



UCTC

ULSTER COUNTY TRANSPORTATION COUNCIL

FFY 2024 ANNUAL FEDERAL AID OBLIGATION REPORT

Reporting Period
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December 31, 2024

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BACKGROUND

UCTC is responsible for the development of a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP) that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight in the county and the region. In addition, UCTC is responsible for the development of a Unified Planning Work Program (UPWP) that includes a discussion of the planning priorities facing the Metropolitan Planning Area. The intent of such a work plan is to coordinate all transportation-related planning activities in Ulster County.

The U.S. Department of Transportation requires every metropolitan area with a population over 50,000 to have a designated MPO in order to qualify for the receipt of Federal highway and public transportation funds. In 2003, the Governor of New York State designated the Ulster County Transportation Council (UCTC) as the MPO responsible for transportation planning in Ulster County. As the designated MPO, the UCTC is responsible for making final decisions for programming transportation improvements in the Kingston Urbanized Area and a portion of the Poughkeepsie-Newburgh Transportation Management Area (TMA).

Federal regulations require a listing of all federally funded projects on the TIP, for which federal transportation funds have been obligated in the preceding year. An obligation is the U.S. Department of Transportation's legal commitment to pay the federal share of a project's cost. Projects for which funds have been obligated are not necessarily initiated or completed in a given program year and the amount of the obligation in a single year will not necessarily equal the total cost of the project. This annual listing of federal aid obligations must be made available for public review by the Metropolitan Planning Organization (MPO). The listing must be consistent with the funding categories identified in the adopted Transportation Improvement Program (TIP).

TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a five-year financial plan that identifies the project costs, funding sources, phase types and implementation schedule of federally funded transportation improvements. TIP projects must be consistent with the overall goals and objectives identified in the Long Range Transportation Plan. The TIP can be viewed online at:

<https://uctc.ulstercountyny.gov/core-documents/transportation-improvement-plan-tip/>

The TIP typically receives a number of amendments and revisions throughout its 2-3 year lifecycle.

LONG RANGE TRANSPORTATION PLAN

A Federal Aid Obligation Report together with the Metropolitan Transportation Plan (MTP) helps to evaluate an MPO's overall performance. Financial forecasts from the MTP help establish a baseline for which federal aid obligations can be compared and help measure an MPO's ability to implement projects. The UCTC Year 2045 MTP can be viewed online at: <https://uctc.ulstercountyny.gov/core-documents/long-range-transportation-plan-lrtp/>.

A continuation of underperforming Federal Aid Obligation Reports may indicate one or more of the following: 1) financial forecasts improperly calculated; 2) a down turn in the economy resulting in less federal aid available for programming; 3) the complexity of the federal aid process; 4) insufficient local funding to match the federal aid projects programmed; and 5) changing priorities and project schedules.

FEDERAL AID OBLIGATIONS

To ensure that the public has an accurate account of how federal funds are actually being spent on transportation projects, USDOT requires that the organizations responsible for approving the Transportation Improvement Program publish an annual listing of project obligations.

Obligation in the context of this report is the Federal Government's legal commitment to pay the federal share of a project's cost. An obligated project is one that has been authorized by the federal agency as meeting eligibility requirements for federal funds. Projects for which funds have been obligated are not necessarily initiated or completed in the program year. For obligations on a construction project, typically the project needs to complete a competitive bid process and begin construction if an acceptable bid is received. Alternatively, projects may have obtained permission to proceed to construction using local funds, with the ability to be obligated and reimbursed with federal funds at a later date. Some of the projects or project phases listed in this report may already have been completed.

The amount of the obligation usually does not equal the total cost of the project. This is because an obligation is typically for only one phase of a multi-phased project. The obligation only accounts for federal funds allocated to the project. The figures exclude any matching state and local funds that are likely necessary as well.

Once funds have been obligated, the project sponsor/lead agency begins incurring eligible project expenses and then requests reimbursement from the eligible grant recipient. The reimbursement request must demonstrate that the recipient incurred the costs consistent with the project agreement and all federal requirements.

The list of obligated projects is organized in a manner consistent with the Transportation Improvement Program (TIP). For each project identified, the list includes the following:

- ▶ **PIN:** a Project Identification Number (PIN) that NYSDOT uses to track projects;
- ▶ **Project Sponsor:** the lead agency in charge of carrying out the project;
- ▶ **Project Title:** a narrative description used to define the nature and location of the project;
- ▶ **Phase:** the phases for which funding was actually obligated during the federal fiscal year;
- ▶ **Federal Fund Source:** the federal program from which funding was derived;
- ▶ **Amount:** the amount funding found to be obligated on the project during FFY2024;

Project Phases

Phases of TIP projects are categorized in the following manner:

- ▶ **Scoping:** This phase 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.
- ▶ **Preliminary Design/Engineering (PD):** This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. Public outreach in accordance with state and federal requirements is used to gain community input on the project. A preferred alternative is selected to advance the project.
- ▶ **Detailed Design (DD):** This phase includes detailed engineering work on the preferred alternative. This phase results in the development of plans and specifications that a construction contractor will work from.
 - ▶ (PE: covers all phases for design – Scoping, Preliminary Design & Detail Design)
- ▶ **Right-of-Way Incidentals (RI):** This phase includes preparation work required prior to right-of-way acquisition.
- ▶ **Right-of-Way Acquisition (RA):** This phase includes the acquisition of right-of-way (property) necessary to complete the project. Acquisition can be achieved through the purchase of property or an easement.
 - ▶ (ROW: covers both RI and RA phases)
- ▶ **Construction (CONST):** This phase includes all work necessary to build the project.
- ▶ **Construction Inspection (CI):** This phase includes ongoing inspection to ensure construction is performed properly and conforms to specifications.
- ▶ **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.).

