-587 @ Albany Avenue and Broadway Intersection Reconstruction	NYSDOT	HSIP/ National Highway Performance Prgm.	<b>\$12.1</b>
881303	Empire State Trail	NYSDOT	NHPP	<b>\$7.1</b>

\*Indicates project construction underway; funds obligated in 2022 or earlier

# PERFORMANCE MANAGEMENT ANTICIPATED EFFECTS

Pursuant to federal requirements, MPOs must employ a transportation performance management approach in carrying out their federally required planning and programming activities. Chapter 23 part 150(b) of the United States Code [23USC §150(b)] includes the following 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 and 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 practice

On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The UCTC TIP was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT) and Ulster County Area Transit. It reflects the investment priorities established in the 2045 Long Range Transportation Plan, which incorporates comments and input from affected agencies and organizations and the public.

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” [23USC §134(j)(2)(D)]. TIPs and metropolitan transportation plans (MTPs) adopted or amended after the following dates must include performance targets for the associated measures:



- ▶ May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- ▶ October 1, 2018 – Transit Asset Management
- ▶ May 20, 2019 – Pavement and Bridge Condition
- ▶ May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program (CMAQ)
- ▶ July 20, 2021 – Public Transportation Agency Safety Plan

This portion of the adopted TIP meets the requirements of 23USC §134(j)(2)(D).

## HSIP and Highway Safety

### Performance Targets

On March 15, 2016, 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 2017 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 the statewide performance targets.

The UCTC agreed to support the NYSDOT statewide 2022 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 **August 24, 2021 via Resolution 2021-07**.

**Table 2: New York State Department of Transportation 2022 Safety Performance Targets**

Performance Measure	NY Statewide Target 2022
Number of Fatalities	1,005.4
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	0.818
Number of Serious Injuries	11,173.9
Rate of Serious Injuries per 100 million VMT	9.084
Number of Nonmotorized Fatalities and Serious Injuries	2,644.15

### ***Anticipated Effects***

Safety is a critical component of the UCTC's 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. When funds become sufficient to warrant project selection, UCTC will integrate criteria established through its most recent systemic crash analysis into the TIP selection process. The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning 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 the to FTA. Each provider shares its targets with the MPO in which the provider's projects and services are programmed in the MPO's TIP. 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 LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate transit asset management targets for the MPO planning area.

FTA defines two tiers of public transportation providers based on size parameters. 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 a State or Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less 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 UCTC has the following transit providers operating in the planning area: Ulster County Area Transit, which is part of NYSDOT’s Group TAM Plan, which sets the following targets:

**Table 3: UCAT Asset Management Plan Performance Measures and Targets**

<b>Asset Category – Performance Measure</b>	<b>Asset Class Performance Measure</b>	<b>Useful Life Benchmark (years)</b>	<b>2022 Target</b>
<b>Rolling Stock</b>			
<i>Mileage - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</i>	<i>Bus- Heavy Duty Large</i>	14	24%
	<i>Bus- Medium Duty</i>	14	3%
	<i>Bus- Heavy Duty Small</i>	14	40%
	<i>Cutaway Bus</i>	10	11%
<b>Equipment</b>			
<i>Age -- % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</i>	<i>All Equipment</i>	-	33%
<b>Facilities</b>			
<i>Condition – % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale</i>	<i>Administrative &amp; Maintenance</i>	n/a	0%
	<i>General Purpose</i>	n/a	0%

The UCTC agreed to support these transit asset targets on **April 23, 2019 via Resolution 2019-04**. With this action, the UCTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets. UCTC Resolution 2019-04 also recognized Kingston Citibus. In 2019 Kingston Citibus ceased operations and Ulster County agreed to continue transit service within the city limits.

**Anticipated Effects**

The UCTC TIP was developed and is managed in cooperation with UCAT. 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 UCAT, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of UCTC’s investments that address transit SGR include:



- ▶ Over \$22m in 5307 funds to support UCAT operations and capital improvements as UCAT continues to work toward the goal of a fully electric fleet by 2030.
- ▶ \$10.8m to support administration, operations and preventive maintenance for the UCAT system
- ▶ \$9.4m in Section 5339 Bus and Bus Facilities Program dollars for the UCAT system
- ▶ A commitment of \$1.250m in 5307 funds toward engineering and design services for a new (expanded) UCAT storage and maintenance facility (PIN 8TU009)
- ▶ Continued support of Capital Cost of Contracting for commuter services in the region totaling over \$17m (PIN 8TRU75).

The UCTC anticipates 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 the 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 metrics<sup>2</sup>: 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 condition<sup>3</sup>. The condition of each bridge is evaluated by assessing four

---

<sup>2</sup> 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)

<sup>3</sup> 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

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 the statewide pavement and bridge condition performance targets in the table below on May 20, 2018. The UCTC agreed to support the NYSDOT statewide targets on **June 12, 2018 via Resolution 2018-15**. The table also lists performance for each measure for the 2017 baseline year and for 2019.

**Table 4: NYSDOT Targets for Bridge and Pavement Performance Measures on the National Highway System**

Performance Measures	New York Performance 2017 Baseline	New York 2019 Actual Performance	New York 2-year Target (2019)	New York 4-year Target (2021)
Percent of Interstate pavements in good condition	N/A*	51.1%	N/A*	47.3%
Percent of Interstate pavements in poor condition	N/A*	1.1%	N/A*	4.0%
Percent of non-Interstate NHS pavements in good condition	36.7%	37.2%	14.6%	14.7%
Percent of non-Interstate NHS pavements in poor condition	26.7%	26.3%	12.0%	14.3%
Percent of NHS bridges (by deck area) in good condition	22.8%	26.0%	23.0%	24.0%
Percent of NHS bridges (by deck area) in poor condition	10.6%	9.6%	11.6%	11.7%

\*For the first performance period only (January 1, 2018 through December 31, 2021), baseline condition and 2-year targets are not required for the Interstate pavement condition measures.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021.

Anticipated Effects

the deck width or approach roadway width.

Maintaining (and, where possible, improving) the condition of NHS pavements and bridges is a critical component of UCTC's 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. UCTC criteria in the TIP project evaluation process include elements such as System Preservation, Safety, Accessibility and Mobility. While the use of NHPP funds are limited on the 2023-2027 TIP, they have been utilized on key projects in the past, such as the I587 Reconstruction project. Examples on this iteration include:

- ▶ PIN 801847: Route 28 Shared Use Path, Town of Olive
- ▶ Various NYSDOT "Where and When" multi-county initiatives addressing regional bridge and highway needs

The UCTC anticipates 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 Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR 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. The UCTC meets all current air quality standards and is not subject to establishing targets for these performance measures.

NYSDOT established the statewide system performance and freight performance targets in the table below on May 20, 2018. The UCTC agreed to support the NYSDOT statewide targets on **June 12, 2018 via Resolution 2018-15**. The table also lists performance for each measure for the 2017 baseline year and for 2019.

**Table 5: NYSDOT Targets for Congestion Mitigation System Performance Measures on the National Highway System**

<b>Performance Measures</b>	<b>New York Performance 2017 Baseline</b>	<b>New York 2019 Actual Performance</b>	<b>New York 2-year Target (2019)</b>	<b>New York 4-year Target (2021)</b>
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	83.2%	78.8%	73.1%	73.0%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	77.0%	80.3%	N/A	63.4%
Truck travel time reliability index (TTTR)	1.39	1.47	2.00	2.11

**Anticipated Effects**

Providing for the reliable movement of people and goods is a critical component of UCTC’s 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.

UCTC TIP Project Evaluation Criteria includes the following relevant metrics for the evaluation and selection of new projects:

- ▶ Increase the accessibility and mobility options for people and freight.
- ▶ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- ▶ Promote efficient system management and operation.

Further, the 2019 MHVTMA CMP Mission Statement and related Objectives specifically reference the imperative to define, measure, locate and analyze congestion and travel time reliability for passenger vehicles, freight, and transit throughout the TMA.

The UCTC TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to the system performance and freight performance targets established by the State.

## **Transit Safety**

### ***Performance Targets***

The Federal Transit Administration (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 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-19 public health emergency.

Upon establishing transit safety targets, a public transportation provider must make the targets available to the MPO in which the provider's projects and services are programmed in the MPO's TIP. The MPO is required to establish its first set of transit safety targets within 180 days of the date that 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 the MPO updates its 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 targets or establish its own separate targets for the MPO planning area.

The following transit providers subject to the PTASP rule operate in the UCTC planning area: Ulster County Area Transit. UCAT is responsible for developing a PTASP and establishing transit safety targets annually.

UCAT developed the following transit safety targets in November 26, 2019:

**Table 6: UCAT Safety Performance Targets**

Year	Fatalities	Injuries	Safety Events	System Reliability	Preventable Accidents	Non-Preventable Accidents
2019	0	0	<1% per vehicle mile	90%	1	2

The UCTC agreed to support UCAT’s safety targets **on December 18, 2019 via Resolution 2019-20**, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

**Anticipated Effects**

The UCTC TIP was developed and is managed in cooperation with the UCAT. The TIP 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. The MPO’s goal of addressing transit safety is linked to the safety plans of the UCAT, and the process used to prioritize the projects within the TIP is consistent with federal requirements. UCAT works closely with the UCTC to identify the projects and resources necessary to assure the safe operation of the UCAT system.

The focus of UCTC’s investments that address transit safety include: It is anticipated that UCAT will continue to identify new capital purchases to improve the safety and security of the transit system. The elements of Safety and Security are central to TIP project selection criteria.

The UCTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit safety targets. The UCTC will continue to coordinate with the region’s transit provider(s) to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.



## MAKING CHANGES TO THE TIP

In addition to changes to the TIP that occur once every two years during the TIP update process, changes may also be made periodically between TIP update cycles; these are classified as either Amendments or Administration Modifications. An Amendment is generally considered to be a major change and consequently requires Policy Committee approval. Changes requiring only approval from the UCTC staff are classified as Administrative Modifications. The TIP amendment approval process is further defined in Table 6 on the following page to help clarify how and by whom changes are made.

**Table 7: TIP Amendment and Modification Procedures**

Type of Change	Responsibility		
	UCTC Staff	Technical Committee	Policy Committee
<b>(1) Addition or Removal of Projects and Phases</b>			
(a) Addition or removal of any project	---	Recommend	Approve
(b) Addition or removal of a project’s phase less than or equal to \$0.500M	Approve	---	---
(c) Addition or removal of a project’s phase over \$0.500M	---	Recommend	Approve
(d) Combining two or more existing projects or phases	Approve	---	---
(e) Assignment of an existing multi-county PIN, block program PIN or portion thereof, or non-federal funds for illustrative purposes to the UCTC TIP	Approve	---	---
(f) Other	---	Recommend	Approve
<b>(2) Scope and Cost Change</b>			
(a) Less than or equal to 25% of phase or less than \$500k federal funds	Approve	---	---
(b) Over 25% of phase (\$500k federal funds or more)	---	Recommend	Approve
(c) Scope change necessitating a recalculation of system-level air quality conformity of non-exempt project	---	Recommend	Approve
(d) Other significant scope changes	---	Recommend	Approve
(e) Other minor scope changes	Approve	---	---
<b>(3) Fund Source Change</b>			
(a) Change between any federal fund sources	Approve	---	---
(b) Change from federal to non-federal fund sources	---	Recommend	Approve
(c) Change from non-federal to federal fund sources	---	Recommend	Approve
(d) Any other fund source change	Approve	---	---
<b>(4) Schedule Change</b>			
(a) All affected project phases are contained within the first four years of the TIP before and after the schedule change <sup>4</sup>	Approve	---	---
(b) Any other schedule change	---	Recommend	Approve

<sup>4</sup> This includes funds programmed in a previously approved TIP that were incorporated into a new Annual Element because they were not obligated by September 30 of that previous fiscal year (i.e., a “Rollover Clause” as described in NYSDOT TIP/STIP Guidance).




## DEVELOPING THE 2023-2027 TIP

The TIP development process began in March 2022 when NYSDOT released written instructions to New York State MPOs. MPOs were instructed to follow the guidance similar to those of the previous TIP update cycles, which outline the steps to achieving a fiscally-constrained Statewide Transportation Improvement Program (STIP). The TIPs from the 14 statewide MPOs – combined with non-metropolitan programs in rural areas – together comprise the STIP.

### NYSDOT TIP/STIP Guidance

The 2023-2027 TIP was developed in conformance to the following guidance offered by the NYSDOT:



To ensure that New York State's transportation system can facilitate the efficient movement of individuals and commerce

withstand the increasing intensity and frequency of extreme weather events; support changing personal mobility and travel demands; and minimize the impact on greenhouse gas emissions, this Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP) Update process incorporates heightened considerations. In addition to emphasizing engineering-based asset management principals, this TIP/STIP update process emphasized improvements that address climate/resilience vulnerabilities; reduce the carbon footprint of transportation; support operational enhancements and emergency response efforts through Traffic Systems Management and Operations (TSMO) activities; and improves overall safety and accessibility for all system users, including motorists, transit users, bicyclists and pedestrians.

#### Planning Targets

The SFY 2022-23 Executive Budget proposed a historic five-year \$32.8 billion capital plan. Of this amount, more than 50% of the plan is directed to construction and construction related activities, with the balance allocated toward engineering, maintenance, local programs, and modal capital. The construction portion of the capital plan includes approximately \$4.2 billion in investments intended to reconnect communities that have been severed by the construction of the interstates and other high-volume roadways in the 1950s and 1960s.

While the planning target development is consistent with the proposed capital plan, the

shares of State and federal funding allocated in planning targets have not yet been adjusted based on the Executive Budget and the passage of the Bipartisan Infrastructure Law (BIL). To put this into perspective, the federal share of the plan over the prior two-year period was 34%. The historical federal share of the program has averaged 47%. The proposed capital plan, which represents a \$9.4 billion (40.2%) increase over the prior five-year plan period, only achieves a 40% federal share. To account for the anticipated core federal aid estimated under the BIL, as well as potential future discretionary opportunities, regions have been instructed to program according to the allocations but to ensure that all projects are designed so that they can be converted to federal aid as appropriate.

It should be noted that while the BIL provides much needed planning stability and guaranteed funding levels, the increase in federal funds over the five-year prior (\$4.6 billion) is primarily limited to two categorical programs:

- ▶ The new supplemental extraordinary Bridge Formula Program (41%) and
- ▶ The National Highway Performance Program (28%)

The balance of the additional growth in the federal aid highway program was directed to new categorical programs such as Formula Carbon Reduction Program, the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, and to support enhancements and new eligibilities under the Surface Transportation Block Grant Program.

As in previous TIP/STIP Updates, NYSDOT is providing the attached targets (see Appendix C) for planning purposes only. The planning targets do not represent a commitment of funding on behalf of the Federal Highway Administration (FHWA) or the State.

Funding for select programs and recognized non-discretionary expenses are reserved prior to the apportionment of needs-based regional planning targets. These programs include Structure Inspections, 511NY, Traffic Signal Components, Rustic Rail, and centrally managed initiatives such as Statewide Highway Safety Improvement Program (HSIP), National Highway Freight Program (NHFP), and BRIDGE NY. In addition, a number of new programs have been added in the recently enacted BIL such as the Carbon Reduction Program and the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Program. These will be amended into the new STIP as federal guidance becomes available. Programs such as Surface Transportation Block Grant (STBG) set aside (formerly, Transportation Alternatives), Earmarks, Grade Crossing, Recreational Trails, Demonstration Funds, and other discretionary funding are considered non-allocated fund sources and are managed separately outside planning targets.

*NYSDOT TIP/STIP Update Guidance, March 2022.*

## Local Program Update Process

As stated above, NYSDOT Region 8 staff provided UCTC with estimated Federal aid allocations for the period 2023 – 2027. UCTC staff then reviewed the projects remaining on the existing 2020 – 2024 UCTC local capital program against estimated allocations. The federal STBG Flex target to the UCTC metropolitan planning area was found to be nearly sufficient to meet the financial needs of only the existing highway program without adding any new projects, while the STBG Off System Bridge target was found to be more than sufficient. Local project sponsors were asked to provide updated costs and schedules for project phases where available. This information was then summarized and reported back to the UCTC Technical Committee for their information.

