



FINAL DRAFT FFY 2026 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM

For Adoption on June 24, 2025

For the Period October 1, 2025 – September 31, 2030

Revised June 19, 2025 to include public comments

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ULSTER COUNTY TRANSPORTATION COUNCIL
2026 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM

For the Period October 1, 2025 – September 31, 2030

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ULSTER COUNTY TRANSPORTATION COUNCIL

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[insert authorizing resolution and self certification here]

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INTRODUCTION

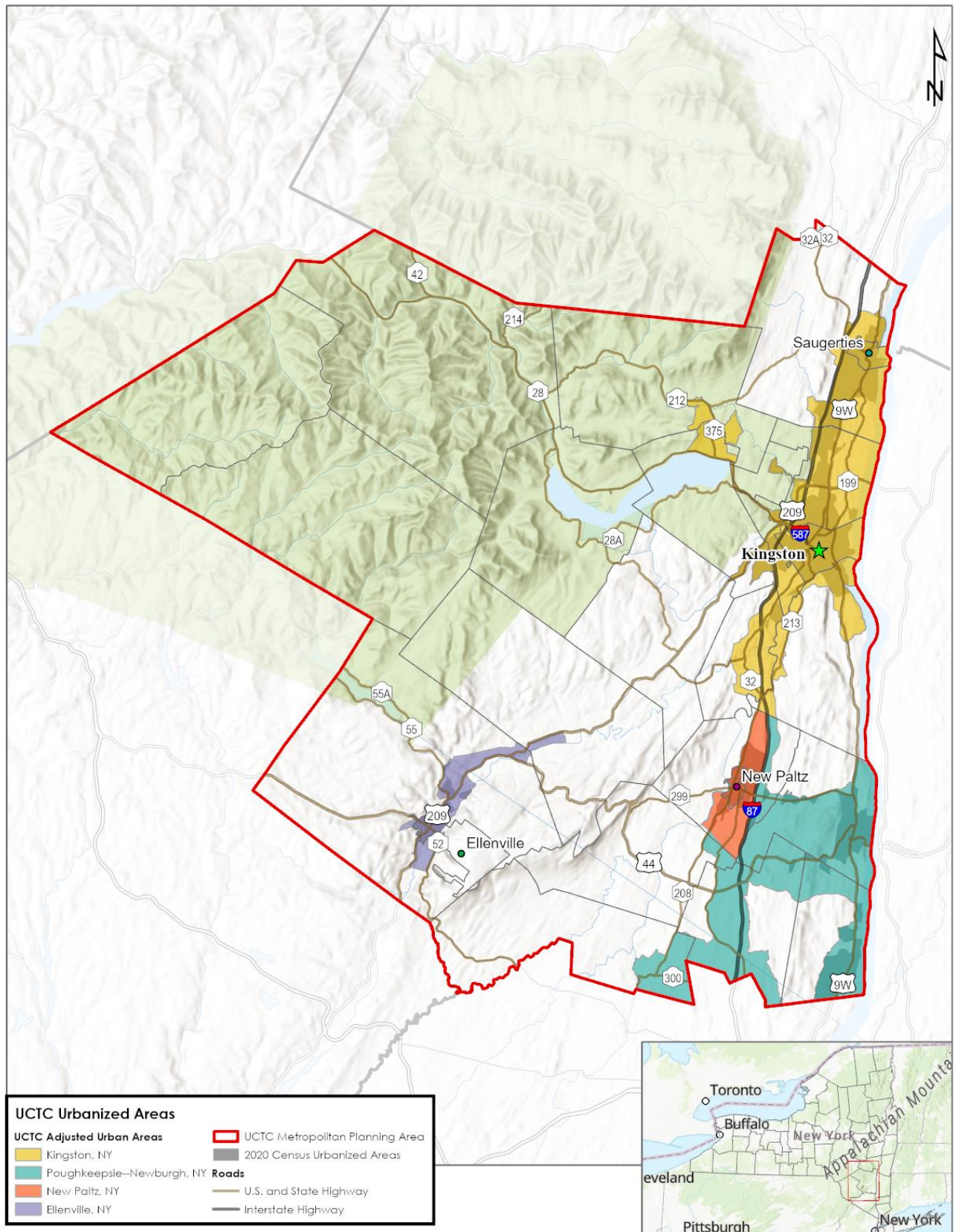
The Ulster County Transportation Council (UCTC) is the designated Metropolitan Planning Organization (MPO) for the Kingston Urbanized Area and a portion of the Poughkeepsie-Newburgh-NY-NJ Urbanized Area. UCTC is required to carry out a continuing, cooperative, and comprehensive multimodal transportation 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.¹ 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.

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

Figure 1: UCTC Metropolitan Planning Area (MPA)



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 Marbletown 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 2026 – 2030 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 2026 – 2030 Project Listings” includes projects that are located entirely within the planning boundaries of the UCTC (all of Ulster County). The NYSDOT, NYS Thruway Authority, and NYS Bridge Authority Listings include projects that are at least partially located within Ulster County.

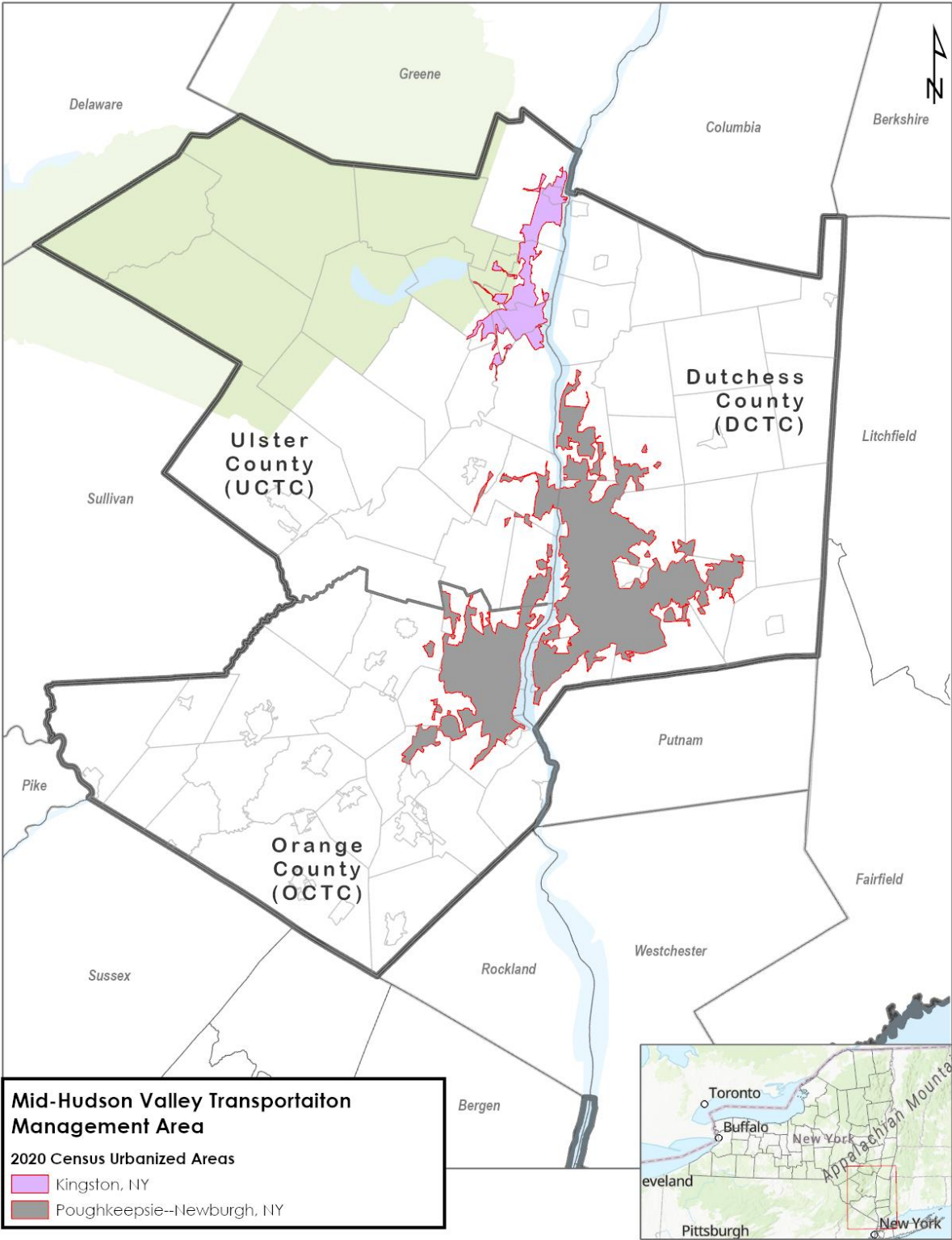
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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-three 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 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 current CMP updates the original 2005 report based on improvements in traffic data, tools, and best practices, particularly those related to the National Performance Management Research Data Set (NPMRDS). The NPMRDS, created from wireless vehicle probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the National Highway System (NHS). It includes archived speed and travel time data, matched to 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 (LOTTTR).