FEDERAL FISCAL YEAR 2024 FEDERAL AID OBLIGATIONS

As shown in the tables on the following pages, a total of **\$15.278 million** in Federal Highway Administration aid was obligated for various local and state highway, bridge, and trail project phases in Ulster County in FFY 2024. Of that, **\$13.765 million** in federal aid was obligated for state projects in 2024 with the remaining **\$1.455 million** obligated for local highway, bridge and enhancement projects in 2024 across a variety of federal fund sources. Finally, a total of **\$4.286 million** in federal aid was obligated for transit projects in Ulster County. Recipients of transit funds includes the public operator Ulster County Area Transit (UCAT) and Adirondak Trailways.

UCTC works closely with NYSDOT to ensure that all Federal funding for transportation projects is obligated as scheduled. “Unobligated” federal funding does not carry over into the next FFY, rather, it expires at the end FFY if unclaimed by the project sponsor. Unobligated federal funds represent an opportunity cost for other Ulster County municipalities that may be waiting to receive federal aid for a project. In this sense, projects programmed but not acted upon hold up federal funding that could otherwise be utilized by other project sponsors waiting for federal aid, underscoring the importance of ensuring an annual obligation rate of 100%. UCTC staff will continue to work closely with NYSDOT and local project sponsors to stay on top of project priorities and help sponsors move their projects to implementation. Staff will also continue to assist project sponsors with the identification of unused federal aid and process TIP amendments to modify transportation priorities to help utilize federal aid obligation authority before it expires.

Ulster County Transportation Council
 FFY 2024 Federal Obligations
NYSDOT Projects

PIN	Project Sponsor	Project Title	Phase	Federal Fund Source	Authorized Amount
880862	NYSDOT	Wurts Street/Dock Street Bridge	Construction	NHPP	\$12,246,731
			Detailed Design	STBG Flex	\$199,772
881517	NYSDOT	ADA Sidewalks & Ramps with ROW: Orange and Ulster Counties	Detailed Design	STBG Flex	\$52,000
			Preliminary Design	STBG Flex	\$30,400
881126	NYSDOT	I587 @ Albany Avenue	Construction Inspection	NHPP	\$543,189
882416	NYSDOT	Ulster-Poughkeepsie Train Station Bus Service	Misc	STBG Flex	\$288,000
893313	NYSDOT	Milton Landing Park – CSX Pedestrian Crossing Lights and Gates	Construction RR Force Account	Rail Grade Crossing Setaside	\$405,405

\$ 13,765,497

Ulster County Transportation Council
 FFY 2024 Federal Obligations
Local Projects

PIN	Project Sponsor	Project Title	Phase	Federal Fund Source	Authorized Amount
876122	Village of New Paltz	VILLAGE OF NEW PALTZ SIDEWALKS	CONSTRUCTION	CRP LG URBAN	\$106,400
			CONST INSP	CRP LG URBAN	\$9,600
876248	Town of New Paltz	HENRY W DUBOIS DRIVE BIKE & PED LANES	ROW ACQN	TAP URBAN	\$ 2,427
876280	Ulster County DPW	BEAVER KILL ROAD/SCUDDER BROOK BRIDGE REPLACEMENT	DETAILED DESIGN	STBG OFF SYSTEM BRIDGE	\$ 160,000
			PRELIMINARY DESIGN	STBG OFF SYSTEM BRIDGE	\$ 64,000
			RIGHT OF WAY INCIDENTALS	STBG OFF SYSTEM BRIDGE	\$ 4,000
876312	Ulster County DPW	ULSTER CO - HURLEY MTN RD OVER ESOPUS CREEK BRIDGE REPLACEMENT	DETAILED DESIGN	BRIDGE FORMULA OFF SYS	\$ 237,500
			PRELIMINARY DESIGN	BRIDGE FORMULA OFF SYS	\$ 237,500
			RIGHT OF WAY INCIDENTALS	BRIDGE FORMULA OFF SYS	\$ 14,250
876313	Town of Plattekill	T/O PLATTEKILL - OLD MILL RD OVER QUASSAIC CREEK BRIDGE REPLACEMENT	DETAILED DESIGN	BRIDGE FORMULA OFF SYS	\$ 272,650
			PRELIMINARY DESIGN	BRIDGE FORMULA OFF SYS	\$ 331,550
			RIGHT OF WAY INCIDENTALS	BRIDGE FORMULA OFF SYS	15,200

\$ 1,455,077



Ulster County Transportation Council
 FFY 2024 Federal Obligations
Transit Projects

PIN	Project Sponsor	Project Title	Phase	Federal Fund Source	Authorized Amount
8TRU14	UCAT	Project Administration for Ulster County Area Transit (UCAT)	MISC	FTA 5307	333,000
8TRU50	UCAT	Ulster County Area Transit - Operating Assistance	MISC	FTA 5307	600,000
8TRU75	Trailways	Capital Cost of Contracting	MISC	FTA 5307	2,700,000
8TRU76	UCAT	Preventative Maintenance for Ulster County Area Transit (UCAT)	MISC	FTA 5307	653,000

\$ 4,286,000