Subsequently, no new highway projects were added to the local program while the following Ulster County DPW Off System Bridge project – which had been submitted through a 2020 Call for Bridge Project solicitation for consideration – was added to the local bridge program:

- ▶ PIN 876280: Beaver Kill Road/Scudder Brook Bridge Replacement, Town of Hardenburgh.

A new program of projects for transit providers in the UCTC metropolitan planning area was also developed simultaneously. Local transit operators assemble their program of projects through their annual budget and financial planning process; their staff works closely with UCTC to ensure that the new or existing TIP/STIP documents are aligned or modified to reflect their budget and financial plans and available federal funds. After transit provider's capital program is entered, any remaining transit allocations are “block programmed” on the TIP as savings until such time that additional capital or other operational needs are identified. The UCTC TIP/STIP Amendment and Administrative Modification process is then used to add or adjust projects and maintains fiscal constraint as needed.

The entire 2023 program is subject to the following review schedule:

- ▶ **June 28, 2022** – Technical Committee Review
- ▶ **July 7, 2022** – Public Notification Issued/15-Day Public Review and Comment Period Opens
- ▶ **July 12, 2022** – Public Meeting – 6:00 PM – Ulster County Government Building
- ▶ **July 21, 2022** – Public Review Period closes at 5:00 PM
- ▶ All public comments received will be summarized and presented to the UCTC Policy Committee for review prior to consideration
- ▶ **July 26, 2022** – Policy Committee Meeting; Resolution 2022-05 Approved.



## FINANCIAL PLAN

As per 23 CFR § 450.326(j), each MPO is required to include a Financial Plan that demonstrates how the TIP can be implemented. The Plan should indicate resources from public and private sources that are reasonably expected to be available to carry out the program and identify innovative financing techniques to finance projects, programs, and strategies and be consistent with revenue forecasts outlined in the MPO's Metropolitan Transportation Plan.

### **Fiscal Constraint**

The rules and regulations that implement Federal transportation policy and regulation require that the TIP and STIP be fiscally constrained by Federal Fiscal Year (FFY). Fiscal constraint as defined by the FHWA as “a demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.”<sup>5</sup>

Fiscal constraint means that the funds programmed on the TIP are not more than the resources or funds “reasonably” expected to be available. UCTC receives no allocation of federal or state funds. All non-allocated totals are based upon the percentages of NYSDOT Region 8's capital program that are calculated on a Fairness Sheet which attempts to create ‘targets’ for the various funding sources based upon their purpose and need. The Year 2045 Long Range Transportation Plan held FHWA and FTA revenues flat for the TIP planning, which is consistent with the financial program illustrated herein.

Table 8 on the following page provides a full overview of the final UCTC and NYSDOT Region 8 Fiscal Constraint balances for the 2023-2027 program.

---

<sup>5</sup> FHWA Office of Planning, Environment and Realty. Fiscal Constraint Definitions. <http://www.fhwa.dot.gov/planning/fcdef62805.cfm>

**Table 8: UCTC 2023-2027 Fiscal Constraint Table**

New York State Department of Transportation, Region 8 with  
Ulster County Transportation Council Sub Allocation for Highway and Transit

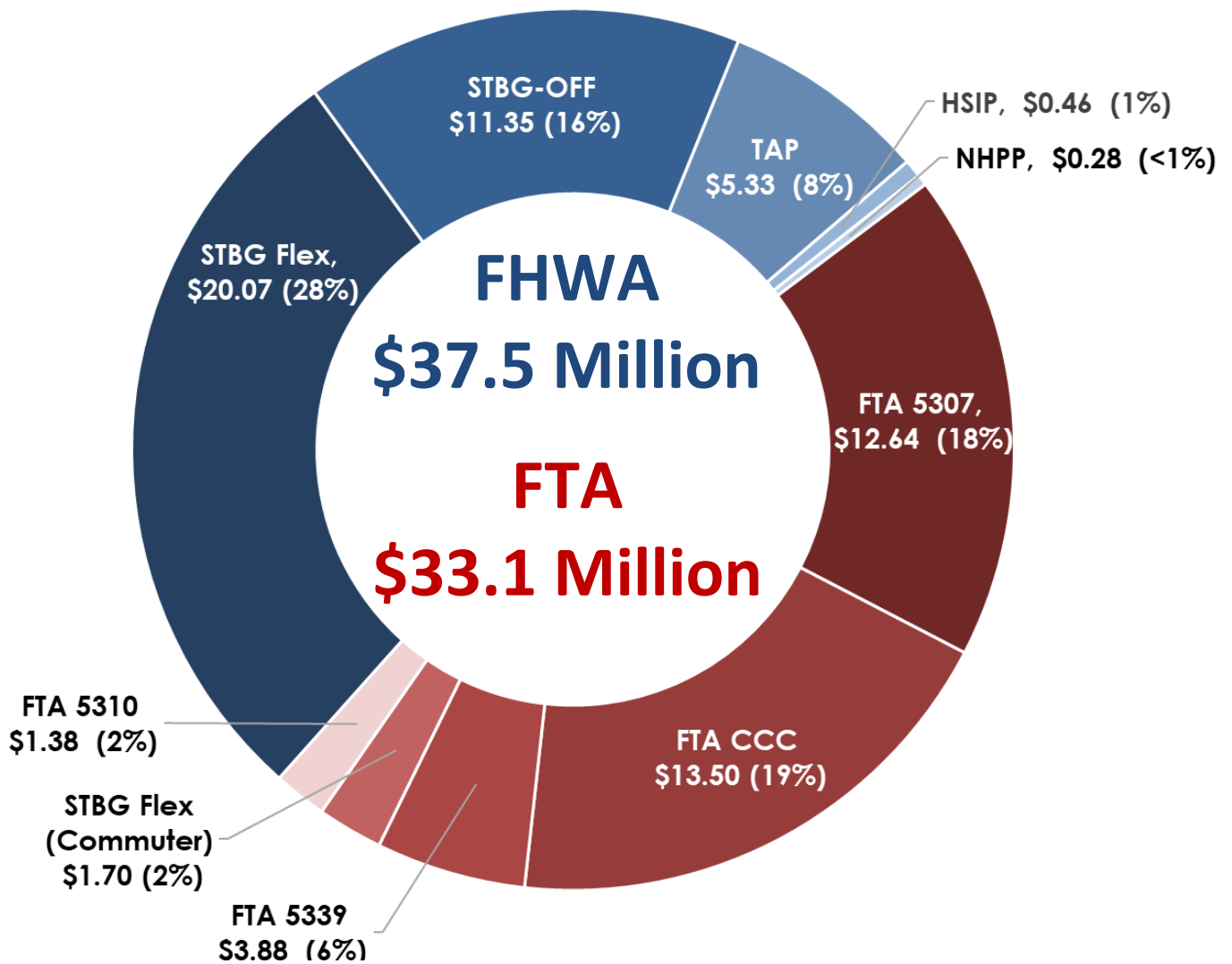
Fund Source		FFY 2023*		FFY 2024		FFY 2025		FFY 2026		FFY 2027		Total for STIP Years		Total for 5-Year TIP	
Federal Categories Fiscally Constrained	Regional/ Statewide	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed	Anticipated Federal Funds	Programmed
National Highway Performance Program (NHPP)	UCTC	12,555,035	11,607,933	10,277,894	10,105,260	10,277,894	10,959,561	10,277,894	10,735,430	10,277,894	10,258,385	43,388,717	43,408,184	53,666,611	53,666,569
Highway Safety Improvement Program (HSIP)	UCTC	1,463,367	559,058	833,700	762,977	833,700	249,422	833,700	2,392,953	833,700	833,772	3,964,468	3,964,410	4,798,168	4,798,181
Surface Transportation Block Grant Program (STBG FLEX) - includes STBG RURAL, STBG SM URBAN	UCTC	5,629,000	3,093,000	1,000,000	7,478,000	1,000,000	0	1,000,000	0	1,000,000	0	8,629,000	10,571,000	9,629,000	10,571,000
	Statewide	0		9,500,000		0		0		0					
STBG Off-System Bridge (STBG-OFF)	UCTC	1,695,776	4,422,000	1,256,074	12,000	1,256,074	1,680,000	1,256,074	0	1,256,074	606,000	5,463,998	6,114,000	6,720,072	6,720,000
	Statewide	26,000		5,212,000		0		0		0		5,238,000		5,238,000	
Urbanized Area Formula Grants (Section 5307)	UCTC	5,455,137	5,105,000	5,601,827	4,142,000	5,711,612	4,171,000	5,859,023	4,209,000	5,979,852	4,239,000	22,627,599	17,627,000	28,607,451	21,866,000
Bus and Bus Facilities Program (Section 5339)	UCTC	1,384,315	775,000	1,425,317	775,000	1,452,366	775,000	1,483,780	775,000	1,521,427	775,000	5,745,778	3,100,000	7,267,206	3,875,000
Enhanced Mobility Services Seniors/Individuals with Disabilities (Section 5310)	UCTC	262,530	300,000	269,385	300,000	274,950	300,000	281,940	300,000	287,700	300,000	1,088,806	1,200,000	1,376,506	1,500,000

\* FFY 2023 includes roll-in values

## Overview of the 2023-2027 Program

Figure 3 below provides a summary of the core UCTC Federal Transit Administration and Federal Highway Administration funding programmed in the draft 5-year UCTC 2023-2027 TIP.<sup>6</sup> As the figure shows, it is estimated that the combined FHWA and FTA program will provide over \$70 million in federal aid to the Ulster County Metropolitan Planning Area over the five-year TIP period. These figures exclude the NYSDOT Multicounty program, which accounts for an additional \$317.6 million in combined state and federal aid over the five-year TIP period. **New York State Bridge Authority and New York State Thruway Authority Projects will utilize 100% state funds and are therefore not required to be posted on the 2023-2027 TIP.**

**Figure 3: UCTC 2023-2027 State and Local Bridge, Highway, Discretionary & Transit Program (millions)<sup>6</sup>**



<sup>6</sup> Excludes Multi-County listings; Explanation of federal fund categories provided on pages 31 and 32

## EXPLANATION OF TIP PROJECT TABLES

Project listings are provided in a standardized tabular format that includes the following information:

- ▶ **PIN:** a Project Identification Number (PIN) that NYSDOT uses to track projects;
- ▶ **Project Description:** a narrative description used to define the nature and location of the project;
- ▶ **Agency:** the lead agency in charge of carrying out the project;
- ▶ **Worktype:** includes the following:
  - BRIDGE – Construction, reconstruction, recondition, bridge preventive maintenance, painting, inspections, or any bridge or viaduct work related to include its approaches;
  - CONST – Construction of a new highway on a new alignment or added lanes on an existing roadway to include initial construction of an expressway or an arterial;
  - INTER – Projects where the primary objective is to provide operational improvements at specific intersections;
  - MISC – Miscellaneous projects such as landscaping, noise barriers, soil boring, demonstrations (such as an Air Quality Demo), freight, and fund transfers;
  - MOBIL – Traffic operations (channelization/signals, and other strategies), Transportation System Management (TSM) incident management, bike/pedestrian ways and related mobility projects;
  - RECON – Major reconstruction of existing highways including sub-base and pavement;
  - R&P – Recondition and Preservation, Rehabilitation, Preventive Maintenance, Resurfacing of highways;
  - SAFETY – Median barrier/guide rails, hazard elimination, drainage, striping, signing, traffic signals, and lighting to improve highway safety conditions;
  - STUDY – Study of transportation alternatives with a specific corridor or route or a transportation problem;
  - TRAFFIC – Projects designed to improve the capacity and efficiency of the traffic network, such as signalization or turning lanes; and
  - TRANSIT – Projects that add service or capacity to the transit network (including ferries) or projects that are capital or operating related.
- ▶ **Total Federal Project Cost:** the total amount of federal funds budgeted for the project in its entirety, excluding state and local funds;
- ▶ **Federal Funds Programmed on TIP:** the planned amount of funding programmed for obligation on the TIP that year;

- ▶ **Source:** the federal program from which funding was derived;
- ▶ **Obligation Date:** the date after which federal funds may be obligated;
- ▶ **Project Phase:** (see explanations below).

## Project Phases

For the purposes of Federal-aid authorization and funding, the development of a project is broken into stages or phases. Phases of TIP projects are categorized in the following manner:

- ▶ **Design Phase(s) (includes scoping, Preliminary Design (PRELDES) and Detailed Design (DETLDES)):** NYSDOT divides the project development process into the Project Initiation Stage, Project Scoping Stage, Design Stage, and Construction Stage. The Design Stage is broken into six design phases, the first four of which occur before design approval and are also known as Preliminary Design Stage. The last two design phases are also known as the Final/Detailed Design Stage. Scoping is among the very first stage in a project’s development and includes meetings with project developers and designers, local government representatives, and other involved parties; decisions are made regarding specific elements that will be included in the project and the range of design alternatives that will be investigated.
- ▶ **Right of Way (ROWINCD or ROWACQU):** phases refer to land and/or property rights required by the State or local government for inclusion in a transportation project. It consists of both property already part of an existing transportation facility as well as property outside of the existing facility that is required for the project. A right-of-way acquisition (ROWACQU) is the purchase or acquisition by applicable eminent domain or condemnation proceedings of a specific parcel of property required for the project. Federal aid eligibility of right of way acquisition requires compliance with the applicable requirements of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, and its associated rules (See 49CFR24).
- ▶ **Construction (CONST):** refers to the supervising, inspecting, or actual building of a bridge, highway, trail, or similar facility.
- ▶ **Construction Inspection (CONINSP):** refers to the supervision and inspection of construction activities to ensure the Contractor conforms to the provisions of the contract documents.
- ▶ **Miscellaneous/Other (MISC):** This phase is usually associated with public transportation projects. It involves the purchase and acquisition of vehicles and associated preventive maintenance, though in some cases, such as for station, parking, and maintenance/storage facilities, the construction of fixed or permanent facilities is undertaken. This phase type also includes funding for agency staff and/or contractors to perform work that supports the transportation system (e.g., bridge inspection, traffic center operations, etc.).



## Explanation of State and Federal Funding Categories

The following State and Federal funding categories can be found in the local and State UCTC Highway Project Listings:

- ▶ **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** program to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief;
- ▶ **High Risk Rural Roads:** program to improve any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan.
- ▶ **Highway Safety Improvement Program (HSIP/HSIP RAIL):** core federal transportation program initiated under SAFETEA-LU and substantially increased under MAP-21 the purpose of which is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements (includes a category for rail road projects);
- ▶ **Recreational Trails (REC TRAILS):** a set-aside from the former Transportation Alternatives Program (TAP), REC TRAILS provides funds to States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses;
- ▶ **Safe Routes to School (SAFE RT SCH):** funds provided through NYS's federal allocations of Transportation Enhancement funds under SAFETEA-LU; intended for pedestrian and bike safety projects that will encourage walking to school among children;
- ▶ **State Dedicated Fund (SDF):** provides funds for capital projects in New York State; derived from sources such as the gasoline tax, user and licensing fees, and tolls;
- ▶ **Surface Transportation Block Grant Program (STBG):** Broad range of transportation uses including highway, mass transit and other projects; categories include STBG FLEX, STP ENHANCE, and STBG-OFF SYSTEM;
- ▶ **Transportation Alternatives Program (TAP):** used for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and historic preservation or beautification. Typically awarded on a competitive, discretionary basis;
- ▶ **Thruway Authority (TWY):** funds from the NYS Thruway Authority that are identified for use on NYS Thruway projects;
- ▶ **National Highway Performance Program (NHPP):** 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; and

- ▶ **Other FA:** This fund name is used for non-traditional funds that are managed by FHWA but have funding that is from non FHWA/FTA sources (e.g. HUD or FRA Funding). Users must identify the specific funding source at the end of the Project Description.
- ▶ **N/A: Indicates a non-federally funded phase.** This phase will have only non-federal funds devoted to it.