The 2026-2030 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 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).

Title VI 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.

The UCTC is committed to supporting Federal Title VI requirements. Examples of UCTC compliance include 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, which informs UCTC’s public outreach activities, especially with regard to projects within or near those locations with unusually high concentrations.

PLANS 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, 2023). A full project summary table listing all local and state projects delivered during that period follows.



PLANS TO PROJECTS: Pictured left to right: Henry Street Sidewalks, Kingston; UCAT 35' Battery Electric Bus; Kingston-Hurley Rail Trail (O&W) Ribbon Cutting.

2023-2027 MAJOR PROJECTS COMPLETED

- ▶ **PIN 801847: Route 28 Shared Use Path** – Construct a shared use path adjacent to Route 28 in the Olive hamlet of Boiceville from Onteora Central Schools to the Ashokan Rail Trail, including safe crosswalk infrastructure
 - Project Sponsor: NYSDOT
 - Project Cost: \$0.345m
- ▶ **PIN 814168 US Rte 44/State Rte 55 at Bruynswick Road (CR&) Signalization** – Project in the Town of Gardiner to provide new signalization at a location identified by the MPO as having high crash occurrence.
 - Project Sponsor: NYSDOT
 - Project Cost: \$0.400m
- ▶ **PIN 875781 Tillson Ave Safety Alignment Work** – Realignment of a difficult intersection, including new drainage and sidewalks in the hamlet of Highland.
 - Project Sponsor: Town of Lloyd
 - Project Cost: \$8.000m
- ▶ **PIN 875804: Kingston Rail Trail** – Construction of 1.7mi paved bicycle/pedestrian trail linking the O&W Trail in Hurley to the City of Kingston.
 - Project Sponsor: Ulster County Planning Department
 - Project Cost: \$3.00m
- ▶ **PIN 876248: Henry W. DuBois Bike & Pedestrian Lane** – Project improved HW DuBois Drive by creating a buffered bike lane and sidewalk along this portion of the Empire State Trail.
 - Project Sponsor: Town of New Paltz
 - Project Cost: \$2.157m
- ▶ **PIN 876175: Fantinekill Bridge** – Project replaced the bridge carrying Samsonville Road (County Route 3) over the Mombaccus Creek in the Town of Rochester.
 - Project Sponsor: Ulster County Department of Public Works
 - Project Cost: \$1.3m
- ▶ **PIN 876176: Wolven Bridge** – Project replaced the bridge carrying Zena Road (County Route 30) over the Sawkill Creek in the Town of Woodstock.
 - Project Sponsor: Ulster County Department of Public Works
 - Project Cost: \$1.8m
- ▶ **PIN 876184: Henry Street Pedestrian Improvements** – Upgrade sidewalks from Broadway to Wall Street and GW Elementary School to address ADA compliance and enhance pedestrian accessibility. City of Kingston.
 - Project Sponsor: City of Kingston
 - Project Cost: \$1.493m



PLANS TO PROJECTS: Pictured left to right: US Rte 44/55 Signal; HW DuBois, New Paltz; Tillson Ave, Lloyd; Brunswick Rd Bridge.

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

PIN	Description	Sponsor	Fund Source(s)	Total Project Cost (millions)
801847	Route 28 Shared Use Path from Onteora Middle School to Rte 28a	NYSDOT	NHPP	0.345
814168	US Rte 44/55 at Bruynswick Rd (CR&) Intersection Signalization	NYSDOT	HSIP	0.400
875781	Tillson Ave from Rte 9W to Route 44/55 Safety Alignment Work	Town of Lloyd	STBG Flex	6.878
875804	Kingston Rail Trail from Washington Ave Kingston to the Hurley Rail Trail	Ulster County Planning Department	STBG Flex	2.957
876175	Fantinekill Bridge Carrying Samsonville Rd (CR#) over the Mombaccus Creek in the Town of Rochester	Ulster County Department of Public Works	STBG Off System Bridge	1.391
876176	Wolven Bridge Carrying Zena Rd (CR30) over the Sawkill Creek in the Town of Woodstock	Ulster County Department of Public Works	STBG Off System Bridge	1.831
876184	Henry Street Pedestrian Improvements	City of Kingston	Transportation Alternatives Program	\$1.493
876202	Wilbur Ave Repaving Project	City of Kingston	STBG Flex	\$1.4
876216	Brunswick Bridge Carrying CR 18 over the Shawangunk Kill, Town of Shawangunk	Ulster County Department of Public Works	STBG Off System Bridge	\$4.212
876248	Henry W. DuBois Drive Bike and Pedestrian Lane	Town of New Paltz	Transportation Alternatives Program	\$2.157

Total = \$23.064m

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 U.S. Department of Transportation established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the national goals described above. The performance measures address highway safety, pavement and bridge condition, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety. This section discusses those measures.

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:

- ▶ **Highway Safety (PM1)**
- ▶ **Transit Asset Management**
- ▶ **Pavement and Bridge Condition (PM2)**
- ▶ **System Performance/Freight/Congestion Mitigation & Air Quality Improvement (CMAQ) Program (PM3)**
- ▶ **Transit Safety**

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

Highway Safety

The Federal Highway Administration (FHWA) Highway Safety (PM1) rule established five performance measures for safety on all public roads. The performance measures are calculated as five-year rolling averages.

The 2023 New York Strategic Highway Safety Plan (SHSP) is intended “to promote best practices and strategies that, if implemented, could have a substantial impact on reducing fatal and serious injury crashes.” The SHSP was developed through a collaborative process involving public and private sector safety partners. It 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.

Performance Targets

In August 2024, NYSDOT set 2025 statewide highway safety targets. Those targets are shown in Table 2.

The UCTC agreed to support the NYSDOT statewide 2025 targets for the following Safety PM measures based on five-year rolling averages per Title 23 Part 490.207 of the Code of Federal Regulations on **February 28, 2025 via Resolution 2025-02**.

Table 2: New York State Department of Transportation 2025 Safety Performance Targets

Performance Measure	NY Statewide Target 2022
Number of Fatalities	1,011.0
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	0.818
Number of Serious Injuries	11,034.1
Rate of Serious Injuries per 100 million VMT	9.557
Number of Nonmotorized Fatalities and Serious Injuries	2,615.2

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

Asset Category – Performance Measure	Asset Class Performance Measure	Useful Life Benchmark (years)	2025 Target
Rolling Stock			
<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>	12	18%
	<i>Bus- Medium Duty</i>	7	18%
	<i>Bus- Heavy Duty Small</i>	13	30%
	<i>Cutaway Bus</i>	4	0%
Equipment			
<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>	-	35%
Facilities			
<i>Condition – % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale</i>	<i>Administrative & 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; therefor Citibus is no longer referenced.