### **Transit Funding Categories**

- ▶ **Urbanized Area Formula Funding Program – Section 5307 (FTA 5307):** This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.
- ▶ **Enhanced Mobility of Seniors and People with Disabilities – Section 5310 (FTA 5310):** This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.
- ▶ **Bus and Bus Facilities Program – Section 5339 (FTA 5339):** The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

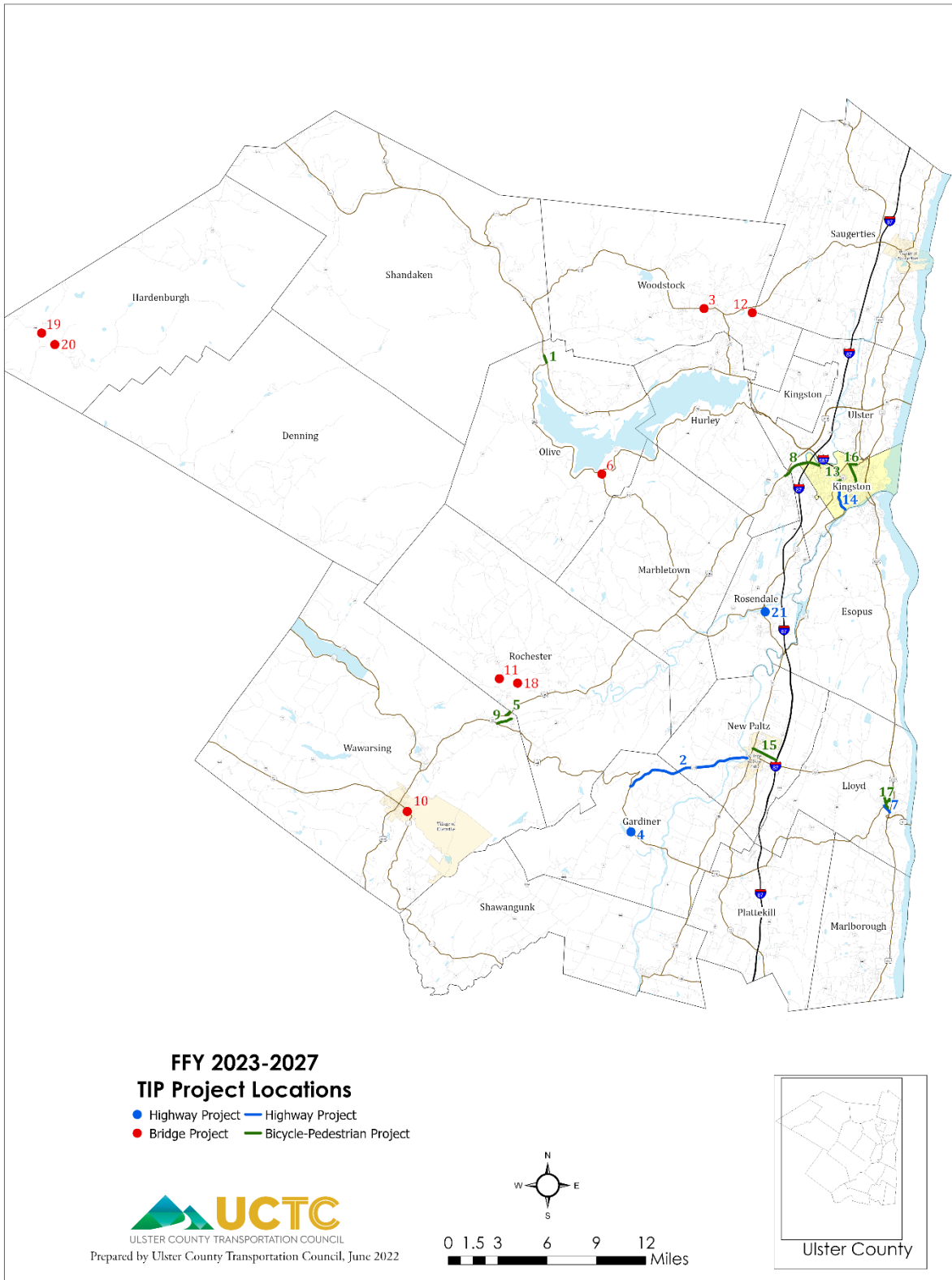
### **Local (non-federal) Transportation Fund Sources**

- ▶ **Local:** Funds from a local government or municipality that are only for use in that area/municipality; includes local transit authorities that are not MTA;
- ▶ **PIT Bond:** NY Works 3 PIT Bond, Bonded PIT Bond, Van Wyck PIT bond, Settlement PIT Bond;
- ▶ **Other:** A variety of funding sources that falls between LOCAL and STATE; includes funds from NYSDEC, Ports, Out of State, Utility Companies, Bridge Authorities, other State Agencies, Private Funding, or Route 9A (LMDC).
- ▶ **SDF:** State Dedicated Funds; a state dedicated fund source that is generated through a state gasoline tax and is for highway and transit improvement projects throughout the state.
- ▶ **STATE:** Funding from a variety of New York State sources, excluding transit and highway funds from the State Dedicated Fund (SDF), including NYS Legislative Member items, Marchiselli or SHIP programs, State Transit Operating Assistance (STOA), NYS Bond Issues, NYS Match, or miscellaneous SDF (Rail, etc.)

**Table 9: Project Locations Reference Table (refer to Figure 4 on the following page)**

Map Reference	PIN	Project Name	Municipality
1	801847	Route 28 Shared Use Path from Onteora MS to Route 28A	T/Olive
2	805111	County Route 7&8-Route299 Roadway Repaving	T/New Paltz Gardiner
3	812220	Route 212 Woodstock Bridge Replacements	T/Woodstock
4	814168	RT 44/55 at CR7 Intersection Signalization	T/Gardiner
5	817747	Route 209 Sidewalk Improvement	T/Wawarsing
6	875713	Route 213 Extension (CR4)Tongore Bridge Rep Bin#30	T/Olive
7	875781	Tillson Ave: From Route 9W to Route 44/55	T/Lloyd
8	875804	Kingston Rail Trail: Preserve, Improve O & W RR	C/Kgstrn T/Ulst&T/Hrl
9	875925	D&H Canal/O&W RR Trail	T/Wawarsing
10	875927	Clinton Ave/North Gully Bridge Rehab. Bin#2262980	V/Ellenville
11	876175	Fantinekill Bridge Replacement BIN 3347600	T/Rochester
12	876176	Wolven Bridge Replacement over Sawkill BIN 3346510	T/Woodstock
13	876184	Henry St Pedestrian Pmprovements	C/Kingston
14	876202	Wilbur Ave Repaving from Greenkill Ave to Abeel St	C/Kingston
15	876248	Henry W Dubois BikePed Lane	T/New Paltz
16	876254	Flatbush and Foxhall Ave Accessibility Improvements	C/Kingston
17	876255	Highland Streetscape Improvments	T/Lloyd
18	876264	Boice Mill Road Bridge Replacement BIN 2224460	T/Rochester
19	876268	Trunwood Bridge Replacement CR54 BIN 3347160	T/Hardenburgh
20	876280	Beaver Kill Rd/Scudder Brook Bridge Replacement	T/Hardenburgh
21	882408	Lease of T/Rosendale Park & Ride Lot on Route 32	T/Rosendale

**Figure 4: FFY 2023-2027 Project Location Map**



# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 1 of 24

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, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
TOTAL PROJECT COST	TPC: < \$0.75 M	TOTAL 5YR COST :									
NYS DOT 801847 BIKE/PED <Exempt>	ROUTE 28 SHARED USE PATH FROM ONTEORA MIDDLE SCHOOL TO ROUTE 28A, TOWN OF OLIVE IN ULSTER COUNTY	NHPP 10/2022 SDF 10/2022 NHPP 10/2022 SDF 10/2022	0.036 0.009 0.240 0.060	CONINSP CONINSP CONST CONST		0.036 0.009 0.240 0.060					
AQC:N/A	ULSTER	TPC: < \$0.75 M	TOTAL 5YR COST :		0.000	0.345	0.000	0.000	0.000	0.000	0.000
ULSTER CO 805111 RECON <Exempt>	COUNTY ROUTES 7 & 8 (TOURING ROUTE 299) SHOULDER WIDENING: WALLKILL RIVER TO ROUTE 44/55, TOWNS OF NEW PALTZ AND GARDINER. ULSTER COUNTY	STBG FLEX 10/2023 LOCAL 10/2023 STBG FLEX 10/2023 LOCAL 10/2023	0.480 0.120 5.643 1.411	CONINSP CONINSP CONST CONST			0.480 0.120 5.643 1.411				
AQC:N/A	ULSTER	TPC: \$7.5-\$12 M	TOTAL 5YR COST :		0.000	0.000	7.654	0.000	0.000	0.000	0.000
NYS DOT 80PS06 SAFETY <Exempt>	REGION 8 PEDESTRIAN SAFETY ACTION PLAN CONTRACT #6: ON FEDERAL AID ELIGIBLE ROUTES IN DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES. PROJECT IS 100% FEDERAL WITH THE USE OF 10% TOLL CREDITS.	HSIP 05/2022 HSIP 12/2022 HSIP 12/2022 HSIP 10/2022 HSIP 11/2023 HSIP 11/2023	0.000 0.080 0.200 0.020 2.700 18.000	PRELDES DETLDES ROWACQU ROWINCD CONINSP CONST	0.600	0.080 0.200 0.020	2.700 18.000				
AQC:A6P	MULTI	TPC: \$15-\$25 M	TOTAL 5YR COST :		0.600	0.300	20.700	0.000	0.000	0.000	0.000
NYS DOT 812220 BRIDGE <Exempt>	ROUTE 212 WOODSTOCK MAIN STREET BRIDGE AND SIDEWALK REPLACEMENT: REHAB/REPLACE UP TO FOUR BRIDGES THAT CARRY ROUTE 212/TANNERY BROOK AND IMPROVE PEDESTRIAN ACCESS ALONG ROUTE 212 (MAIN ST) IN THE TOWN OF WOODSTOCK, ULSTER COUNTY. BINS 1041070, 1041080, 1041090, 1041100.	SDF 02/2022 SDF 12/2022 SDF 12/2022 SDF 10/2022 STBG FLEX 12/2023 SDF 12/2023 STBG FLEX 12/2023 PIT BOND 12/2023 PIT BOND 12/2023	0.000 1.000 3.500 0.150 2.000 0.500 7.500 1.875 15.625	PRELDES DETLDES ROWACQU ROWINCD CONINSP CONINSP CONST CONST CONST	1.000	1.000 3.500 0.150	2.000 0.500 7.500 1.875 15.625				
AQC:A19	ULSTER	TPC: \$32-\$50 M	TOTAL 5YR COST :		1.000	4.650	27.500	0.000	0.000	0.000	0.000
NYS DOT 814168 SAFETY <Exempt>	US ROUTE 44/STATE ROUTE 55 AT BRUYN SWICK ROAD (CR 7) INTERSECTION SIGNALIZATION, TOWN OF GARDINER, ULSTER COUNTY.	HSIP 10/2021 SDF 10/2021 HSIP 12/2021 SDF 12/2021 HSIP 10/2021 SDF 10/2021 HSIP 01/2023 SDF 01/2023 HSIP 01/2023 SDF 01/2023	0.000 0.000 0.000 0.000 0.000 0.000 0.045 0.005 0.315 0.035	DETLDES DETLDES ROWACQU ROWACQU ROWINCD ROWINCD CONINSP CONINSP CONST CONST	0.090 0.010 0.007 0.010 0.006 0.001	0.045 0.005 0.315 0.035					
AQC:N/A	ULSTER	TPC: < \$0.75 M	TOTAL 5YR COST :		0.124	0.400	0.000	0.000	0.000	0.000	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

## \*\* Ulster County Transportation Council \*\*

### TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 2 of 24

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, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
TOTAL PROJECT COST	TOTAL 5YR COST :										
TN OF WAWARSING 81774 MOBIL <Exempt>	ROUTE 209 SIDEWALK IMPROVEMENTS. THIS PROJECT WILL INSTALL SIDEWALK ON BOTH SIDES OF ROUTE 209 LINKING TO KERHONKSON ELEMENTARY SCHOOL; HAMLET OF KERHONKSON, TOWN OF WAWARSING, ULSTER COUNTY	STBG FLEX 08/2022 SDF 08/2022 STBG FLEX 09/2023 SDF 09/2023 STBG FLEX 09/2023 SDF 09/2023	0.000 0.000 0.058 0.014 1.243 0.311	ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.116 0.029 0.058 0.014 1.243 0.311						
AQC:N/A	ULSTER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.626		0.145	1.626	0.000	0.000	0.000	0.000	0.000
ULSTER CO DPW 875713 BRIDGE <Exempt>	ROUTE 213 EXTENSION (CR 4)/TONGORE CREEK: BRIDGE REPLACEMENT; BIN 3041140, TOWN OF OLIVE, ULSTER COUNTY	STBG FLEX 01/2023 LOCAL 01/2023 STBG FLEX 01/2023 LOCAL 01/2023	0.291 0.073 1.401 0.350	CONINSP CONINSP CONST CONST		0.291 0.073 1.401 0.350					
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.115		0.000	2.115	0.000	0.000	0.000	0.000	0.000
TN OF LLOYD 875781 MOBIL <Exempt>	TILLSON AVE: FROM ROUTE 9W TO ROUTE 44/55: SAFETY ALIGNMENT WORK. TOWN OF LLOYD, HAMLET OF HIGHLAND, ULSTER COUNTY	STBG FLEX 10/2021 LOCAL 10/2021 STBG LG URB 10/2021 LOCAL 10/2021 STBG FLEX 10/2021 LOCAL 10/2021 STBG LG URB 10/2021 LOCAL 10/2021 STBG FLEX 07/2022 LOCAL 07/2022	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST DETLDDES DETLDDES	0.143 0.036 0.355 0.089 2.299 0.575 2.645 0.661 0.060 0.015						
AQC:N/A	ULSTER TPC: \$6-\$9.4 M	TOTAL 5YR COST :	0.000		6.878	0.000	0.000	0.000	0.000	0.000	0.000
ULSTER CO 875804 MOBIL <Exempt>	KINGSTON RAIL TRAIL: CITY OF KINGSTON, TOWN OF ULSTER, AND TOWN OF HURLEY, ULSTER COUNTY NY; CONSTRUCT 1.7M OF BICYCLE/PEDESTRIAN TRAIL LINKED TO HURLEY RAIL TRAIL, CITY OF KINGSTON, TOWNS OF ULSTER AND HURLEY IN ULSTER COUNTY.	STBG FLEX 07/2022 LOCAL 07/2022 STBG FLEX 07/2022 LOCAL 07/2022	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.176 0.044 1.760 0.440						
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000		2.420	0.000	0.000	0.000	0.000	0.000	0.000
TN OF WAWARSING 875925 MOBIL <Exempt>	DELAWARE & HUDSON CANAL/ONTARIO & WESTERN RAILROAD TRAIL: FOORDEMORE ROAD TO ROUTE 44/55. IMPROVEMENTS TO THE KERHONKSON CANAL HERITAGE TRAIL. TOWN OF WAWARSING, ULSTER COUNTY.	STBG FLEX 01/2023 LOCAL 01/2023 STBG FLEX 04/2024 LOCAL 04/2024 STBG FLEX 04/2024 LOCAL 04/2024	0.100 0.025 0.226 0.056 1.129 0.282	ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.100 0.025 0.226 0.056 1.129 0.282					
AQC:N/A	ULSTER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.818		0.000	0.125	1.693	0.000	0.000	0.000	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

Monday, July 25, 2022

TIP Format Report for Selected Projects on Draft Program

Page 3 of 24

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, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
TOTAL PROJECT COST		TOTAL 5YR COST :										
VIL OF ELLENVILLE 875927 BRIDGE <Exempt>	CLINTON AVENUE/NORTH GULLY BRIDGE REHABILITATION, BIN 2262980. PROJECT WILL REHABILITATE THE BRIDGE CARRYING CLINTON AVENUE OVER NORTH GULLY IN THE VILLAGE OF ELLENVILLE, ULSTER COUNTY.	STBG-OFF 10/2021 LOCAL 10/2021 LOCAL 10/2021 STBG-OFF 04/2023 LOCAL 04/2023 STBG-OFF 04/2023 LOCAL 04/2023	0.000 0.000 0.000 0.176 0.044 1.440 0.360	ROWACQU ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.024 0.006 0.007		0.176					
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.020		0.037	2.020	0.000	0.000	0.000	0.000	0.000	
ULSTER CO 876175 BRIDGE <Exempt>	BRIDGE REPLACEMENT: FANTINEKILL BRIDGE (BIN 3347600) CARRYING SAMSONVILLE RD (CR3) OVER THE MOMBACCUS CREEK IN THE TOWN OF ROCHESTER, ULSTER COUNTY. SUB PIN FROM UCTC BLOCK BRIDGE PROGRAM PIN 8T0714.	STBG-OFF 12/2022 LOCAL 12/2022 STBG-OFF 12/2022 LOCAL 12/2022	0.153 0.038 0.960 0.240	CONINSP CONINSP CONST CONST		0.153 0.038 0.960 0.240						
AQC:N/A	ULSTER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.391		0.000	1.391	0.000	0.000	0.000	0.000	0.000	
ULSTER CO 876176 BRIDGE <Exempt>	BRIDGE REPLACEMENT: WOLVEN BRIDGE CARRYING ZENA ROAD (CR30) (BIN 3346510) OVER THE SAWKILL CREEK IN THE TOWN OF WOODSTOCK, ULSTER COUNTY. SUB PIN FROM UCTC BLOCK BRIDGE PROGRAM PIN 8T0714.	STBG-OFF 12/2022 LOCAL 12/2022 STBG-OFF 12/2022 LOCAL 12/2022	0.153 0.038 1.312 0.328	CONINSP CONINSP CONST CONST		0.153 0.038 1.312 0.328						
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	1.831		0.000	1.831	0.000	0.000	0.000	0.000	0.000	
CITY OF KINGSTON 876184 MOBIL <Exempt>	HENRY ST PEDESTRIAN IMPROVEMENTS: THIS PROJECT WILL UPGRADE THE EXISTING SIDEWAKS ON HENRY STREET FROM BROADWAY TO WALL STREET IN THE VACINITY OF THE GEORGE WASHINGTON ELEMENTARY SCHOOL TO ADDRESS ADA COMPLIANCE AND ENHANCE PEDESTRIAN ACCESSIBILITY. THE PROJECT WILL ADD BICYCLE INFRASTRUCTURE, HIGH VISIBILITY CROSSWALKS AND BICYCLE PARKING. CITY OF KINGSTON, ULSTER COUNTY.	TAP SM URBAN 06/2022 LOCAL 06/2022 TAP SM URBAN 06/2022 LOCAL 06/2022	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.102 0.025 1.093 0.273							
AQC:N/A	ULSTER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000		1.493	0.000	0.000	0.000	0.000	0.000	0.000	
CITY OF KINGSTON 876202 R&P <Exempt>	WILBUR AVE REPAVING PROJECT. APPROXIMATELY 0.45 MILES OF FULL DEPTH RECONSTRUCTION AND 750 FEET OF MILL AND OVERLAY IN THE CITY OF KINGSTON, ULSTER COUNTY. SUB PIN FROM UCTC BLOCK REPAVING PROGRAM PIN 8T0715.	STBG FLEX 10/2021 LOCAL 10/2021 STBG FLEX 10/2021 LOCAL 10/2021	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.093 0.052 0.931 0.324							
AQC:N/A	ULSTER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000		1.400	0.000	0.000	0.000	0.000	0.000	0.000	



# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 4 of 24

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, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
TOTAL PROJECT COST	TOTAL 5YR COST :										
TN OF NEW PALTZ 876248 MOBIL <Exempt>	HENRY W DUBOIS DRIVE BIKE & PEDESTRIAN LANE: PROJECT WILL IMPROVE HENRY W DUBOIS DRIVE (HWD) BY CREATING BUFFERED BIKE LANES (ONE-DIRECTIONAL, ON THE NORTH AND SOUTH SIDE) AND SIDEWALK (ON ONE SIDE ONLY). TOWN OF NEW PALTZ, ULSTER COUNTY.	TAP LG URBAN 08/2022 LOCAL 08/2022 TAP LG URBAN 08/2022 LOCAL 08/2022	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.220 0.055 1.506 0.376						
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000		2.157	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF KINGSTON 876254 MOBIL <Exempt>	KINGSTON:FLATBUSH & FOXHALL AVE ACCESSIBILITY IMPROVEMENTS: PROJECT WILL CONSTRUCT AND REHABILITATE SIDEWALKS, INSTALL CROSSWALKS AND AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANT CURB RAMPS, IMPROVE TWO INTERSECTIONS AND TWO RAILROAD CROSSINGS FOR PEDESTRIANS, AND INSTALL BICYCLE INFRASTRUCTURE ON FLATBUSH AND FOXHALL AVENUES. CITY OF KINGSTON, ULSTER COUNTY.	HSIP RAIL 04/2022 TAP FLEX 06/2023 TAP FLEX 01/2024 LOCAL 01/2024 TAP FLEX 01/2024 LOCAL 01/2024	0.000 0.001 0.330 0.083 2.710 0.678	PRELDES ROWACQU CONINSP CONINSP CONST CONST	0.003      	0.001	0.330 0.083 2.710 0.678				
AQC:N/A	ULSTER TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.802		0.003	0.001	3.801	0.000	0.000	0.000	0.000
TN OF LLOYD 876255 MOBIL <Exempt>	LLOYD:HIGHLAND STREETSCAPE IMPROVEMENTS: PROJECT WILL CONSTRUCT AND IMPROVE SIDEWALKS AND CROSSWALKS USING AMERICANS WITH DISABILITIES ACT (ADA) GUIDELINES AS WELL AS ADDING WAYFINDING SIGNAGE TO THE CONNECTION BETWEEN HIGHLAND HAMLET AND THE HUDSON VALLEY RAIL TRAIL - NOW PART OF THE EMPIRE STATE TRAIL. TOWN OF LLOYD, ULSTER COUNTY.	TAP FLEX 03/2023 LOCAL 03/2023 TAP FLEX 11/2024 LOCAL 11/2024 TAP FLEX 11/2024 LOCAL 11/2024	0.003 0.001 0.051 0.013 0.513 0.128	ROWACQU ROWACQU CONINSP CONINSP CONST CONST	      	0.003 0.001	0.051 0.013 0.513 0.128				
AQC:N/A	ULSTER TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.709		0.000	0.004	0.000	0.705	0.000	0.000	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 5 of 24

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022							
					PRE	FFY	FFY	FFY	FFY	FFY	POST	
					FFY 2023	2023	2024	2025	2026	2027	FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
TN OF ROCHESTER 876284 BRIDGE <Exempt>	REPLACEMENT OF BOICE MILL ROAD BRIDGE OVER FALLS MILL BROOK (BIN 2224460) BETWEEN US RT 209 AND SAMSONVILLE ROAD (CR3) IN THE TOWN OF ROCHESTER, ULSTER COUNTY. 2021 BRIDGE NY PROJECT, FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 07/2022	0.000	DETLDES	0.177							
		LOCAL 07/2022	0.000	DETLDES	0.009							
		STBG-OFF 07/2022	0.000	PRELDES	0.177							
		LOCAL 07/2022	0.000	PRELDES	0.009							
		STBG-OFF 07/2022	0.000	ROWINCD	0.021							
		LOCAL 07/2022	0.000	ROWINCD	0.001							
		STBG-OFF 01/2023	0.021	ROWACQU		0.021						
		LOCAL 01/2023	0.001	ROWACQU		0.001						
		STBG-OFF 11/2023	0.184	CONINSP			0.184					
		LOCAL 11/2023	0.010	CONINSP			0.010					
STBG-OFF 11/2023	1.418	CONST				1.418						
LOCAL 11/2023	0.075	CONST				0.075						
AQC:N/A	ULSTER	TPC: \$2-\$4 M	TOTAL 5YR COST :	1.709		0.394	0.022	1.687	0.000	0.000	0.000	0.000
ULSTER CO 876268 BRIDGE <Exempt>	REPLACEMENT OF TURNWOOD BRIDGE (BIN 3347160) CARRYING CR 54 OVER THE BEAVER KILL IN THE TOWN OF HARDENBURGH, ULSTER COUNTY. BRIDGE NY PROJECT, FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 05/2022	0.000	DETLDES	0.238							
		LOCAL 05/2022	0.000	DETLDES	0.013							
		STBG-OFF 05/2022	0.000	PRELDES	0.238							
		LOCAL 05/2022	0.000	PRELDES	0.013							
		STBG-OFF 05/2022	0.000	ROWINCD	0.005							
		LOCAL 05/2022	0.000	ROWINCD	0.001							
		STBG-OFF 05/2023	0.005	ROWACQU		0.005						
		LOCAL 05/2023	0.001	ROWACQU		0.001						
		STBG-OFF 11/2023	0.475	CONINSP			0.475					
		LOCAL 11/2023	0.025	CONINSP			0.025					
STBG-OFF 11/2023	3.135	CONST				3.135						
LOCAL 11/2023	0.165	CONST				0.165						
AQC:N/A	ULSTER	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.806		0.508	0.006	3.800	0.000	0.000	0.000	0.000
ULSTER CO DPW 876280 BRIDGE <Exempt>	BEAVER KILL ROAD/SCUDDER BROOK BRIDGE REPLACEMENT. REPLACE THE SUBSTRUCTURE AND SUPERSTRUCTURE OF THE SCUDDER BROOK BRIDGE IN THE TOWN OF HARDENBURGH, ULSTER COUNTY. BIN 3347570.	STBG-OFF 10/2022	0.160	DETLDES		0.160						
		LOCAL 10/2022	0.040	DETLDES		0.040						
		STBG-OFF 10/2022	0.064	PRELDES		0.064						
		LOCAL 10/2022	0.016	PRELDES		0.016						
		STBG-OFF 10/2022	0.004	ROWINCD		0.004						
		LOCAL 10/2022	0.001	ROWINCD		0.001						
		STBG-OFF 10/2023	0.012	ROWACQU			0.012					
		LOCAL 10/2023	0.003	ROWACQU			0.003					
		STBG-OFF 10/2024	0.160	CONINSP				0.160				
		LOCAL 10/2024	0.040	CONINSP				0.040				
STBG-OFF 10/2024	1.520	CONST				1.520						
LOCAL 10/2024	0.380	CONST				0.380						
AQC:N/A	ULSTER	TPC: \$2-\$4 M	TOTAL 5YR COST :	2.400		0.000	0.285	0.015	2.100	0.000	0.000	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 6 of 24

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYS DOT <b>881347</b> STUDY <Exempt>	BIENNIAL GEOTECH SUBSURFACE EXPLORATIONS CONTRACT: PROJECT WILL EXPLORE SUBSURFACE SOIL CONDITIONS TO PROVIDE DATA NEEDED IN ADVANCE OF HIGHWAY & BRIDGE DESIGN ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER (FORMERLY PIN: 8T0709)	STBG FLEX 11/2021 SDF 11/2021 STBG FLEX 11/2021 SDF 11/2021	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.124 0.032 1.040 0.260						
AQC:C5P	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000		1.456	0.000	0.000	0.000	0.000	0.000
NYS DOT <b>881349</b> 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 (FORMERLY PIN: 8T0477).	HSIP 05/2022 SDF 05/2022 HSIP 04/2024 SDF 04/2024	0.000 0.000 1.800 0.200	MISC MISC MISC MISC	1.350 0.150		1.800 0.200				
AQC:A6P	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	2.000		1.500	0.000	2.000	0.000	0.000	0.000
NYS DOT <b>881352</b> STUDY <Exempt>	BIENNIAL 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	HSIP 04/2026 SDF 04/2026	4.500 0.500	MISC MISC					4.500 0.500		
AQC:A6Z	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.000		0.000	0.000	0.000	0.000	5.000	0.000
NYS DOT <b>881364</b> BRIDGE <Exempt>	BRIDGE WASHING/DECK SEALING: PROJECT WILL CONSIST OF CLEANING/WASHING BRIDGES & SEALING DECKS AS NEEDED. WORK WILL REMOVE DEBRIS FROM THE BRIDGES & PROTECT THEM AGAINST CORROSIVE SUBSTANCES. ON VARIOUS FEDERAL AID ELIGIBLE BRIDGES IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER (FORMERLY PIN: 8T0705)	STBG FLEX 01/2022 SDF 01/2022 STBG FLEX 01/2022 SDF 01/2022	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.096 0.024 0.800 0.200						
AQC:A19P	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		1.120	0.000	0.000	0.000	0.000	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

Monday, July 25, 2022

TIP Format Report for Selected Projects on Draft Program

Page 7 of 24

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYS DOT <b>881365</b> BRIDGE <Exempt>	BRIDGE WASHING/DECK SEALING ON FEDERAL-AID ELIGIBLE STRUCTURES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, & WESTCHESTER COUNTIES.	STBG FLEX 11/2021 SDF 11/2021 STBG FLEX 12/2022 SDF 12/2022 STBG FLEX 12/2022 SDF 12/2022	0.000 0.000 0.180 0.045 1.200 0.300	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.016 0.004		0.180 0.045 1.200 0.300					
AQC:A19P	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		1.725	0.020	1.725	0.000	0.000	0.000	0.000	0.000
NYS DOT <b>881367</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	SDF 08/2022 SDF 08/2024 NHPP 08/2025 SDF 08/2025 NHPP 08/2025 SDF 08/2025	0.000 1.000 3.696 0.924 20.944 5.236	PRELDES DETLDES CONINSP CONINSP CONST CONST	1.000		1.000	3.696 0.924 20.944 5.236				
AQC:A19P	MULTI	TPC: \$26-\$40 M	TOTAL 5YR COST :		31.800	1.000	0.000	1.000	30.800	0.000	0.000	0.000
NYS DOT <b>881423</b> 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 STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 10/2021 SDF 10/2021 STBG FLEX 12/2022 SDF 12/2022 STBG FLEX 12/2022 SDF 12/2022	0.000 0.000 0.096 0.024 0.960 0.240	DETLDES DETLDES CONINSP CONINSP CONST CONST	0.016 0.004		0.096 0.024 0.960 0.240					
AQC:A2P	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		1.320	0.020	1.320	0.000	0.000	0.000	0.000	0.000
NYS DOT <b>881451</b> MISC <Exempt>	CULVERT REPLACEMENTS ON STATE HIGHWAYS IN THE TOWNS OF LLOYD, AND GARDINER, ULSTER COUNTY; AND THE VILLAGE OF MONTGOMERY, AND TOWNS OF MONTGOMERY AND HAMPTONBURGH, ORANGE COUNTY. CULVERTS C870094, C84025A, C840069, C850077, AND C870069.	NHPP 07/2022 SDF 07/2022 STBG FLEX 07/2022 SDF 07/2022 NHPP 07/2022 SDF 07/2022 STBG FLEX 07/2022 SDF 07/2022 NHPP 10/2021 SDF 10/2021	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST ROWACQU ROWACQU	0.477 0.119 0.095 0.024 3.287 0.822 0.633 0.158 0.141 0.035							
AQC:A2P	MULTI	TPC: \$7.5-\$12 M	TOTAL 5YR COST :		0.000	5.791	0.000	0.000	0.000	0.000	0.000	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 8 of 24