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:

- ▶ \$4.128m in 5307 funds to support UCAT fleet replacement.
- ▶ \$10.320m to support administration, operations and preventive maintenance for the UCAT system
- ▶ \$4.12m in Section 5339 Bus and Bus Facilities Program dollars for the UCAT system
- ▶ A commitment of \$12.500m in 5307 funds toward engineering, design and construction services to update the existing Golden Hill UCAT facility and design and construct a new (expanded) UCAT storage and maintenance facility (PINs 8TU009 & 8TU028)
- ▶ Continued support of Capital Cost of Contracting for commuter services in the region totaling nearly \$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

The FHWA Pavement and Bridge Condition rules (PM2) established six performance measures for all bridges and pavements on the National Highway System (NHS).

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. To assess pavement condition, FHWA established pavement condition metrics for roughness, cracking, rutting, faulting, and a Present Serviceability Rating (PSR), and set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is assessed and 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. The condition of each bridge is evaluated by assessing the bridge's deck, superstructure, substructure, and culverts. FHWA developed a metric rating threshold for each bridge component to establish good, fair, or poor condition. If the lowest rating of the components 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.

Performance Targets

NYSDOT established statewide pavement and bridge condition performance targets for 2023 and 2025 on December 1, 2022. In September 2024, NYSDOT adjusted its 2025 pavement targets. Those targets are shown in Table 3, as well as recent performance. The UCTC agreed to support the NYSDOT statewide targets on insert dates for initial targets and adjusted targets via Resolutions 2024-06 and 2025-02.

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

Performance Measures	2022 Performance	2023 Performance	2023 Target	2024 Target
Percent of Interstate pavements in good condition	36.9%	50.7%	53.2%	48.2%
Percent of Interstate pavements in poor condition	1.8%	1.0%	1.4%	1.6%
Percent of non-Interstate NHS pavements in good condition	16.3%	20.3%	22.3%	18.6%
Percent of non-Interstate NHS pavements in poor condition	7.5%	7.1%	9.3%	8.4%
Percent of NHS bridges (by deck area) in good condition	24.7%	24.1%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	11.2%	13.0%	12.5%	12.8%

Anticipated Effects

Maintaining (and, where possible, improving) the condition of NHS pavements and bridges is a critical component of 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. The use of NHPP funds have been utilized on key projects in this TIP iteration and in the past, such as the I587 Reconstruction project. Examples on this iteration include:

- ▶ PIN 801850: Route 28 Resurfacing/State of Good Repair
- ▶ PIN 881651: Route 9W Towns of Ulster and Esopus – Skid Accident Reduction
- ▶ PIN 881759: Operational Improvements to Washington Ave at Sawkill Rd, City of Kingston and Town of Ulster
- ▶ PIN 8LC211: Culvert Replacements, Orange and Ulster (Rte 213 and Rte 44)
- ▶ 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

The FHWA System Performance, Freight, and Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Performance Measures Final rule (PM3) established six performance measures to assess the reliability of travel on the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

Two system performance measures represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

One freight performance measure represents the reliability of travel time for trucks on the Interstate system using a 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).

Three CMAQ performance measures assess traffic congestion and on-road mobile source emissions: peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emission reductions from CMAQ-funded projects.

Performance Targets

Table 5 presents recent performance for all PM3 measures that apply in the UCTC planning area, as well as the 2023 and 2025 targets. NYSDOT established the statewide system performance targets for 2023 and 2025 on December 1, 2022. The UCTC agreed to support the NYSDOT statewide

targets on April 25, 2023 via Resolution 2023-02. The UCTC meets all current air quality standards and is not required to establish targets for the CMAQ performance measures.

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

Performance Measures	2022 Performance	2023 Performance	2023 Target	2025 Target
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	80.1%	79.0%	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	85.4%	84.0%	70.0%	70.0%
Truck travel time reliability index (TTTR)	1.41	1.40	2.00	2.00

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 CMP is due for routine update during this TIP cycle.

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.

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. The most recent safety targets developed by UCAT are shown in Table 6 below:

Table 6: UCAT Safety Performance Targets

Year	Fatalities	Injuries	Safety Events	System Reliability	Preventable Accidents	Non-Preventable Accidents
2024	0	0	0	<10% per vehicle mile	17	16

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
(1) Addition or Removal of Projects and Phases			
(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
(2) Scope and Cost Change			
(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	---	---
(3) Fund Source Change			
(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	---	---
(4) Schedule Change			
(a) All affected project phases are contained within the first four years of the TIP before and after the schedule change ²	Approve	---	---
(b) Any other schedule change	---	Recommend	Approve


² 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 2026-2030 TIP

The TIP development process began in November 2024 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 2026-2030 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.

Planning targets employed for the 2024 Capital Program Update are closely aligned with the

levels of federal funding provided by the Infrastructure Investment and Jobs Act (IIJA). It should be noted that while the IIJA provides much needed planning stability and guaranteed funding levels through September 2026, the increase in the federal funds as compared to the previous federal highway bill (FAST Act) is primarily limited to two categorical programs: the 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. Targets for the time period beyond the end of the IIJA (September 30, 2026) assume that federal funding levels remain flat.

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), BRIDGE NY, portions of the Carbon Reduction Program, and the PROTECT Program. Programs such as Surface Transportation Block Grant (STBG) set aside (formerly Transportation Alternatives), Earmarks, Grade Crossing, Recreational Trails, Demonstration Funds, and discretionary funding programs are considered non-allocated fund sources and are managed separately outside planning targets.

NYSDOT TIP/STIP Update Guidance, November 2024.

Local Program Update Process

As stated above, NYSDOT Region 8 staff provided UCTC with estimated Federal aid allocations for the period 2026 – 2030. UCTC staff then reviewed the projects remaining on the existing 2023 – 2027 UCTC local capital program against estimated allocations. As with previous iterations, 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. Carbon Reduction Program funds were added to select discretionary federal aid projects as program rules allowed. 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 Off System Bridge projects – which had been submitted through a 2025 Expression of Interest solicitation – were added to the local bridge program:

- ▶ PIN 876390: Project Will Replace the Existing Culvert That Carries Willow Dock Rd Over Twaalfskill Creek With a Bridge-Sized Structure, Town of Lloyd
- ▶ PIN 876391: Project Will Replace the Structure That Carries Barbara Rd Over West Branch Beer Kill Bridge Replacement, Town of Shandaken.
- ▶ PIN 8BLK06: Remaining Off System Bridge Funds “Block Programmed” for future use – \$7.204m

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 2026 program is subject to the following review schedule:

- ▶ **May 27, 2025** – Technical Committee Review
- ▶ **June 4, 2025** – Public Notification Issued/15-Day Public Review and Comment Period Opens
- ▶ **June 10, 2025** – Public Meeting – 6:00 PM – Ulster County Government Building
- ▶ **June 18, 2025** – 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
- ▶ **June 24, 2022** – Policy Committee Meeting; Resolution 2025-11 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.”³

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 2026-2030 program.

³ FHWA Office of Planning, Environment and Realty. Fiscal Constraint Definitions.
<http://www.fhwa.dot.gov/planning/fcdef62805.cfm>

Table 8: UCTC 2026-2030 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 2026		FFY 2027		FFY 2028		FFY 2029		FFY 2030		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	14,388,039	19,403,182	11,799,327	6,035,547	11,799,327	12,611,875	11,799,327	11,519,573	11,799,327	15,016,675	49,786,019	49,570,177	61,585,346	64,586,852
Highway Safety Improvement Program (HSIP)	UCTC Local	750,053	1,410,300	258,192	0	258,192	0	258,192	114,000	258,192	258,000	1,524,629	1,524,300	1,782,821	1,782,300
	UCTC NYSDOT	2,250,158	934,179	774,577	3,469,474	774,577	4,648	774,577	267,240	774,577	957,417	4,573,890	4,675,540	5,348,468	5,632,957
Highway Safety Improvement Program (HSIP RAIL)	Statewide	704,970		0		0		0		0		704,970		704,970	
Surface Transportation Block Grant Program (STBG FLEX) - includes STBG RURAL, STBG SM URBAN	UCTC Local	10,604,600	12,964,889	1,000,000	1,435,200	1,000,000	0	1,000,000	203,000	1,000,000	0	13,604,600	14,603,089	14,604,600	14,603,089
	UCTC NYSDOT	2,250,158	934,179	774,577	3,469,474	774,577	4,648	774,577	267,240	774,577	957,417	4,573,890	4,675,540	5,348,468	5,632,957
	Statewide	0		9,500,000		0		0		0					
STBG Off-System Bridge (STBG-OFF)	UCTC Local	5,760,907	5,458,600	2,420,246	923,002	2,420,246	4,217,600	2,420,246	2,420,000	2,420,246	2,420,000	13,021,645	13,019,202	15,441,891	15,439,202
	Statewide	5,254,389		5,382,923		3,290,440		0		0		13,927,752		13,927,752	
Carbon Reduction Program (CRP) Large Urban	UCTC Local	338,039	338,039	112,790	112,790	112,790	112,790	112,790	112,790	112,790	112,790	676,409	676,409	789,199	789,199
Carbon Reduction Program (CRP) Medium Urban	UCTC Local	251,863	508,000	63,968	0	63,968	0	63,968	0	63,968	0	443,767	508,000	507,735	508,000
Bridge Formula Main (BFP MAIN)	UCTC	3,529,723	5,460,231	2,576,365	240,940	2,576,365	1,666,930	2,576,365	4,857,626	2,576,365	1,318,043	11,258,819	12,225,727	13,835,184	13,543,770
Urbanized Area Formula Grants (Section 5307)	UCTC	6,870,443	5,890,000	6,870,443	4,750,000	6,870,443	5,810,000	6,870,443	14,050,000	6,870,443	4,050,000	27,481,772	30,500,000	34,352,215	34,550,000
Bus and Bus Facilities Program (Section 5339)	UCTC	659,442	659,000	659,442	659,000	659,442	659,000	659,442	659,000	659,442	659,000	2,637,768	2,636,000	3,297,210	3,295,000
Enhanced Mobility Services Seniors/Individuals with Disabilities (Section 5310)	UCTC	164,206	164,206	164,206	164,206	164,206	164,206	164,206	164,206	164,206	164,206	656,824	656,824	821,030	821,030

* FFY 2026 includes rollover balances. Rollover can be positive or negative

Overview of the 2026-2030 Program

Table 9 below provides a summary of the core UCTC Federal Transit Administration and Federal Highway Administration funding programmed in the draft 5-year UCTC 2026-2030 TIP.⁴ It is estimated that the combined FHWA and FTA program will provide over \$170 million in federal aid to the Ulster County Metropolitan Planning Area over the five-year TIP period. Over \$85m in federal FHWA funds will be programmed by the NYSDOT; over \$46m in FHWA funds will be programmed by local municipalities; and over \$38m in FTA will be programmed by various designated recipients (primarily Ulster County Government through UCAT). These figures exclude the NYSDOT Multicounty program, which accounts for an additional \$773 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 2026-2030 TIP.

Table 9: UCTC 2026-2030 "Core" Federal Aid Project Totals						
NYSDOT Program	2026	2027	2028	2029	2030	Total Federal Dollars Programmed (millions)
NHPP	\$19.403	\$ 6.035	\$12.611	\$11.519	\$15.016	\$ 64.584
HSIP	\$ 0.934	\$ 3.469	\$ 0.004	\$ 0.267	\$ 0.957	\$ 5.631
HSIP RR	\$ 0.704	\$ -	\$ -	\$ -	\$ -	\$ 0.704
STBG Flex	\$ 0.934	\$ 3.469	\$ 0.004	\$ 0.267	\$ 0.957	\$ 14.602
						\$ 85.521
UCTC Program						
STBG Flex	\$12.964	\$ 1.435	\$ -	\$ 0.203	\$ -	\$ 14.602
HSIP	\$ 1.410	\$ -	\$ -	\$ 0.114	\$ 0.258	\$ 1.782
STBG Off Sys	\$ 5.458	\$ 0.923	\$ 4.217	\$ 2.420	\$ 2.420	\$ 15.438
CRP LG URB	\$ 0.338	\$ 0.113	\$ 0.113	\$ 0.113	\$ 0.113	\$ 0.789
CRP MED URB	\$ 0.508	\$ -	\$ -	\$ -	\$ -	\$ 0.508
BFP	\$ 5.460	\$ 0.240	\$ 1.666	\$ 4.857	\$ 1.318	\$ 13.541
						\$ 46.660
UCTC Transit Program						
5307	\$ 5.890	\$ 4.750	\$ 5.810	\$14.050	\$ 4.050	\$ 34.550
5339	\$ 0.659	\$ 0.659	\$ 0.659	\$ 0.659	\$ 0.659	\$ 3.295
5310	\$ 0.164	\$ 0.164	\$ 0.164	\$ 0.164	\$ 0.164	\$ 0.820
						\$ 38.665
					Total =	\$ 170.85

Table excludes NYSDOT Multicounty "where-and-when" project PINs

⁴ 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:

- ▶ **Carbon Reduction Program (CRP)** provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources;
- ▶ **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

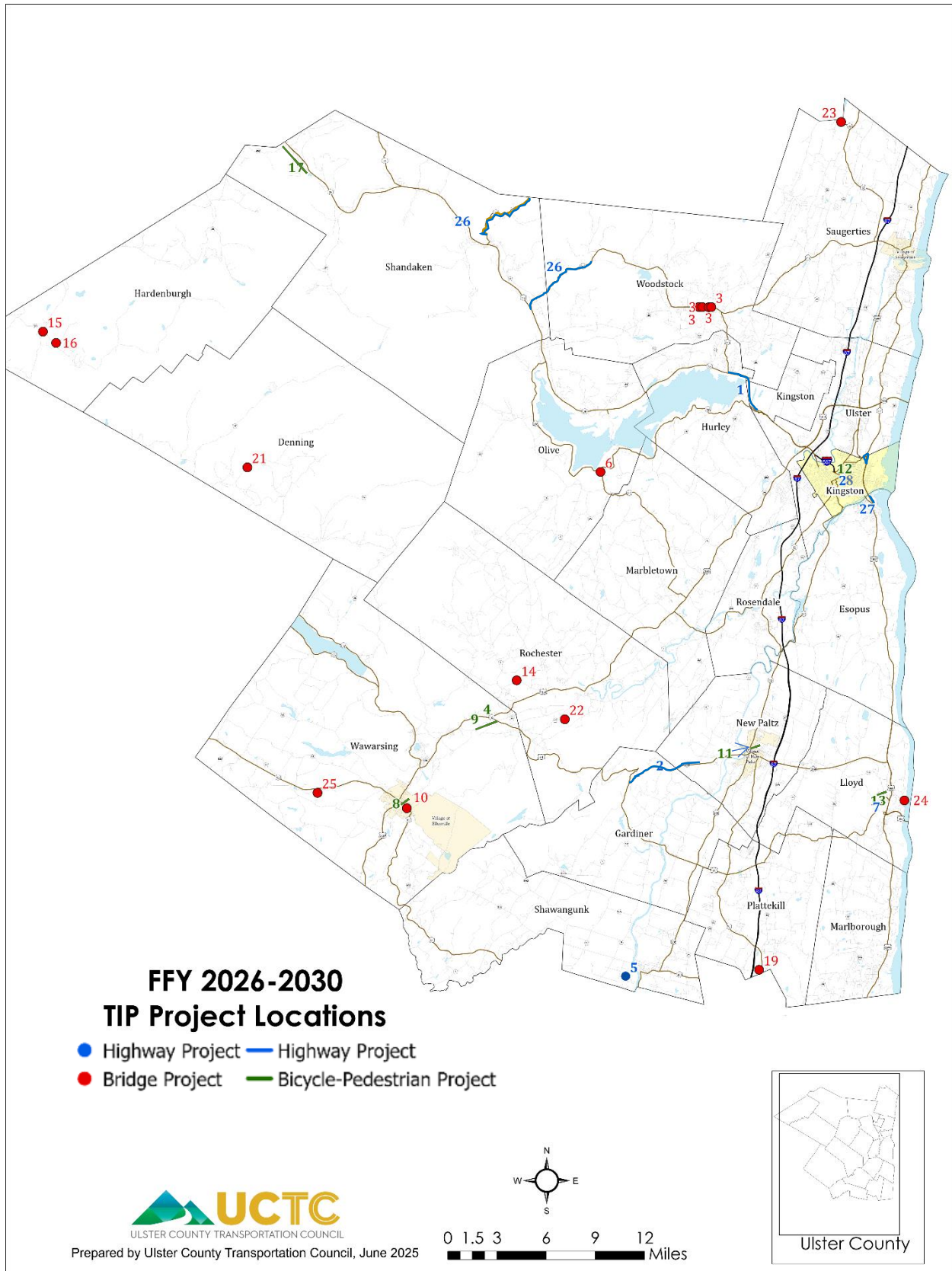
- ▶ **Urbanized Area Formula Funding Program – Section 5307 (FTA 5307):** This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an 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.)