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, 2022							
					PRE	FFY	FFY	FFY	FFY	FFY	POST	
					FFY 2023	2023	2024	2025	2026	2027	FFY 2027	
NYSDOT  <b>881452</b> MISC <Exempt>	CULVERTS REHAB/REPLACE: ORANGE, PUTNAM, ULSTER, AND WESTCHESTER COUNTIES IN THE TOWNS OF CORNWALL, PHILIPSTOWN, MARBLETOWN, ROCHESTER, AND CORTLANDT. (CINS:C840009, C870043, C870057, C830018, AND C880003).	SDF 08/2022	0.000	ROWINCD	0.030							
		NHPP 06/2023	0.480	CONINSP		0.480						
		SDF 06/2023	0.120	CONINSP		0.120						
		NHPP 06/2023	3.056	CONST		3.056						
		SDF 06/2023	0.764	CONST		0.764						
		NHPP 12/2022	0.184	DETLDES		0.184						
		SDF 12/2022	0.046	DETLDES		0.046						
		SDF 12/2022	0.100	ROWACQU		0.100						
AQC:A2P	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	4.750		0.030	4.750	0.000	0.000	0.000	0.000	0.000
NYSDOT  <b>881485</b> BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL PAINT STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, AND DEICING AGENTS. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, ULSTER AND WESTCHESTER.	NHPP 08/2023	0.600	CONINSP		0.600						
		SDF 08/2023	0.150	CONINSP	0.150							
		NHPP 08/2023	4.000	CONST	4.000							
		SDF 08/2023	1.000	CONST	1.000							
		NHPP 11/2022	0.080	DETLDES	0.080							
		SDF 11/2022	0.020	DETLDES	0.020							
AQC:A19P	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.850		0.000	5.850	0.000	0.000	0.000	0.000	0.000
NYSDOT  <b>881489</b> 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 AND COMPLETE ADA UPGRADES WHERE FEASIBLE.	NHPP 03/2023	0.400	DETLDES		0.400						
		SDF 03/2023	0.100	DETLDES	0.100							
		SDF 03/2024	3.600	CONINSP		3.600						
		NHPP 03/2024	1.048	CONINSP		1.048						
		SDF 03/2024	0.262	CONINSP		0.262						
		SDF 03/2024	24.300	CONST		24.300						
		NHPP 03/2024	7.120	CONST		7.120						
		SDF 03/2024	1.780	CONST		1.780						
		AQC:A10P	MULTI	TPC: \$32-\$50 M	TOTAL 5YR COST :	38.610		0.000	0.500	38.110	0.000	0.000
NYSDOT  <b>881490</b> 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 04/2023	0.010	DETLDES		0.010						
		STBG FLEX 04/2024	0.180	CONINSP			0.180					
		SDF 04/2024	0.045	CONINSP			0.045					
		STBG FLEX 04/2024	1.200	CONST			1.200					
		SDF 04/2024	0.300	CONST			0.300					
AQC:A10P	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.735		0.000	0.010	1.725	0.000	0.000	0.000	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 9 of 24

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, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
TOTAL PROJECT COST	TOTAL 5YR COST :											
NYSDOT <b>881495</b> MISC <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 05/2023 SDF 05/2023 NHPP 05/2024 SDF 05/2024 NHPP 05/2024 SDF 05/2024	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:A2P	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	
NYSDOT <b>881505</b> MISC <Exempt>	LANDSCAPE IMPROVEMENTS CONTRACT: 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. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN DUTCHESS, ORANGE, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 02/2022 SDF 02/2022 STBG FLEX 02/2022 SDF 02/2022	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.078 0.020 0.320 0.080							
AQC:A2P	MULTI TPC: <\$0.75 M	TOTAL 5YR COST :	0.000		0.498	0.000	0.000	0.000	0.000	0.000	0.000	
NYSDOT <b>881506</b> MISC <Exempt>	LANDSCAPE IMPROVEMENTS AND POLLINATOR ENHANCEMENT CONTRACT: 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.	SDF 08/2023 STBG FLEX 08/2023 SDF 08/2023 SDF 08/2023 STBG FLEX 08/2023 SDF 08/2023 STBG FLEX 10/2022 SDF 10/2022	0.050 0.038 0.010 0.500 0.320 0.080 0.040 0.010	CONINSP CONINSP CONINSP CONST CONST CONST DETLDES DETLDES		0.050 0.038 0.010 0.500 0.320 0.080 0.040 0.010						
AQC:A2P	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.048		0.000	1.048	0.000	0.000	0.000	0.000	0.000	



# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 10 of 24

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022								
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027		
AQ CODE	COUNTY	TOTAL PROJECT COST											
NYS DOT  881517 BIKE/PEDESTRIAN <Exempt>	ADA SIDEWALKS & RAMPS WITH ROW: REGIONWIDE, EMPHASIS ON ULSTER COUNTY: PROJECT WILL BUILD OR REPAIR SIDEWALKS AND RAMPS ON STATE HIGHWAY RIGHT-OF-WAY TO ASSURE COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT. THIS WORK WILL TAKE PLACE IN VARIOUS MUNICIPALITIES AS NEEDED IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, WESTCHESTER, WITH AN EMPHASIS IN ULSTER COUNTY.	STBG FLEX 09/2022	0.000	DETLDES	0.012								
		SDF 09/2022	0.000	DETLDES	0.003								
		STBG FLEX 08/2022	0.000	ROWINCD	0.008								
		SDF 08/2022	0.000	ROWINCD	0.002								
		STBG FLEX 12/2022	0.040	ROWACQU		0.040							
		SDF 12/2022	0.010	ROWACQU		0.010							
		STBG FLEX 10/2023	0.308	CONINSP			0.308						
		SDF 10/2023	0.077	CONINSP			0.077						
		STBG FLEX 10/2023	3.075	CONST			3.075						
		SDF 10/2023	0.769	CONST			0.769						
AQC:C2P	MULTI	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.279		0.025	0.050	4.229	0.000	0.000	0.000	0.000	
NYS DOT  881525 TRAFFIC <Exempt>	TRAFFIC ENGINEERING SERVICES CONTRACT. VARIOUS TRAFFIC ENGINEERING RELATED REVIEWS, STUDIES, ANALYSIS, AND ENGINEERING TASKS. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, WESTCHESTER, AND ULSTER COUNTIES.	STBG FLEX 04/2022	0.000	MISC	1.600								
		SDF 04/2022	0.000	MISC	0.400								
		STBG FLEX 04/2023	1.600	MISC		1.600							
		SDF 04/2023	0.400	MISC		0.400							
AQC:C7P	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	2.000		2.000	2.000	0.000	0.000	0.000	0.000		
NYS DOT  881556 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 01/2024	0.800	DETLDES			0.800						
		SDF 01/2024	0.200	DETLDES			0.200						
		SDF 01/2025	3.000	CONINSP				3.000					
		NHPP 01/2025	2.400	CONINSP				2.400					
		SDF 01/2025	0.600	CONINSP				0.600					
		SDF 01/2025	20.000	CONST				20.000					
		NHPP 01/2025	16.000	CONST				16.000					
		SDF 01/2025	4.000	CONST				4.000					
		AQC:A10Z	MULTI	TPC: \$40-\$60 M	TOTAL 5YR COST :	47.000		0.000	0.000	1.000	46.000	0.000	0.000
		NYS DOT  881557 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 01/2025	0.800	DETLDES			0.800				
SDF 01/2025	0.200			DETLDES			0.200						
NHPP 01/2026	4.800			CONINSP				4.800					
SDF 01/2026	1.200			CONINSP				1.200					
SDF 01/2026	3.875			CONST				3.875					
NHPP 01/2026	28.900			CONST				28.900					
SDF 01/2026	7.225			CONST				7.225					
AQC:A10Z	MULTI			TPC: \$40-\$60 M	TOTAL 5YR COST :	47.000		0.000	0.000	0.000	1.000	46.000	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 11 of 24

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022							
					PRE	FFY	FFY	FFY	FFY	FFY	POST	
					FFY 2023	2023	2024	2025	2026	2027	FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYS DOT  881558 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 01/2026 SDF 01/2026 NHPP 01/2027 SDF 01/2027 NHPP 01/2027 SDF 01/2027	0.800 0.200 4.800 1.200 42.000 10.500	DETLDES DETLDES CONINSP CONINSP CONST CONST					0.800 0.200		4.800 1.200 42.000 10.500	
AQC:A10Z	MULTI	TPC: \$50-\$85 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.000	1.000	58.500	0.000	
NYS DOT  881559 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER.	SDF 04/2024 STBG FLEX 04/2025 SDF 04/2025 STBG FLEX 04/2025 SDF 04/2025	0.010 0.180 0.045 1.200 0.300	DETLDES CONINSP CONINSP CONST CONST			0.010	0.180 0.045			1.200 0.300	
AQC:A10Z	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.000	0.010	1.725	0.000	0.000	0.000	
NYS DOT  881560 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER.	SDF 04/2025 STBG FLEX 04/2026 SDF 04/2026 STBG FLEX 04/2026 SDF 04/2026	0.010 0.180 0.045 1.200 0.300	DETLDES CONINSP CONINSP CONST CONST			0.010	0.180 0.045			1.200 0.300	
AQC:A10Z	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.010	1.725	0.000	0.000	
NYS DOT  881561 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER.	SDF 04/2026 STBG FLEX 04/2027 SDF 04/2027 STBG FLEX 04/2027 SDF 04/2027	0.010 0.180 0.045 1.200 0.300	DETLDES CONINSP CONINSP CONST CONST				0.010			0.180 0.045 1.200 0.300	
AQC:A10Z	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.000	0.010	1.725	0.000	
NYS DOT  881591 BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	NHPP 05/2023 SDF 05/2023 NHPP 05/2025 SDF 05/2025 NHPP 05/2026 SDF 05/2026 NHPP 05/2026 SDF 05/2026	0.800 0.200 0.800 0.200 3.600 0.900 21.656 5.414	PRELDES PRELDES DETLDES DETLDES CONINSP CONINSP CONST CONST		0.800 0.200		0.800 0.200		3.600 0.900 21.656 5.414		
AQC:A19Z	MULTI	TPC: \$32-\$50 M	TOTAL 5YR COST :		0.000	1.000	0.000	1.000	31.570	0.000	0.000	

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 12 of 24

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, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
					TOTAL PROJECT COST		TOTAL 5YR COST :		TOTAL 5YR COST :		TOTAL 5YR COST :
NYS DOT <b>881592</b> BRIDGE <Exempt>	BRIDGE REHABILITATION: PROJECT WILL UNDERTAKE CORRECTIVE AND PREVENTATIVE MAINTENANCE ACTIONS TO EXTEND THE SERVICE LIFE OF BRIDGES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	NHPP 03/2025 SDF 03/2025 NHPP 03/2026 SDF 03/2026 NHPP 03/2027 SDF 03/2027 NHPP 03/2027 SDF 03/2027	0.800 0.200 0.800 0.200 3.600 0.900 24.000 6.000	PRELDES PRELDES DETLDES DETLDES CONINSP CONINSP CONST CONST				0.800 0.200	0.800 0.200	3.600 0.900 24.000 6.000	
AQC:A19Z	MULTI TPC: \$32-\$50 M	TOTAL 5YR COST :	36.500		0.000	0.000	0.000	1.000	1.000	34.500	0.000
NYS DOT <b>881596</b> 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	NHPP 09/2024 SDF 09/2024 NHPP 09/2025 SDF 09/2025 NHPP 09/2025 SDF 09/2025	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 <b>881597</b> 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	NHPP 08/2025 SDF 08/2025 NHPP 09/2026 SDF 09/2026 NHPP 09/2026 SDF 09/2026	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	0.000	0.150	5.750	0.000	0.000
NYS DOT <b>881598</b> 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	NHPP 08/2026 SDF 08/2026 NHPP 09/2027 SDF 09/2027 NHPP 09/2027 SDF 09/2027	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	0.000	0.000	0.150	5.750	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 13 of 24

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, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
TOTAL PROJECT COST	TOTAL 5YR COST :											
NYS DOT <b>881599</b> TRAFFIC <Exempt>	REPAIR AND REPLACEMENT OF OVERHEAD SIGN STRUCTURES: PROJECT WILL REPAIR OR REPLACE OVERHEAD SIGN STRUCTURES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 12/2022 SDF 12/2022 NHPP 01/2024 SDF 01/2024 NHPP 01/2024 SDF 01/2024	0.160 0.040 0.280 0.070 1.840 0.460	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.160 0.040		0.280 0.070 1.840 0.460				
AQC:C13Z	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.850		0.000	0.200	2.650	0.000	0.000	0.000	0.000	
NYS DOT <b>881604</b> SAFETY <Exempt>	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 05/2025 SDF 05/2025 NHPP 04/2026 SDF 04/2026 NHPP 04/2026 SDF 04/2026	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	0.000	0.000	0.050	1.725	0.000	0.000	
NYS DOT <b>881605</b> SAFETY <Exempt>	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 04/2026 SDF 04/2026 NHPP 04/2027 SDF 04/2027 NHPP 04/2027 SDF 04/2027	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	0.000	0.000	0.000	0.050	1.725	0.000	

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 14 of 24

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, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
	TOTAL PROJECT COST											
NYSDOT  881613 MISC <Exempt>	LANDSCAPE IMPROVEMENTS AND POLLINATOR	STBG FLEX 08/2024	0.064	DETLDES			0.064					
	ENHANCEMENT CONTRACT: PROJECT WILL	SDF 08/2024	0.016	DETLDES			0.016					
	TAKE CORRECTIVE ACTION TO RESTORE	STBG FLEX 08/2025	0.048	CONINSP				0.048				
	ENVIRONMENTAL FEATURES, SUCH AS	SDF 08/2025	0.012	CONINSP				0.012				
	STORMWATER CONTROL FACILITIES AND	SDF 08/2025	0.050	CONINSP				0.050				
	LANDSCAPING, TO THEIR INTENDED FUNCTIONS	STBG FLEX 08/2025	0.320	CONST				0.320				
	AS CONSTRUCTED IN PREVIOUS PROJECTS. THE	SDF 08/2025	0.080	CONST				0.080				
	PROJECT WILL REPLACE STREET TREES,	SDF 08/2025	0.500	CONST				0.500				
	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, ULSTER,												
ROCKLAND, ORANGE, PUTNAM AND												
WESTCHESTER COUNTIES.												
AQC:C11Z	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.090		0.000	0.000	0.080	1.010	0.000	0.000	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 15 of 24

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, 2022							
					PRE	FFY	FFY	FFY	FFY	FFY	POST	
					FFY 2023	2023	2024	2025	2026	2027	FFY 2027	
NYSDOT  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, ULSTER, ROCKLAND, ORANGE, PUTNAM AND WESTCHESTER COUNTIES.	STBG FLEX 07/2026	0.064	DETLDES					0.064			
		SDF 07/2026	0.016	DETLDES					0.016			
		STBG FLEX 08/2027	0.048	CONINSP						0.048		
		SDF 08/2027	0.012	CONINSP						0.012		
		SDF 08/2027	0.050	CONINSP						0.050		
		STBG FLEX 08/2027	0.320	CONST						0.320		
		SDF 08/2027	0.080	CONST						0.080		
		SDF 08/2027	0.500	CONST						0.500		
AQC:C11Z	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.090		0.000	0.000	0.000	0.000	0.080	1.010	0.000
NYSDOT  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 STORM WATER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 12/2023	0.200	DETLDES			0.200					
		SDF 12/2023	0.050	DETLDES			0.050					
		STBG FLEX 12/2024	0.150	CONINSP				0.150				
		SDF 12/2024	0.038	CONINSP				0.038				
		STBG FLEX 12/2024	1.000	CONST				1.000				
		SDF 12/2024	0.250	CONST				0.250				
AQC:A2Z	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.688		0.000	0.000	0.250	1.438	0.000	0.000	0.000



# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 16 of 24

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, 2022							
					PRE	FFY	FFY	FFY	FFY	FFY	POST	
					FFY 2023	2023	2024	2025	2026	2027	FFY 2027	
NYS 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	0.200	DETLDES					0.200			
		SDF 01/2026	0.050	DETLDES					0.050			
		STBG FLEX 12/2026	0.150	CONINSP							0.150	
		SDF 12/2026	0.038	CONINSP							0.038	
		STBG FLEX 12/2026	1.000	CONST							1.000	
		SDF 12/2026	0.250	CONST							0.250	
AQC:A2Z	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.000	0.250	1.438	0.000	
NYS 881619 MISC <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENTS MAINTENANCE FORCES SUCH AS RETAINING WALLS ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES.	NHPP 03/2026	0.160	PRELDES					0.160			
		SDF 03/2026	0.040	PRELDES					0.040			
		NHPP 12/2026	0.160	DETLDES							0.160	
		SDF 12/2026	0.040	DETLDES							0.040	
		NHPP 12/2026	0.080	ROWACQU							0.080	
		SDF 12/2026	0.020	ROWACQU							0.020	
		NHPP 10/2026	0.040	ROWINCD							0.040	
		SDF 10/2026	0.010	ROWINCD							0.010	
		NHPP 12/2027	0.000	CONINSP								0.240
		SDF 12/2027	0.000	CONINSP								0.060
		NHPP 12/2027	0.000	CONST								1.600
SDF 12/2027	0.000	CONST								0.400		
AQC:A2Z	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.000	0.200	0.350	2.300	
NYS 881624 TRAFFIC <Exempt>	SIGNAL OPTIMIZATION TO IMPROVE AIR QUALITY: WIRELESS VEHICLE DETECTION SYSTEM INSTALLATION. FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 03/2023	0.040	DETLDES		0.040						
		SDF 03/2023	0.010	DETLDES		0.010						
		STBG FLEX 03/2024	0.120	CONINSP			0.120					
		SDF 03/2024	0.030	CONINSP			0.030					
		STBG FLEX 03/2024	0.800	CONST			0.800					
		SDF 03/2024	0.200	CONST			0.200					
AQC:D2Z	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.050	1.150	0.000	0.000	0.000	0.000	

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 17 of 24

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, 2022							
					PRE	FFY	FFY	FFY	FFY	FFY	POST	
					FFY 2023	2023	2024	2025	2026	2027	FFY 2027	
NYS 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 COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 03/2024	0.040	DETLDES			0.040					
		SDF 03/2024	0.010	DETLDES			0.010					
		STBG FLEX 03/2025	0.120	CONINSP				0.120				
		SDF 03/2025	0.030	CONINSP				0.030				
		STBG FLEX 03/2025	0.800	CONST				0.800				
		SDF 03/2025	0.200	CONST				0.200				
AQC:D2Z	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.000	0.050	1.150	0.000	0.000	0.000
NYS 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 COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 03/2025	0.040	DETLDES				0.040				
		SDF 03/2025	0.010	DETLDES			0.010					
		STBG FLEX 03/2026	0.120	CONINSP					0.120			
		SDF 03/2026	0.030	CONINSP					0.030			
		STBG FLEX 03/2026	0.800	CONST					0.800			
		SDF 03/2026	0.200	CONST					0.200			
AQC:D2Z	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.000	0.000	0.050	1.150	0.000	0.000
NYS 881627 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 COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 03/2026	0.040	DETLDES					0.040			
		SDF 03/2026	0.010	DETLDES			0.010					
		STBG FLEX 03/2027	0.120	CONINSP						0.120		
		SDF 03/2027	0.030	CONINSP						0.030		
		STBG FLEX 03/2027	0.800	CONST						0.800		
		SDF 03/2027	0.200	CONST						0.200		
AQC:D2Z	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.000	0.000	0.000	0.050	1.150	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 18 of 24

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYS DOT  881628 SAFETY <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. CANDIDATE LOCATIONS WILL BE HIGH ACCIDENT LOCATIONS THAT ARE TYPICALLY RELATED TO WET WEATHER OR SLIPPERY PAVEMENT ACCIDENTS.	SDF 01/2026 HSIP 01/2027 SDF 01/2027 HSIP 01/2027 SDF 01/2027	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 :	1.776		0.000	0.000	0.000	0.000	0.050	1.726	0.000
NYS DOT  881631 RECON <Exempt>	WALL REPAIR: ADDRESS WALL FAILURES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS THROUGHOUT COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES	NHPP 04/2023 SDF 04/2023 NHPP 08/2023 SDF 08/2023 NHPP 12/2024 SDF 12/2024 NHPP 12/2024 SDF 12/2024 NHPP 12/2025 SDF 12/2025 NHPP 12/2025 SDF 12/2025	0.160 0.040 0.040 0.010 0.400 0.100 0.080 0.020 0.600 0.150 4.000 1.000	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.160 0.040 0.040 0.010			0.400 0.100 0.080 0.020		0.600 0.150 4.000 1.000	
AQC:A2Z	MULTI	TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.600		0.000	0.250	0.000	0.600	5.750	0.000	0.000
NYS DOT  881633 RECON <Exempt>	WALL REPAIR: ADDRESS WALL FAILURES ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS THROUGHOUT COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES	NHPP 09/2025 SDF 09/2025 NHPP 01/2026 SDF 01/2026 NHPP 10/2026 SDF 10/2026 NHPP 10/2026 SDF 10/2026 NHPP 12/2027 SDF 12/2027 NHPP 12/2027 SDF 12/2027	0.160 0.040 0.040 0.010 0.400 0.100 0.080 0.020 0.000 0.000 0.000 0.000	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONST CONST				0.160 0.040		0.040 0.010	0.400 0.100 0.080 0.020	0.600 0.150 4.000 1.000
AQC:A2Z	MULTI	TPC: \$6-\$9.4 M	TOTAL 5YR COST :	0.850		0.000	0.000	0.000	0.200	0.050	0.600	5.750

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 19 of 24

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, 2022						
					PRE	FFY	FFY	FFY	FFY	FFY	POST
					FFY 2023	2023	2024	2025	2026	2027	FFY 2027
NYSDOT  881646 TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS: REGIONWIDE. WORK WILL INCLUDE REPLACING SIGNALS AND EMBEDDED POLES, IMPROVING SIGNAGE, AND ADDING PEDESTRIAN SIGNALS AND CROSSWALKS WHERE NEEDED	SDF 04/2023	0.700	PRELDES		0.700					
		SDF 08/2023	0.050	ROWINCD		0.050					
		HSIP 12/2024	0.315	DETLDES				0.315			
		SDF 12/2024	0.035	DETLDES				0.035			
		HSIP 12/2024	0.090	ROWACQU				0.090			
		SDF 12/2024	0.010	ROWACQU				0.010			
		HSIP 12/2025	0.945	CONINSP					0.945		
		SDF 12/2025	0.105	CONINSP					0.105		
		HSIP 12/2025	6.300	CONST					6.300		
SDF 12/2025	0.700	CONST					0.700				
AQC:D2Z	MULTI	TPC: \$7.5-\$12 M	TOTAL 5YR COST :		0.000	0.750	0.000	0.450	8.050	0.000	0.000
NYSDOT  882408 MOBIL <Exempt>	THIS PROJECT WILL REIMBURSE THE TOWN OF ROSENDALE FOR NECESSARY EXPENSES PROVIDING PARK-AND-RIDE CAPACITY ON NYS ROUTE 32 IN THE TOWN OF ROSENDALE, ULSTER COUNTY, IN ORDER TO HELP MEET THE NEEDS OF THE TRAVELING PUBLIC WHO ARE USING BUS AND RIDESHARING SERVICES. THIS IS A FIVE YEAR CONTRACT.	STBG FLEX 10/2024	0.260	MISC				0.260			
		SDF 10/2024	0.065	MISC				0.065			
AQC:B1	ULSTER	TPC: < \$0.75 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.325	0.000	0.000	0.000
NYSDOT  882416 TRANSIT <Exempt>	ULSTER COUNTY AREA TRANSIT (UCAT) BUS SERVICES: UPL ROUTE (ROSENDALEPOUGHKEEPSIE); KPL ROUTE (KINGSTON - POUGHKEEPSIE) BUS SERVICES SERVES DUTCHESS AND ULSTER COUNTIES.	STBG FLEX 11/2021	0.000	MISC	0.288						
		SDF 11/2021	0.000	MISC	0.072						
		STBG FLEX 01/2023	0.288	MISC		0.288					
		SDF 01/2023	0.072	MISC		0.072					
		STBG FLEX 01/2024	0.288	MISC			0.288				
		SDF 01/2024	0.072	MISC			0.072				
AQC:N/A	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.360	0.360	0.360	0.000	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.	STBG FLEX 01/2025	0.288	MISC				0.288			
		SDF 01/2025	0.072	MISC				0.072			
		STBG FLEX 01/2026	0.288	MISC					0.288		
		SDF 01/2026	0.072	MISC					0.072		
		STBG FLEX 01/2027	0.288	MISC						0.288	
		SDF 01/2027	0.072	MISC						0.072	
AQC:B1	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.360	0.360	0.360	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 20 of 24

AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYS DOT <b>882440</b> TRANSIT <Exempt>	TRAILWAYS COMMUTER SERVICE: FEDERAL/STATE FUNDING TO BE PROVIDED TO TRAILWAYS BY NYSDOT UNDER THE CAPITAL COST OF CONTRACTING CONCEPT FOR COMMUTER SERVICE BETWEEN KINGSTON AND MANHATTAN WITH STOPS IN ROSENDALE & NEW PALTZ. TOTAL PROJECT COST INCLUDING FARE.	STBG FLEX 10/2025 SDF 10/2025 STBG FLEX 10/2026 SDF 10/2026 STBG FLEX 10/2027 SDF 10/2027	0.460 0.115 0.460 0.115 0.000 0.000	MISC MISC MISC MISC MISC					0.460 0.115	0.460 0.115	0.460 0.115	
AQC:B1Z	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.150		0.000	0.000	0.000	0.000	0.575	0.575	0.575
NYS DOT <b>882446</b> MOBIL <Exempt>	HIGHWAY EMERGENCY LOCAL PATROL (HELP) FREEWAY INCIDENT MANAGEMENT. 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.	NHPP 01/2027 SDF 01/2027 NHPP 01/2028 SDF 01/2028 NHPP 01/2029 SDF 01/2029	6.200 1.550 0.000 0.000 0.000 0.000	MISC MISC MISC MISC MISC						6.200 1.550	6.200 1.550	
AQC:A7Z	MULTI	TPC: \$21-\$31 M	TOTAL 5YR COST :	7.750		0.000	0.000	0.000	0.000	0.000	7.750	15.500
TN OF ULSTER <b>893307</b> SAFETY <Exempt>	UPGRADE AND COORDINATION OF EXISTING SIGNALS AT THE INTERSECTION OF BOICES LANE, JOHN CLARK DR, AND MORTON BLVD AT CSX RAILROAD CROSSING USDOT # 507086R, MP QR 90.50 IN THE TOWN OF ULSTER, ULSTER COUNTY, NY. IMPROVEMENT WILL COORDINATE WITH NEW RAILROAD WARNING DETECTION CIRCUITRY. 100% FEDERAL USING 10% TOLL CREDIT	HSIP RAIL 09/2023 HSIP RAIL 09/2023 HSIP RAIL 10/2022 HSIP RAIL 10/2022	0.094 0.852 0.001 0.001	CONINSP CONST ROWACQU ROWINCD		0.094 0.852				0.001 0.001		
AQC:N/A	ULSTER	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.948		0.000	0.948	0.000	0.000	0.000	0.000	0.000
NYS DOT <b>894014</b> 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). COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	NHPP 04/2026 SDF 04/2026 NHPP 04/2027 SDF 04/2027 NHPP 04/2028 SDF 04/2028	2.520 0.630 2.520 0.630 0.000 0.000	MISC MISC MISC MISC MISC					2.520 0.630	2.520 0.630	2.520 0.630	
AQC:A7Z	MULTI	TPC: \$7.5-\$12 M	TOTAL 5YR COST :	6.300		0.000	0.000	0.000	0.000	3.150	3.150	3.150

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 21 of 24

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, 2022										
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027				
					TOTAL PROJECT COST		TOTAL 5YR COST :								
NYS DOT 8LC111 SAFETY <Exempt>	PROJECT WILL REPAIR/REPLACE CULVERTS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN VARIOUS MUNICIPALITIES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER AND WESTCHESTER COUNTIES. THIS PIN INCLUDES WORK THAT WILL BE INCLUDED UNDER PINS 8LC101, 8LC121, 8LC131, 8LC141, 8LC151, 8LC109, 8LC119, 8LC201, 8LC211, 8LC221, 8LC231, 8LC241, 8LC251, 8LC209, 8LC219, 8LC311, AND 8LC321.	SDF 10/2022	1.000	PRELDES		1.000									
AQC:A2Z	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000			
NYS DOT 8NYBLK 8-MISC <Exempt>	PROJECT ACTS AS BLOCK FUNDING FOR FEDERAL AID ELIGIBLE HIGHWAY IMPROVEMENTS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	HSIP 09/2025 NHPP 09/2026 HSIP 09/2027 STBG FLEX 09/2027	1.592 8.532 2.703 9.860	MISC MISC MISC MISC				1.592	8.532	2.703	9.860				
AQC:JI	MULTI	TPC: \$21-\$31 M	TOTAL 5YR COST :		0.000	0.000	0.000	1.592	8.532	12.563	0.000	0.000			
UCAT 8TRU14 TRANSIT <Exempt>	PROJECT ADMINISTRATION FOR ULSTER COUNTY AREA TRANSPORTATION (UCAT) SYSTEM TO COVER COSTS ASSOCIATED WITH IMPLEMENTATION AND MEETING REQUIREMENTS FOR CONTINUED SERVICE.	FTA 5307 10/2022 LOCAL 10/2022 STATE 10/2022 FTA 5307 10/2023 LOCAL 10/2023 STATE 10/2023 FTA 5307 10/2024 LOCAL 10/2024 STATE 10/2024 FTA 5307 10/2025 LOCAL 10/2025 STATE 10/2025 FTA 5307 10/2026 LOCAL 10/2026 STATE 10/2026	0.324 0.041 0.041 0.333 0.042 0.042 0.339 0.042 0.042 0.348 0.044 0.044 0.355 0.044 0.044	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC		0.324 0.041 0.041		0.333 0.042 0.042		0.339 0.042 0.042		0.348 0.044 0.044		0.355 0.044 0.044	
AQC:N/A	ULSTER	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.000	0.406	0.417	0.423	0.436	0.443	0.000	0.000			