Map Reference	PIN	Project Name	Location
1	801850	Resurfacing Rte 28 From Waughkonk Rd to Rte 375	T/Ulster, Kingston, Hurley, Woodstock
2	805111	County Route 7&8-Route299 Roadway Repaving	T/New Paltz Gardiner
3	812220	Route 212 Woodstock Bridge Replacements	T/Woodstock
4	817747	Route 209 Sidewalk Improvement	T/Wawarsing
5	848757	Intersection Improvements Route 208 and Wallkill Avenue	Town of Shawangunk
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	875849	D&H/O&W Heritage Trail Rehabilitation	V/Ellenville
9	875925	D&H Canal/O&W RR Trail	T/Wawarsing
10	875927	Clinton Ave/North Gully Bridge Rehab. Bin#2262980	V/Ellenville
11	876122	Construct New Sidewalks and Curbing Prospect and Church Streets; Replace Deteriorated Bluestone Sidewalk Huguenot St	V/New Paltz
12	876254	Flatbush and Foxhall Ave Accessibility Improvements	C/Kingston
13	876255	Highland Streetscape Improvements	T/Lloyd
14	876264	Boice Mill Road Bridge Replacement BIN 2224460	T/Rochester
15	876268	Turnwood Bridge Replacement CR54 BIN 3347160	T/Hardenburgh
16	876280	Beaver Kill Rd/Scudder Brook Bridge Replacement	T/Hardenburgh
17	876289	U&D Phase 1 2.5 mi Multi-use Path Highmount to Belleayre Beach	T/Shandaken
18	876312	Hurley Mntn Rd Over Esopus Creek Bridge Replacement BIN 3347260	T/Marbletown
19	876313	Old Mill Rd Over Quassaic Creek Culvert Conversion to Bridge	T/Plattekill
20	876330	Weaving the Waterfront Transportation Project Multi-Modal Connections	C/Kingston
21	876357	Denning Rd Bridge Over Neversink River Bridge Replacement BIN 3347470	T/Denning
22	876358	Project 32 Road Over Stoney Kill Bridge Rehab BIN 2224520	T/Rochester
23	876359	Drummond Falls Rd Over Kaaterskill Creek Bridge Rehab BIN 2224530	T/Saugerties
24	876390	Willow Dock Rd Over Twaalfskill Creek Bridge Replacement	T/Lloyd
25	876391	Barbara Rd Over West Branch Beer Kill Bridge Replacement BIN 2264450	T/Wawarsing
26	881620	Slope Repair Rte 212 and 214	T/Shandaken, Woodstock
27	881651	Resurface Segments 9W Between Canal St and Rte 32 Skid Reduction	C/Kingston T/Esopus
28	881759	Operational and Ped Connectivity Improvements Washington Ave at Sawkill Rd and Schwenk Drive	C/Kingston T/Ulster
29	882408	Lease of T/Rosendale Park & Ride Lot on Route 32	T/Rosendale

Figure 4: FFY 2026-2030 Project Location Map



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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 801850 R&P <Exempt>	RESURFACING ROUTE 28 FROM WAUGHKONK ROAD TO ROUTE 375 TO BRING TO A STATE OF GOOD REPAIR. TOWNS OF ULSTER, KINGSTON, HURLEY AND WOODSTOCK, ULSTER COUNTY	SDF 06/2025 NHPP 02/2026 SDF 02/2026 NHPP 02/2026 SDF 02/2026	0.000 0.600 0.150 4.000 1.000	DETLDES CONINSP CONINSP CONST CONST	0.050						
AQC:N/A	ULSTER TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.750		0.050	5.750	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 11/2025 LOCAL 11/2025 STBG FLEX 11/2025 LOCAL 11/2025	0.720 0.060 7.134 0.373	CONINSP CONINSP CONST CONST		0.720 0.060 7.134 0.373					
AQC:N/A	ULSTER TPC: \$7.5-\$12 M	TOTAL 5YR COST :	8.287		0.000	8.287	0.000	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 06/2025 SDF 06/2025 STBG FLEX 10/2026 SDF 10/2026 SDF 10/2026 STBG FLEX 10/2026 SDF 10/2026	0.000 0.000 2.000 0.500 15.625 7.500 1.875	DETLDES ROWACQU CONINSP CONINSP CONST CONST CONST	1.000 3.270		2.000 0.500 15.625 7.500 1.875				
AQC:A19	ULSTER TPC: \$32-\$50 M	TOTAL 5YR COST :	27.500		4.270	0.000	27.500	0.000	0.000	0.000	0.000
TN OF WAWARSING 817747 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 09/2027 SDF 09/2027 STBG FLEX 09/2027 SDF 09/2027 STBG FLEX 10/2026 SDF 10/2026 STBG FLEX 10/2026 SDF 10/2026	0.067 0.017 1.084 0.271 0.099 0.025 0.185 0.046	CONINSP CONINSP CONST CONST DETLDES DETLDES ROWACQU ROWACQU			0.067 0.017 1.084 0.271 0.099 0.025 0.185 0.046				
AQC:N/A	ULSTER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.794		0.000	0.000	1.794	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 848757 R&P <Exempt>	INTERSECTION IMPROVEMENTS AT THE EXISTING NON-SIGNALIZED INTERSECTION AT ROUTE 208 AND WALLKILL AVENUE IN THE TOWN OF SHAWANGUNK, ULSTER COUNTY TO IMPROVE OPERATIONS AND SAFETY. WORK MAY ALSO INCLUDE SIDEWALK IMPROVEMENTS FOR PEDESTRIAN SAFETY AND CONNECTIVITY. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 10/2026	1.125	PRELDES			1.125				
		SDF 10/2026	0.125	PRELDES			0.125				
		HSIP 03/2028	0.045	ROWINCD				0.045			
		SDF 03/2028	0.005	ROWINCD				0.005			
		HSIP 11/2028	0.900	DETLDES					0.900		
		SDF 11/2028	0.100	DETLDES					0.100		
		HSIP 11/2028	0.135	ROWACQU					0.135		
		SDF 11/2028	0.015	ROWACQU					0.015		
		HSIP 12/2029	1.170	CONINSP						1.170	
		SDF 12/2029	0.130	CONINSP						0.130	
		HSIP 12/2029	5.850	CONST						5.850	
		SDF 12/2029	0.650	CONST						0.650	
AQC:N/A	ULSTER TPC: \$9.5-15.5 M	TOTAL 5YR COST :	10.250		0.000	0.000	1.250	0.050	1.150	7.800	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 11/2025	0.291	CONINSP		0.291					
		LOCAL 11/2025	0.073	CONINSP		0.073					
		STBG FLEX 11/2025	2.001	CONST		2.001					
		LOCAL 11/2025	0.500	CONST		0.500					
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.865		0.000	2.865	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 11/2025	0.411	CONINSP		0.411					
		LOCAL 11/2025	0.103	CONINSP		0.103					
		STBG FLEX 11/2025	1.054	CONST		1.054					
		LOCAL 11/2025	0.263	CONST		0.263					
AQC:N/A	ULSTER TPC: \$7.5-\$12 M	TOTAL 5YR COST :	1.831		0.000	1.831	0.000	0.000	0.000	0.000	0.000
VL OF ELLENVILLE 875849 BIKE/PED <Exempt>	D&H/O&W HERITAGE TRAIL. PROJECT WILL REHABILITATE 4.2 MILES OF THE FORMER DELAWARE & HUDSON CANAL TOW PATHS AND THE ONTARIO AND WESTERN RAILROAD BED SO IT CAN OPERATE AS A SHARED USE RECREATIONAL PATH TRAIL. TOWN OF WAWARSING, ULSTER COUNTY.	TAP RURAL 10/2024	0.000	PRELDES	0.038						
		LOCAL 10/2024	0.000	PRELDES	0.009						
		TAP RURAL 10/2024	0.000	ROWINCD	0.012						
		LOCAL 10/2024	0.000	ROWINCD	0.003						
		TAP RURAL 12/2025	0.015	ROWACQU		0.015					
		LOCAL 12/2025	0.004	ROWACQU		0.004					
		TAP RURAL 11/2026	0.133	CONST			0.133				
		LOCAL 11/2026	0.033	CONST			0.033				
AQC:N/A	ULSTER TPC: < \$0.75 M	TOTAL 5YR COST :	0.185		0.062	0.019	0.166	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 07/2025	0.000	ROWACQU	0.100						
		LOCAL 07/2025	0.000	ROWACQU	0.025						
		STBG FLEX 05/2026	0.226	CONINSP		0.226					
		LOCAL 05/2026	0.056	CONINSP		0.056					
		STBG FLEX 05/2026	1.129	CONST		1.129					
		LOCAL 05/2026	0.282	CONST		0.282					
AQC:N/A	ULSTER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.693		0.125	1.693	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
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 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025	0.191 0.048 1.440 0.360 0.042 0.010 0.015 0.004 0.002 0.001 0.014 0.003	CONINSP CONINSP CONST CONST DETLDES DETLDES PRELDES PRELDES ROWACQU ROWACQU ROWINCD ROWINCD		0.191 0.048 1.440 0.360 0.042 0.010 0.015 0.004 0.002 0.001 0.014 0.003					
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.130		0.000	2.130	0.000	0.000	0.000	0.000	0.000
VIL OF NEW PALTZ 876122 BIKE/PED <Exempt>	CONSTRUCT NEW SIDEWALKS AND CURBING ON PROSPECT AND CHURCH STREETS; REPLACE DETERIORATED BLUE STONE SIDEWALK AND CURBING HUGUENOT STREET. VILLAGE OF NEW PALTZ, ULSTER COUNTY.	CRP LG URB 10/2024 LOCAL 10/2024	0.000 0.000	CONST CONST	0.194 0.049						
AQC:N/A	ULSTER TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		0.243	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.	TAP FLEX 10/2024 TAP FLEX 10/2025 LOCAL 10/2025 CRP MED URB 10/2025 LOCAL 10/2025 STATE 10/2025 LOCAL 10/2025 TAP FLEX 10/2025 LOCAL 10/2025	0.000 0.330 0.083 0.508 0.127 5.145 1.260 2.710 0.678	ROWACQU CONINSP CONINSP CONST CONST CONST CONST CONST CONST	0.001	0.330 0.083 0.508 0.127 5.145 1.260 2.710 0.678					
AQC:N/A	ULSTER TPC: \$9.5-15.5 M	TOTAL 5YR COST :	10.841		0.001	10.841	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
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 06/2025 LOCAL 06/2025 CRP LG URB 06/2025 LOCAL 06/2025 TAP FLEX 06/2025 LOCAL 06/2025	0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST CONST CONST	0.051 0.013 0.192 0.048 0.517 0.129						
AQC:N/A	ULSTER TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		0.950	0.000	0.000	0.000	0.000	0.000	0.000
TN OF ROCHESTER 876264 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 01/2025 LOCAL 01/2025 STBG-OFF 12/2025 LOCAL 12/2025 LOCAL 12/2025 STBG-OFF 12/2025 LOCAL 12/2025 LOCAL 12/2025	0.000 0.000 0.309 0.010 0.031 2.098 0.075 0.167	ROWACQU ROWACQU CONINSP CONINSP CONINSP CONST CONST CONST	0.017 0.001 0.309 0.010 0.031 2.098 0.075 0.167						
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.690		0.018	2.690	0.000	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 04/2025 LOCAL 04/2025 STBG-OFF 04/2026 LOCAL 04/2026 LOCAL 04/2026 STBG-OFF 04/2026 LOCAL 04/2026 LOCAL 04/2026	0.000 0.000 0.529 0.014 0.025 3.526 0.098 0.165	ROWACQU ROWACQU CONINSP CONINSP CONINSP CONST CONST CONST	0.005 0.001 0.529 0.014 0.025 3.526 0.098 0.165						
AQC:N/A	ULSTER TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	4.357		0.006	4.357	0.000	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 08/2025 LOCAL 08/2025 STBG-OFF 09/2026 LOCAL 09/2026 STBG-OFF 09/2026 LOCAL 09/2026	0.000 0.000 0.160 0.040 1.520 0.380	ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.012 0.003 0.160 0.040 1.520 0.380						
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.100		0.015	2.100	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
ULSTER CO 876289 MOBIL <Exempt>	THE U&D PHASE 1 PROJECT WILL PROVIDE A 2.5 MILE MULTI-USE NONMOTORIZED TRANSPORTATION CONNECTION BETWEEN THE HAMLET OF HIGHMOUNT AND BELLEAYRE BEACH DAY USE AREA IN THE TOWN OF SHANDAKEN, ULSTER COUNTY, NY. THE PROJECT WILL IMPLEMENT THE RESULTS OF THE U&D CORRIDOR REVITALIZATION STUDY BY ESTABLISHING THE FIRST PHASE OF A MULTI-PHASE PROJECT TO CONNECT TO THE HAMLET OF BIG INDIAN TO HIGHMOUNT, ULTIMATELY A 5 MILE CORRIDOR IN TOTAL.	TAP FLEX 06/2025 LOCAL 06/2025 TAP FLEX 12/2025 LOCAL 12/2025 LOCAL 12/2025 TAP FLEX 12/2025 LOCAL 12/2025	0.000 0.000 0.396 0.099 2.480 3.024 0.756	ROWACQU ROWACQU CONINSP CONINSP CONST CONST CONST	0.010 0.002						
AQC:N/A	ULSTER TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.755		0.012	6.755	0.000	0.000	0.000	0.000	0.000