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 22 of 24

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, 2022							
					PRE	FFY	FFY	FFY	FFY	FFY	POST	
					FFY 2023	2023	2024	2025	2026	2027	FFY 2027	
UCAT  8TRU50 TRANSIT <Exempt>	ULSTER COUNTY AREA TRANSIT - OPERATING ASSISTANCE TO ENABLE AND SUSTAIN CONTINUED OPERATION OF SERVICE.	FTA 5307 10/2022	0.445	MISC		0.445						
		LOCAL 10/2022	0.445	MISC		0.445						
		FTA 5307 10/2023	0.456	MISC			0.456					
		LOCAL 10/2023	0.456	MISC			0.456					
		FTA 5307 10/2024	0.466	MISC				0.466				
		LOCAL 10/2024	0.466	MISC				0.466				
		FTA 5307 10/2025	0.478	MISC					0.478			
		LOCAL 10/2025	0.478	MISC					0.478			
		FTA 5307 10/2026	0.487	MISC							0.487	
LOCAL 10/2026	0.487	MISC							0.487			
AQC:N/A	ULSTER	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.664		0.000	0.890	0.912	0.932	0.956	0.974	0.000
ULSTER CO  8TRU75 TRANSIT <Exempt>	UC CAPITAL COST OF CONTRACTING ULSTER COUNTY COMMUTER SERVICES.	FTA 5307 10/2022	2.700	MISC		2.700						
		LOCAL 10/2022	0.338	MISC		0.338						
		STATE 10/2022	0.338	MISC		0.338						
		FTA 5307 10/2023	2.700	MISC			2.700					
		LOCAL 10/2023	0.338	MISC			0.338					
		STATE 10/2023	0.338	MISC			0.338					
		FTA 5307 10/2024	2.700	MISC				2.700				
		LOCAL 10/2024	0.338	MISC				0.338				
		STATE 10/2024	0.338	MISC				0.338				
		FTA 5307 10/2025	2.700	MISC					2.700			
		LOCAL 10/2025	0.338	MISC					0.338			
		STATE 10/2025	0.338	MISC					0.338			
		FTA 5307 10/2026	2.700	MISC						2.700		
		LOCAL 10/2026	0.338	MISC						0.338		2.700
STATE 10/2026	0.338	MISC						0.338		0.338		
AQC:N/A	ULSTER	TPC: \$15-\$25 M	TOTAL 5YR COST :	16.880		0.000	3.376	3.376	3.376	3.376	3.376	0.000
UCAT  8TRU76 TRANSIT <Exempt>	PREVENTIVE MAINTENANCE FOR THE ULSTER COUNTY AREA TRANSPORTATION (UCAT) SYSTEM - COSTS AND ACTIVITIES ASSOCIATED WITH MAINTENANCE OF VEHICLE OR BUILDING SYSTEMS, STATIONS AND STRUCTURES.	FTA 5307 10/2022	0.636	MISC		0.636						
		LOCAL 10/2022	0.080	MISC		0.080						
		STATE 10/2022	0.080	MISC		0.080						
		FTA 5307 10/2023	0.653	MISC			0.653					
		LOCAL 10/2023	0.082	MISC			0.082					
		STATE 10/2023	0.082	MISC			0.082					
		FTA 5307 10/2024	0.666	MISC				0.666				
		LOCAL 10/2024	0.083	MISC				0.083				
		STATE 10/2024	0.083	MISC				0.083				
		FTA 5307 10/2025	0.683	MISC					0.683			
		LOCAL 10/2025	0.085	MISC					0.085			
		STATE 10/2025	0.085	MISC					0.085			
		FTA 5307 10/2026	0.697	MISC							0.697	
		LOCAL 10/2026	0.087	MISC							0.087	
STATE 10/2026	0.087	MISC							0.087			
AQC:N/A	ULSTER	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.169		0.000	0.796	0.817	0.832	0.853	0.871	0.000

# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 23 of 24

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, 2022							
					PRE	FFY	FFY	FFY	FFY	FFY	POST	
					FFY 2023	2023	2024	2025	2026	2027	FFY 2027	
ULSTER CO  8TRU80 TRANSIT <Exempt>	ULSTER COUNTY SECTION 5310 BLOCK PROGRAM-VEHICLES AND OPERATING ASSISTANCE TO PROVIDE TRANSPORTATION FOR ELDERLY AND PERSONS WITH DISABILITIES BY PRIVATE NOT-FOR-PROFIT AGENCIES.	FTA 5310 10/2022	0.300	MISC		0.300						
		LOCAL 10/2022	0.075	MISC		0.075						
		FTA 5310 10/2023	0.300	MISC			0.300					
		LOCAL 10/2023	0.075	MISC			0.075					
		FTA 5310 10/2024	0.300	MISC				0.300				
		LOCAL 10/2024	0.075	MISC				0.075				
		FTA 5310 10/2025	0.300	MISC					0.300			
		LOCAL 10/2025	0.075	MISC					0.075			
		FTA 5310 10/2026	0.300	MISC							0.300	
LOCAL 10/2026	0.075	MISC							0.075			
AQC:N/A	ULSTER	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.375	0.375	0.375	0.375	0.375	0.000	
ULSTER CO  8TRU81 TRANSIT <Exempt>	UZA 457 5339 BUS FACILITIES BLOCK PROGRAM FOR ELIGIBLE RECIPIENTS. THIS CAPITAL PROGRAM PROVIDES FUNDING TO REPLACE, REHABILITATE, AND PURCHASE BUSES AND RELATED EQUIPMENT, AND TO CONSTRUCT BUS-RELATED FACILITIES.	FTA 5339 10/2022	0.350	MISC		0.350						
		LOCAL 10/2022	0.087	MISC		0.087						
		FTA 5339 10/2023	0.350	MISC			0.350					
		LOCAL 10/2023	0.087	MISC			0.087					
		FTA 5339 10/2024	0.350	MISC				0.350				
		LOCAL 10/2024	0.087	MISC				0.087				
		FTA 5339 10/2025	0.350	MISC					0.350			
		LOCAL 10/2025	0.087	MISC					0.087			
		FTA 5339 10/2026	0.350	MISC							0.350	
LOCAL 10/2026	0.087	MISC							0.087			
AQC:N/A	ULSTER	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.000	0.437	0.437	0.437	0.437	0.437	0.000	
UCAT  8TRU82 TRANSIT <Exempt>	UZA 89 5339 BLOCK BUS FACILITIES PROGRAM FOR ELIGIBLE RECIPIENTS. CAPITAL PROGRAM PROVIDES FUNDING TO REPLACE, REHABILITATE AND PURCHASE BUSES & RELATED EQUIPMENT & TO CONSTRUCT BUS-RELATED FACILITIES.	FTA 5339 10/2022	0.425	MISC		0.425						
		LOCAL 10/2022	0.106	MISC		0.106						
		FTA 5339 10/2023	0.425	MISC			0.425					
		LOCAL 10/2023	0.106	MISC			0.106					
		FTA 5339 10/2024	0.425	MISC				0.425				
		LOCAL 10/2024	0.106	MISC				0.106				
		FTA 5339 10/2025	0.425	MISC					0.425			
		LOCAL 10/2025	0.106	MISC					0.106			
		FTA 5339 10/2026	0.425	MISC							0.425	
LOCAL 10/2026	0.106	MISC							0.106			
AQC:N/A	ULSTER	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.000	0.531	0.531	0.531	0.531	0.531	0.000	
UCAT  8TU009 TRANSIT <Exempt>	ARCHITECTURAL AND ENGINEERING DESIGN SERVICES FOR A NEW BUS STORAGE FACILITY FOR THE UCAT FLEET. 2021 MHVTMA UNALLOCATED AWARD	FTA 5307 10/2022	1.000	MISC		1.000						
		STATE 10/2022	0.125	MISC		0.125						
		LOCAL 10/2022	0.125	MISC		0.125						
AQC:N/A	ULSTER	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.000	1.250	0.000	0.000	0.000	0.000	0.000	



# DRAFT HIGHWAY AND TRANSIT PROGRAM

\*\* Ulster County Transportation Council \*\*

## TIP Format Report for Selected Projects on Draft Program

Monday, July 25, 2022

Page 24 of 24

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, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
TOTAL PROJECT COST											
UCAT 8TU010 TRANSIT <Exempt>	PURCHASE OF THREE (3) BATTERY ELECTRIC BUSES, BUS CHARGING EQUIPMENT AND REMOTE CHARGING UNITS FOR THE UCAT FLEET. 2021 MHVTMA UNALLOCATED AWARD	FTA 5307 08/2022 STATE 08/2022 LOCAL 08/2022	0.000 0.000 0.000	MISC MISC MISC	3.000 0.375 0.375						
AQC:N/A	ULSTER TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	0.000		3.750	0.000	0.000	0.000	0.000	0.000	0.000
UCAT 8TU011 TRANSIT <Exempt>	PURCHASE OF TWO (2) 35' BATTERY ELECTRIC BUSES FOR THE UCAT FLEET	FTA 5307 07/2022 STATE 07/2022 LOCAL 07/2022 FTA 5339 07/2022 LOCAL 07/2022	0.000 0.000 0.000 0.000 0.000	MISC MISC MISC MISC MISC	1.272 0.159 0.159 0.411 0.103						
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000		2.104	0.000	0.000	0.000	0.000	0.000	0.000
UCAT 8TU012 TRANSIT <Exempt>	PURCHASE UP TO EIGHT (8) ELECTRIC VEHICLE FLEET SUPPORT VEHICLES FOR THE UCAT FLEET	FTA 5339 07/2022 LOCAL 07/2022	0.000 0.000	MISC MISC	0.340 0.085						
AQC:N/A	ULSTER TPC: < \$0.75 M	TOTAL 5YR COST :	0.000		0.425	0.000	0.000	0.000	0.000	0.000	0.000

## APPENDIX A: SELF CERTIFICATION

---

### SELF CERTIFICATION

A certification of the metropolitan planning process is required under Title 23 U.S.C. Section 134, where it 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.

All of the documents and activities referred to in this Self-Certification Report support the UCTC's stated purpose, to carry out the continuing, cooperative and comprehensive transportation planning process and to develop and approve transportation plans and programs within Ulster County, including the Kingston Metropolitan Area and other urbanized portions within and contiguous to Ulster County, including seven Census blocks in the Greene County Town of Catskill, as well as those portions of the Poughkeepsie-Newburgh, New York-New Jersey Transportation Management Area (TMA) that reside in Ulster County. In doing so, UCTC will ensure proper coordination and consistency with Federal regulations and will coordinate with other MPOs and regional public transit operators as appropriate.

#### A. Required Agreements

- a. **Memorandum of Understanding** (effective March 24, 2003): identifies the roles, responsibilities, and cooperative procedures for carrying out the metropolitan transportation planning process in Ulster County, agreed to by the UCTC and participating members.
- b. **NYSDOT-UCTC Master Agreement (effective March 17, 2004 (OSC Approval Date))**: the original agreement between NYSDOT and Ulster County that established the UCTC and identified the UCTC's responsibilities and procedures for seeking reimbursement for MPO related expenses.
- c. **Mid-Hudson Valley TMA Memorandum of Understanding (effective March 7, 2006)**: provides a common understanding and structure for the continuing coordination and communication among the MPOs responsible for the Mid-Hudson Valley TMA: Poughkeepsie-Dutchess Transportation Council, Orange County Transportation Council, and the UCTC.
- d. **Supplemental Agreement No. 1 to Master Agreement (Comptroller's Contract No. D014516 effective March 9, 2010)**: amends a previously adopted contract completion date; extends contract to 3/31/2015 to coincide with the period covered by the future Federal Transportation Re-Authorization Act.
- e. **Joint Cooperative Planning Agreement (effective January 3, 2012)**: relating to the 3-C transportation planning process for Ulster County, NY serves as the written agreement which establishes the mutual responsibilities for metropolitan planning between UCTC, Ulster County, the City of Kingston and the NYSDOT.
- f. **NYSDOT-UCTC Host Agency Agreement (effective March 1, 2022)**: this reauthorized the host agency relationship between UCTC and NYSDOT and provided a 10 year schedule for funding UCTC activities.
- g. **UCTC Operating Procedures (effective May 26, 2015)**: outlines the purpose, function, membership, officers, public participation procedures, and other responsibilities of the UCTC.

#### B. Planning/Technical

- a. **Unified Planning Work Program (UPWP)**: In cooperation with the State and operators of publicly owned transit systems, MPOs develop unified planning work programs (UPWPs) that meet the

## APPENDIX A: SELF CERTIFICATION

---

requirements of 23 CFR Part 420, subpart A. The projects described in the UPWP implement policy recommendations and priority actions identified in the Metropolitan Transportation Plan or are special requests from UCTC members concerning current and long term needs. Relevant efforts include circulation, access and parking studies, transit analysis studies, and highway, bicycle and pedestrian safety and access evaluations. The UPWP includes descriptions of planning tasks and resulting products, a schedule for completing tasks, the cost of the work, sources of funds, and responsible parties. UCTC's most recent UPWP was adopted by the UCTC on February 22, 2022.

- b. **Metropolitan Transportation Plan (MTP):** The MTP serves as the strategic, long-range multimodal transportation plan for the Ulster County Metropolitan Planning Area. 2045 Long Range Transportation Plan is the most recent update of the Ulster County Transportation Council's MTP. Approved on September 22, 2020, the 2045 Long Range Transportation Plan is a comprehensive evaluation of transportation needs across most modes of travel and includes an extensive public outreach effort. The study effort involved an update to the current status of the transportation system in Ulster County, identified future needs and strategies, provided an outline of financing options, included a System Performance Report, and incorporated the desires of the public into the final draft. Consultation with State and local agencies responsible for land use management, economic development, natural resources, environmental protection, conservation and historic preservation was integral to the Plan's development. Planning Factors – The planning factors under 23 CFR 135 § 450.306 are as follows:

- (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 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 stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

- c. **Transportation Improvement Program (TIP):** UCTC approved the previous 2020 – 2024 Transportation Improvement Program on June 25, 2019. The 2020-2024 TIP is financially constrained by program year and conforms to the most recent New York State 'State Transportation Improvement Program' (STIP). The projects in the TIP sustain and reinforce the goals and priorities of the Year 2045 Long Range Transportation Plan.

- d. **Technical Areas.** UCTC staff provide members a variety of services and resources to assist them with transportation decision making and evaluation. Community transportation planning assistance is a UPWP task specifically designed to ensure that communities understand the fundamental link between transportation and land use. The task provides planning and design assistance as well as educational training for communities in developing their comprehensive plans, establishing design parameters for major projects, establishing access management and pedestrian/bicycle provisions in land use controls, and assisting in decision-making for capital investments and designs that become

## APPENDIX A: SELF CERTIFICATION

---

part of or impact the transportation system. Additional technical areas include Census and demographic analysis, GIS modeling and visualization, traffic safety data analysis, traffic monitoring, staff to the Ulster County Traffic Safety Board, and other applicable transportation analysis tools and activities.

### e. Special Considerations

- **Title VI:** The UCTC Title VI Plan was approved on March 16, 2017. The UCTC remains committed to supporting Federal Title VI/Environmental Justice requirements. Furthermore, the UCTC assures that no person shall on the grounds of race, color, national origin, or gender, as provided in Title VI of the Civil Rights Act of 1964 and related statutes be excluded from participation in, or be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which UCTC receives Federal financial assistance. Examples of UCTC compliance include evaluation measures built into the TIP project evaluation and selection process, the development of mapping to illustrate the relationship between transportation investments programmed and areas with concentrated low-income, minority, age 65 and older, and mobility disability populations.
- **Environmental Justice:** The principles of Title VI provide the core tenants of the 1994 Presidential directive on environmental justice (EJ). Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires the U.S. Department of Transportation to make EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and/or low-income populations (collectively “EJ populations”). Environmental justice includes incorporating EJ and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews. EJ is therefore a Federal directive, and Title VI is one of the tools used by Federal agencies to implement this directive. The guiding principles of environmental justice are to:
  1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
  2. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
  3. Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations. In an effort to carry out the Federal environmental justice directive in the UCTC planning area, UCTC selected six demographic categories to review in Rethinking Transportation – The Year 2040 Long Range Transportation Plan. Four categories – those of race, ethnicity, income and English proficiency – are typically recommended by FTA and FHWA in the process of carrying-out an EJ analysis. In addition, UCTC examined the categories of age and physical ability in an effort to develop a comprehensive understanding of mobility-challenged populations in the Ulster County MPA. Data were derived from the 2010 U.S. Decennial Census where available and supplemented with the 2013 and the 2009-2013 American Community Survey five year survey data. Charts and maps illustrating the percent share of the total county-wide population of EJ demographic categories are provided in Rethinking Transportation. This share is then used to establish an EJ “threshold” that can be used to conduct a more detailed analysis at the census block or block-group level. Any locations showing concentrations greater than the

## APPENDIX A: SELF CERTIFICATION

---

county-wide total are considered to be disproportionately high and should receive additional consideration during the transportation planning process.