ULSTER CO 876312 BRIDGE <Exempt>	PROJECT WILL REPLACE THE STRUCTURE THAT CARRIES HURLEY MOUNTAIN ROAD OVER THE ESOPUS CREEK IN THE TOWN OF MARBLETOWN IN ULSTER COUNTY WITH A MULTI-GIRDER TWO SPAN STRUCTURE UPSTREAM (NORTH) OF THE EXISTING STRUCTURE. BIN 3347260. 2022 BRIDGE NY PROJECT.	BFP OFF SYS 08/2025 LOCAL 08/2025 BFP OFF SYS 06/2026 LOCAL 06/2026 BFP OFF SYS 06/2026 LOCAL 06/2026	0.000 0.000 0.475 0.025 4.022 0.678	ROWACQU ROWACQU CONINSP CONINSP CONST CONST	0.014 0.001						
AQC:N/A	ULSTER TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.200		0.015	5.200	0.000	0.000	0.000	0.000	0.000
TN OF PLATTEKILL 876313 BRIDGE <Exempt>	PROJECT WILL INSTALL A NEW STRUCTURE TO REPLACE THE EXISTING BRIDGE AND CULVERT THAT CURRENTLY CARRY OLD MILL ROAD OVER THE QUASSAIC CREEK IN THE TOWN OF PLATTEKILL IN ULSTER COUNTY. BIN 2271930. THE NEW STRUCTURE WILL BE A SINGLE-SPAN STEEL MULTI-GIRDER SUPERSTRUCTURE THAT IS WIDER THAN THE EXISTING BRIDGE. 2022 BRIDGENY PROJECT.	BFP OFF SYS 12/2025 LOCAL 12/2025 BFP OFF SYS 12/2026 LOCAL 12/2026 BFP OFF SYS 12/2026 LOCAL 12/2026	0.016 0.001 0.320 0.017 2.179 0.115	ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.016 0.001	0.320 0.017 2.179 0.115				
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.648		0.000	0.017	2.631	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
CITY OF KINGSTON 876330 BIKE/PED <Exempt>	KINGSTON WEAVING THE WATERFRONT TRANSPORTATION PROJECT. PROJECT WILL CREATE MULTI-MODAL AND ACTIVE TRANSPORTATION CONNECTIONS ON TRAILS AND ROADWAYS ALONG THE ROUNDOUT CREEK AND HUDSON RIVER AREA. RAISE GRANT. CITY OF KINGSTON, ULSTER COUNTY.	DISCR FA 04/2025	0.000	DETLDES	0.878						
		LOCAL 04/2025	0.000	DETLDES	0.219						
		HPP 04/2025	0.000	DETLDES	0.075						
		LOCAL 04/2025	0.000	DETLDES	0.019						
		DISCR FA 04/2025	0.000	PRELDES	0.878						
		LOCAL 04/2025	0.000	PRELDES	0.219						
		HPP 04/2025	0.000	PRELDES	0.075						
		LOCAL 04/2025	0.000	PRELDES	0.019						
		DISCR FA 04/2025	0.000	ROWINCD	0.035						
		LOCAL 04/2025	0.000	ROWINCD	0.008						
		DISCR FA 04/2026	0.193	ROWACQU		0.193					
		LOCAL 04/2026	0.048	ROWACQU		0.048					
		DISCR FA 12/2026	2.968	CONINSP			2.968				
		LOCAL 12/2026	0.742	CONINSP			0.742				
		DISCR FA 12/2026	16.817	CONST			16.817				
		LOCAL 12/2026	4.204	CONST			4.204				
		HPP 12/2026	1.350	CONST			1.350				
		LOCAL 12/2026	0.337	CONST			0.337				
AQC:N/A	ULSTER TPC: \$26-\$40 M	TOTAL 5YR COST :	26.659		2.425	0.241	26.418	0.000	0.000	0.000	0.000
ULSTER CO 876357 BRIDGE <Exempt>	PROJECT WILL REPLACE THE BRIDGE THAT CARRIES DENNING ROAD OVER THE EAST BRANCH NEVERSINK RIVER TO BRING TO A STATE OF GOOD REPAIR.TOWN OF DENNING, ULSTER COUNTY. BIN 3347470. 2023 BRIDGE NY PROJECT, FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 02/2025	0.000	DETLDES	0.238						
		LOCAL 02/2025	0.000	DETLDES	0.013						
		STBG-OFF 02/2025	0.000	PRELDES	0.238						
		LOCAL 02/2025	0.000	PRELDES	0.013						
		STBG-OFF 02/2025	0.000	ROWINCD	0.021						
		LOCAL 02/2025	0.000	ROWINCD	0.001						
		STBG-OFF 08/2026	0.021	ROWACQU		0.021					
		LOCAL 08/2026	0.001	ROWACQU		0.001					
		STBG-OFF 08/2027	0.475	CONINSP			0.475				
		LOCAL 08/2027	0.025	CONINSP			0.025				
		LOCAL 08/2027	0.382	CONST			0.382				
		STBG-OFF 08/2027	4.007	CONST			4.007				
		LOCAL 08/2027	0.211	CONST			0.211				
AQC:N/A	ULSTER TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.122		0.524	0.022	5.100	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
TN OF ROCHESTER 876388 BRIDGE <Exempt>	PROJECT WILL REPLACE THE SUPERSTRUCTURE OF THE BRIDGE THAT CARRIES PROJECT 32 ROAD OVER STONY KILL TO BRING TO A STATE OF GOOD REPAIR. TOWN OF ROCHESTER, ULSTER COUNTY. BIN 2224520. 2023 BRIDGE NY PROJECT, FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 04/2025	0.000	DETLDES	0.069						
		LOCAL 04/2025	0.000	DETLDES	0.004						
		STBG-OFF 04/2025	0.000	PRELDES	0.068						
		LOCAL 04/2025	0.000	PRELDES	0.004						
		STBG-OFF 04/2025	0.000	ROWINCD	0.008						
		LOCAL 04/2025	0.000	ROWINCD	0.001						
		STBG-OFF 06/2026	0.008	ROWACQU		0.008					
		LOCAL 06/2026	0.001	ROWACQU		0.001					
		STBG-OFF 07/2027	0.074	CONINSP			0.074				
		LOCAL 07/2027	0.004	CONINSP			0.004				
		STBG-OFF 07/2027	0.528	CONST				0.528			
		LOCAL 07/2027	0.028	CONST				0.028			
AQC:N/A	ULSTER TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.643		0.154	0.009	0.634	0.000	0.000	0.000	0.000
TN OF SAUGERTIES 876389 BRIDGE <Exempt>	PROJECT WILL REPLACE THE BRIDGE THAT CARRIES DRUMMOND FALLS ROAD OVER KAATERSKILL CREEK TO BRING TO A STATE OF GOOD REPAIR. THE TOWN OF SAUGERTIES, ULSTER COUNTY. BIN 2224530. 2023 BRIDGE NY PROJECT, FUNDING IS 95% FEDERAL USING 15% TOLL CREDIT WITH A 5% LOCAL MATCH.	STBG-OFF 04/2025	0.000	DETLDES	0.270						
		LOCAL 04/2025	0.000	DETLDES	0.014						
		STBG-OFF 04/2025	0.000	PRELDES	0.346						
		LOCAL 04/2025	0.000	PRELDES	0.018						
		STBG-OFF 04/2025	0.000	ROWINCD	0.025						
		LOCAL 04/2025	0.000	ROWINCD	0.001						
		STBG-OFF 10/2026	0.029	ROWACQU			0.029				
		LOCAL 10/2026	0.002	ROWACQU			0.002				
		STBG-OFF 10/2027	0.411	CONINSP				0.411			
		LOCAL 10/2027	0.022	CONINSP				0.022			
		STBG-OFF 10/2027	2.879	CONST				2.879			
		LOCAL 10/2027	0.152	CONST				0.152			
AQC:N/A	ULSTER TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.495		0.674	0.000	0.031	3.464	0.000	0.000	0.000
TN OF LLOYD 876390 BRIDGE <Exempt>	PROJECT WILL REPLACE THE EXISTING CULVERT THAT CARRIES WILLOW DOCK ROAD OVER THE TWAALFSKILL CREEK WITH A BRIDGE SIZED STRUCTURE. TOWN OF LLOYD, ULSTER COUNTY.	STBG-OFF 10/2025	0.171	DETLDES		0.171					
		LOCAL 10/2025	0.043	DETLDES		0.043					
		STBG-OFF 10/2025	0.171	PRELDES		0.171					
		LOCAL 10/2025	0.043	PRELDES		0.043					
		STBG-OFF 10/2025	0.045	ROWINCD		0.045					
		LOCAL 10/2025	0.011	ROWINCD		0.011					
		STBG-OFF 10/2026	0.001	ROWACQU			0.001				
		LOCAL 10/2026	0.001	ROWACQU			0.001				
		STBG-OFF 10/2027	0.230	CONINSP				0.230			
		LOCAL 10/2027	0.057	CONINSP				0.057			
		STBG-OFF 10/2027	1.526	CONST				1.526			
		LOCAL 10/2027	0.381	CONST				0.381			
AQC:A19	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.680		0.000	0.484	0.002	2.194	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030	
TN OF WAWARSING 876391 BRIDGE <Exempt>	PROJECT WILL REPLACE THE STRUCTURE THAT CARRIES BARBARA ROAD OVER WEST BRANCH BEER KILL. TOWN OF WAWARSING, ULSTER COUNTY. BIN 2264450	STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2025 LOCAL 10/2025 STBG-OFF 10/2026 LOCAL 10/2026 STBG-OFF 10/2027 LOCAL 10/2027 STBG-OFF 10/2027 LOCAL 10/2027	0.210 0.052 0.210 0.052 0.032 0.008 0.001 0.001 0.282 0.070 2.180 0.545	DETLDES DETLDES PRELDES PRELDES ROWINCD ROWINCD ROWACQU ROWACQU CONINSP CONINSP CONST CONST		0.210 0.052 0.210 0.052 0.032 0.008 0.001 0.001 0.282 0.070 2.180 0.545						
AQC:A19	ULSTER TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.643		0.000	0.564	0.002	3.077	0.000	0.000	0.000	
NYSDOT 881352 STUDY <Exempt>	ACCIDENT INVESTIGATION (HSIP): THIS PROJECT CONSISTS OF INVESTIGATING ACCIDENT LOCATIONS TO IDENTIFY THOSE THAT WILL BE SPECIFICALLY TARGETED FOR SAFETY IMPROVEMENTS IN REGION 8 COUNTIES: COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 11/2026 SDF 11/2026	2.250 0.250	MISC MISC			2.250 0.250					
AQC:A6P	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	2.500		0.000	0.000	2.500	0.000	0.000	0.000	0.000	
NYSDOT 881452 MISC <Exempt>	CULVERTS REHAB/REPLACE: ORANGE, PUTNAM, AND ULSTER COUNTIES IN THE TOWNS OF CORNWALL, PHILIPSTOWN, MARBLETOWN, AND ROCHESTER. (CINS: C840009, C870043, C870057, C830018).	NHPP 11/2024 SDF 11/2024 SDF 11/2024 NHPP 10/2026 SDF 10/2026 NHPP 10/2026 SDF 10/2026	0.000 0.000 0.000 0.628 0.157 4.066 1.016	DETLDES DETLDES ROWACQU CONINSP CONINSP CONST CONST	0.184 0.046 0.141 0.628 0.157 4.066 1.016							
AQC:A2P	MULTI TPC: \$6-\$9.4 M	TOTAL 5YR COST :	5.867		0.371	0.000	5.867	0.000	0.000	0.000	0.000	
NYSDOT 881517 BIKE/PED <Exempt>	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 ORANGE AND ULSTER.	STBG FLEX 01/2025 SDF 01/2025 STBG FLEX 01/2025 SDF 01/2025	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.308 0.077 3.075 0.769							
AQC:C2P	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	0.000		4.229	0.000	0.000	0.000	0.000	0.000	0.000	