- **Limited English Proficiency (LEP):** LEP populations were identified as a main EJ demographic category as part of the EJ analysis in Rethinking Transportation – The Year 2040 Long Range Transportation Plan. Census analysis indicated 3.5% of the total Ulster County population is LEP, with concentrations in Census blocks located primarily in the City of Kingston, as well as municipalities with institutional populations or seasonal workers associated with local agribusinesses. UCTC strives to accommodate LEP populations in its outreach activities. The needs and interests of Limited English Proficiency (LEP) populations are taken into account during the project development and consultant solicitation phases of all UCTC projects. Recent examples include Spanish translation of project outreach materials associated with the Broadway Corridor Conceptual Design Project as well as inclusion of Spanish translators at Broadway public outreach events and meetings, which were held in locations previously-identified in UCTC EJ mapping efforts. In addition, UCTC’s transit planning activities continue to focus on the need of underserved areas and populations. The UCTC website has available translation capabilities. Upon request (preferably two weeks in advance of a meeting), effort will be made to provide accommodations such as assistive listening devices, materials in accessible formats and in languages other than English, and interpreters of American Sign Language and other languages. If requested, the MPO will provide verbal and written translation or digital conversations to facilitate accessibility of key documents or key portions of them within a reasonable time and within available resources.
- **Americans with Disabilities Act (ADA):** All MPO meetings are held in ADA accessible locations. The public is assured that efforts will be made to provide any special requirements that may be needed to ensure access to information during public meetings. In addition, UCTC has established a UPWP project in its 2016 UPWP to assist UCTC members to better understand their roles and responsibilities to provide accessible transportation facilities under the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Section 504). Public rights-of-way and facilities are required to be accessible to persons with disabilities through Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans with Disabilities Act of 1990. These statutes mean that the agency must provide pedestrian access for persons with disabilities to the agency's streets and sidewalks, whenever a pedestrian facility exists. Regulations implement this requirement by imposing standards for accessible features such as curb cuts, ramps, continuous sidewalks, and detectable warnings. All State and local governmental agencies must provide pedestrian access for persons with disabilities in compliance with ADA Title II. 42 U.S.C. §12131(1). Federal, State, and local governments must provide pedestrian access for persons with disabilities in compliance with Section 504 standards (29 U.S.C. §794(a)). The ADA requires public agencies with more than 50 employees to make a transition plan (28 CFR §35.150(d)). Efforts will therefore be extended to assist members with the development of data and discourse that will aid in ADA compliance, including inventory of existing facilities and their present condition as well as critical gaps.
- **Disadvantaged Business Enterprise (DBE):** As a sub-recipient of US Department of Transportation financial assistance, which is administered through the New York State Department of Transportation (NYSDOT), UCTC is committed to the New York State Department of Transportation Disadvantaged Business Enterprise (DBE) Program as described in detail in the New York State Department of Transportation Disadvantaged Business Enterprise (DBE) Program Plan. 2 All sub-recipients that administer contracts with any USDOT funding

## APPENDIX A: SELF CERTIFICATION

---

assistance are required to fully conform to the Federal requirements in 49 CFR §26. Sub-recipients shall either develop their own DBE Program where required, or endorse and fully conform to the NYSDOT's DBE Program (49 CFR §26.21). NYSDOT will ensure the sub-recipients comply with all requirements. All sub-recipients shall place appropriate DBE clauses in their federally assisted contracts and assign local responsibility to ensure compliance with this policy (49 CFR §26.13). UCTC utilizes the State DBE participation targets in its contracting and has and will continue to include DBE goals in all of its subcontracts and require a good faith effort be demonstrated prior to any award.

- f. **Private Operators:** Private transit operators are included on the UCTC distribution list, attend meetings regularly, and are actively recruited to participate in the metropolitan transportation planning process as well as on technical advisory committees for all relevant projects. UCTC also provides FTA 5307 under Capital Cost of Contracting to commuter operators in the county.
- g. **Planning Factors:** The 10 federal planning factors are included in the 2045 Long Range Transportation Plan and directly influence the goals and vision of the document. These goals apply to all UCTC activities including the TIP and all UPWP studies and are integral to the operation of the MPO. Furthermore, during the annual UCTC public solicitation for new UPWP studies, applicants are asked to describe how their proposals relate to one or more of the 10 federal planning factors; rating and ranking is partially based on these responses.
- h. **Congestion Management Process (CMP):** UCTC, in conjunction with PDTC and OCTC, adopted a joint CMP effective April 23, 2019. This 2018 CMP updates the original 2005 report based on new data, tools, and best practices, particularly those related to the National Performance Management Research Data Set (NPMRDS).
- i. **Participation Plan.** The UCTC Public Participation Plan is included as a component of the UCTC Operating Procedures. The purpose of such procedures is to increase public involvement in the transportation planning process that is carried out by the Ulster County Transportation Council (UCTC) and its committees. Public participation efforts will be used to educate the public about major transportation issues, solicit information, assist in achieving consensus, and provide a way for citizens to share their perspectives with UCTC members. Specific actions include:
  - Development and maintenance of a mailing list to inform the public of meetings, events and opportunities to participate
  - All UCTC Technical and Policy Committee meetings will be held in facilities that comply with Americans with Disabilities Act standards for accessibility. Other UCTC project-related meetings where the public is invited to attend will also be held in accessible locations.
  - A summary of the major written or verbal comments resulting from the public meeting or other activity, and the proposed responses will be prepared and will be available upon written request.
  - Documentation and summaries of all public meetings will be prepared and retained by the Ulster County Transportation Council staff, and will be available upon request.
  - Technical and policy information and data will be available from the two UCTC staff agencies, Ulster County Planning Department and the New York State Department of Transportation
  - Data requests of significant size will be made available within a reasonable period of time.
  - Public participation strategies will be considered on a project-by-project basis that will effectively engage minority and low-income populations and reduce participation barriers for such populations, including the use of news letters, social media and visualization techniques.

## APPENDIX A: SELF CERTIFICATION

---

- Upon request (preferably two weeks in advance of a meeting), effort will be made to provide accommodations such as assistive listening devices, materials in accessible formats and in languages other than English, and interpreters of American Sign Language and other languages.
- If requested, the MPO will provide verbal and written translation or digital conversations to facilitate accessibility of key documents or key portions of them within a reasonable time and within available resources.
- UCTC places paid notices in local newspapers regarding its activities such as TIP amendments and project specific events and provides general notice to all regional media outlets.

In addition to those activities and provisions listed above, public involvement provisions specific to the Long Range Transportation Plan and TIP are included as well:

### ***Long Range Transportation Plan Public Participation Procedures***

- The Long Range Transportation Plan will be reviewed and updated at least every five years. The UCTC Technical Committee working with UCTC staff will have primary responsibility for developing the Transportation Plan.
- There will be a minimum of two forums held in different areas of the County with the express purpose of soliciting public comment, discussing current transportation issues and goals, and potential actions and recommendations. Notice of the public meetings and relevant support material will be mailed to all those listed on the MPO Public Information mailing list.
- All significant written or verbal comments and the responses will be summarized and included in the final Long Range Transportation Plan.
- If the final Long Range Transportation Plan differs significantly from the one discussed at the open forums, an additional public meeting will be held prior to the consideration of the Plan by the UCTC Council.
- A demographic profile will be developed in each iteration of the Long Range Transportation Plan that will identify the locations of socio-economic groups, including low-income and minority populations as covered by the Executive Order on Environmental Justice and Title VI provisions, that can be used to inform the public involvement process and strategy for all subsequent planning materials developed by the MPO

***TIP Public Participation Procedures:*** In general, the TIP will be updated bi-annually or as otherwise directed by the Federal Highway Administration, Federal Transit Administration or NYSDOT. In addition to the activities discussed under General Public Participation, the following procedures apply to the preparation and update of the TIP.

- During the TIP update process (generally every 2-3 years), in instances where federal transportation aid is less than the program of projects in the current TIP, in an effort to maintain fiscal constraint on the updated TIP, a process for reduction, postponement or removal of programmed projects will be pursued. In such instances, call letters will be substituted with “notice letters” explaining new fiscal targets, the proposed TIP revision and review process, and how municipalities and agencies can participate in that process.
- A public meeting will be held by the UCTC staff to solicit public input and discuss the TIP development process, projects on the existing TIP, and proposed projects being considered for addition to or removal from the TIP, and other analyses as necessary.

## APPENDIX A: SELF CERTIFICATION

---

- There will be a minimum 15-calendar day comment period before final approval of the TIP by the UCTC Policy Committee.
  - A summary of all significant written or verbal comments and the responses will be prepared and included as part of the final TIP.
  - After the final TIP and associated required analyses are approved by the Council, the TIP document will be distributed to all council members and the Technical committee. The UCTC Public Information mailing list will be notified. The TIP is available upon request. Any person or agency requesting a final TIP will receive a copy and will be placed on the mailing list.
- j. **Coordinated Public Transit-Human Service Agency Transportation Plan:** Ulster County Transportation Council updated its Coordinated Public Transit - Human Services Transportation Plan ("Coordinated Plan") in 2017. The primary purpose of a Coordinated Plan is to identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. In addition, the current federal transportation authorization act – Bipartisan Infrastructure Law (BIL) - requires UCTC to prepare a Coordinated Plan as a condition of applying for and receiving Federal funds under the Elderly Individuals and Individuals with Disabilities (Section 5310) program. The Coordinated Plan is therefore intended to act as a blueprint for implementing a range of strategies to improve transportation services in Ulster County. The UCTC Coordinated Plan will be updated in 2022

### C. Administrative Management

- a. **Progress Report.** UCTC submits progress reports to NYSDOT on a semi-annual basis.
- b. **Bills.** UCTC submits reimbursement payment requests to NYSDOT on a quarterly basis
- c. **Audits.** Ulster County and all of its federal programs are audited annually. The most recent report was issued for FY 2018 and showed no discrepancies.
- d. **Annual Program.** The annual program is closed out in a timely manner.
- e. **Budget.** Budgets are kept current and amendments are processed as appropriate.
- f. **Consultant Selection.** UCTC follows all federal aid guidelines and procurement procedures including necessary DBE provisions.
- g. **Central Staff/Host Relations.** UCTC is well-staffed with 2.5 FTEs, including two graduate-level professional planners that together have over 20 years of professional planning experience.
- h. **Decision Making.** All committees are adequately structured and staffed.
- i. **Governance.** All foundation documents for the MPO such as MOUs, operating procedures and financial/staffing plans are reviewed and updated periodically to ensure that they are still relevant to current MPO operations. Members and host understand and execute their roles in a way that supports independent and unbiased work by MPO staff and sound MPO decisions. The MPO enjoys a productive working relationship with all Ulster County municipal governments and state and federal agencies.
- j. **Procurement.** UCTC complies with FTA Circular Guidance 4220.1F, Third Party Contracting Requirements; the most recent FTA Master Agreement, **2/7/22**, maintains a written history of all FTA related procurements; and incorporates clauses and certifications for eligible FTA assistance program funding.



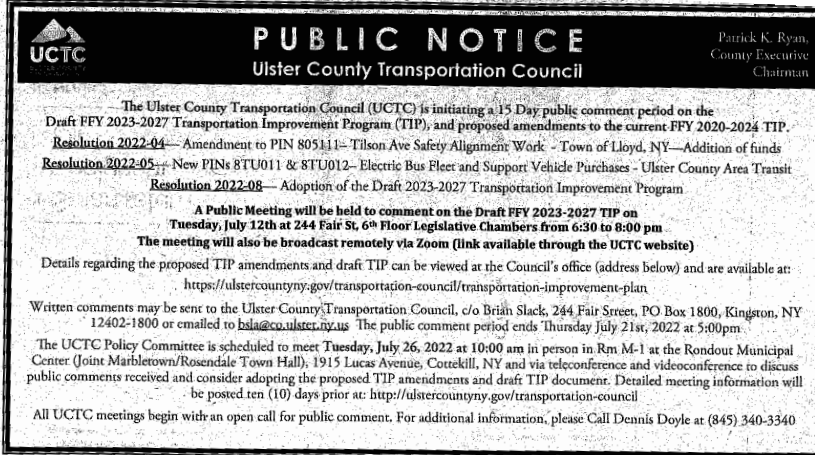
## APPENDIX B: PUBLIC COMMENTS

### PUBLIC OUTREACH

In accordance with UCTC Operating and Public Participation Procedures and Federal Regulations (CFR § 450.326(b); Title 23, Part 450 (c) §450.316), the Draft UCTC 2023-2027 Transportation Improvement Program was made available for 15 day public review and comment between July 7, 2022 and July 21, 2022. In addition, a Public Meeting was held by UCTC staff on July 12<sup>th</sup>, 2022 at 6:30PM in the Ulster County Legislative Chambers and simulcast online through the UCTC Zoom account. The purpose of the meeting was to present a summary of the Draft 2023-2027 Transportation Improvement Program, address any public comments or questions, and to further collect public comment. A recording of that meeting can be found on the UCTC Youtube channel at <https://www.youtube.com/channel/UC-cUIGdM5IPB9M-UZz7rOHA>

No public comments were submitted during the 15 day public comment period.

Public Notice advertised in Hudson Valley One on July 6, 2022:



Public Notice was also provided directly through the UCTC email distribution list to 732 subscribers.

## APPENDIX C: FISCAL PLANNING TARGETS

# 2023-2027 FISCAL PLANNING TARGETS

NYS DOT Region 8 Planning Target Including MPO Set Asides

		STIP Period FFY 2023-2026				
		TIP Period FFY 2023-2027				
Fund Source	MPO	2023	2024	2025	2026	2027
CMAQ	MHSTCC	12,279,414	12,279,414	12,279,414	12,279,414	12,279,414
		6,377,621				
	OCTC	3,365,144	3,365,144	3,365,144	3,365,144	3,365,144
		1,747,772				
STBG Large Urban	MHSTCC	21,590,206	21,590,206	21,590,206	21,590,206	21,590,206
		-				
	OCTC	3,743,402	3,743,402	3,743,402	3,743,402	3,743,402
		-				
DCTC	2,473,888	2,473,888	2,473,888	2,473,888	2,473,888	
	-					
STBG Flex	UCTC	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
		7,364,000				
	CTAC	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
		1,880,000				
STBG Off System Bridge	MHSTCC	793,610	793,610	793,610	793,610	793,610
		277,812				
	OCTC	822,157	822,157	822,157	822,157	822,157
		287,805				
	DCTC	776,482	776,482	776,482	776,482	776,482
		271,816				
	UCTC	1,256,074	1,256,074	1,256,074	1,256,074	1,256,074
		439,702				
	CTAC	747,935	747,935	747,935	747,935	747,935
		261,822				
<b>Total</b>	<b>LOCAL</b>	<b>68,756,662</b>	<b>49,848,312</b>	<b>49,848,312</b>	<b>49,848,312</b>	<b>49,848,312</b>
HSIP	NYS DOT	7,878,325	7,878,325	7,878,325	7,878,325	7,878,325
		5,950,248				
NHPP	NYS DOT	97,124,359	97,124,359	97,124,359	97,124,359	97,124,359
		21,518,602				
STBG Flex (Minus UCTC & CTAC Set Aside)	NYS DOT	9,898,469	19,142,469	19,142,469	19,142,469	19,142,469
		(17,229,084)				
<b>Total</b>	<b>NYS DOT</b>	<b>125,140,919</b>	<b>124,145,152</b>	<b>124,145,152</b>	<b>124,145,152</b>	<b>124,145,152</b>
<b>Grand Total</b>		<b>193,897,581</b>	<b>173,993,465</b>	<b>173,993,465</b>	<b>173,993,465</b>	<b>173,993,465</b>

Blue values indicate roll in amounts

**APPENDIX D: ACCEPTANCE LETTER**

---

**[INSERT ACCEPTANCE LETTER]**

## **APPENDIX D: ACCEPTANCE LETTER**

---