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881558 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - THE PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	NHPP 11/2025	0.800	DETLDES		0.800					
		SDF 11/2025	0.200	DETLDES		0.200					
		SDF 02/2027	2.250	CONINSP			2.250				
		NHPP 02/2027	4.200	CONINSP			4.200				
		SDF 02/2027	1.050	CONINSP			1.050				
		SDF 02/2027	13.450	CONST			13.450				
		NHPP 02/2027	26.640	CONST			26.640				
		SDF 02/2027	6.660	CONST			6.660				
AQC:A10	MULTI TPC: \$50-\$85 M	TOTAL 5YR COST :	55.250		0.000	1.000	54.250	0.000	0.000	0.000	0.000
NYSDOT 881559 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, & WESTCHESTER.	STBG FLEX 04/2025	0.000	CONINSP	0.180						
		SDF 04/2025	0.000	CONINSP	0.045						
		STBG FLEX 04/2025	0.000	CONST	1.200						
		SDF 04/2025	0.000	CONST	0.300						
AQC:A10P	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000		1.725	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 881560 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER.	SDF 05/2025	0.000	DETLDES	0.010						
		STBG FLEX 05/2026	0.240	CONINSP		0.240					
		SDF 05/2026	0.060	CONINSP		0.060					
		STBG FLEX 05/2026	1.600	CONST		1.600					
		SDF 05/2026	0.400	CONST		0.400					
AQC:A10Z	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.300		0.010	2.300	0.000	0.000	0.000	0.000	0.000
NYSDOT 881561 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER.	SDF 05/2026	0.010	DETLDES		0.010					
		STBG FLEX 05/2027	0.240	CONINSP			0.240				
		SDF 05/2027	0.060	CONINSP			0.060				
		STBG FLEX 05/2027	1.600	CONST			1.600				
		SDF 05/2027	0.400	CONST			0.400				
AQC:A10Z	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.310		0.000	0.010	2.300	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 881569 TRAFFIC <Exempt>	BIENNIAL SIGN CONTRACT: PROJECT WILL REPLACE OR UPGRADE WHICH HAVE EXCEEDED THEIR USEFUL LIFE OR INSTALL NEW SIGNAGE AS NEEDED ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	SDF 12/2026 NHPP 12/2027 SDF 12/2027 NHPP 12/2027 SDF 12/2027	0.300 0.360 0.090 2.400 0.600	DETLDES CONINSP CONINSP CONST CONST			0.300	0.360 0.090 2.400 0.600			
AQC:A7	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.750		0.000	0.000	0.300	3.450	0.000	0.000	0.000
NYS DOT 881577 TRAFFIC <Exempt>	BIENNIAL SPECIAL MARKINGS: REGIONWIDE: APPLY EPOXY AND PREFORMED PAVEMENT MARKINGS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES	SDF 02/2025 NHPP 10/2025 SDF 10/2025 STBG FLEX 10/2025 SDF 10/2025 NHPP 10/2025 SDF 10/2025 STBG FLEX 10/2025 SDF 10/2025	0.000 0.480 0.120 0.320 0.080 2.400 0.600 1.600 0.400	DETLDES CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST	0.050	0.480 0.120 0.320 0.080 2.400 0.600 1.600 0.400					
AQC:A10	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	6.000		0.050	6.000	0.000	0.000	0.000	0.000	0.000
NYS DOT 881578 TRAFFIC <Exempt>	BIENNIAL SPECIAL MARKINGS: REGIONWIDE: APPLY EPOXY AND PREFORMED PAVEMENT MARKINGS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES TO IMPROVE SAFETY.	SDF 09/2026 NHPP 10/2027 SDF 10/2027 STBG FLEX 10/2027 SDF 10/2027 NHPP 10/2027 SDF 10/2027 STBG FLEX 10/2027 SDF 10/2027	0.050 0.480 0.120 0.320 0.080 2.400 0.600 1.600 0.400	DETLDES CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST		0.050		0.480 0.120 0.320 0.080 2.400 0.600 1.600 0.400			
AQC:A10P	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	6.050		0.000	0.050	0.000	6.000	0.000	0.000	0.000
NYS DOT 881579 TRAFFIC <Exempt>	BIENNIAL LONG LINES: REGIONWIDE: PROJECT CONSISTS OF APPLYING EPOXY AND PREFORMED PAVEMENT MARKINGS ON STATE HIGHWAYS TO IMPROVE SAFETY. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER.	SDF 02/2025 NHPP 10/2025 SDF 10/2025 STBG FLEX 10/2025 SDF 10/2025 NHPP 10/2025 SDF 10/2025 STBG FLEX 10/2025 SDF 10/2025	0.000 0.660 0.165 0.540 0.135 4.400 1.100 3.600 0.900	DETLDES CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST	0.100	0.660 0.165 0.540 0.135 4.400 1.100 3.600 0.900					
AQC:A10P	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :	11.500		0.100	11.500	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS 881580 TRAFFIC <Exempt>	BIENNIAL LONG LINES: REGIONWIDE: PROJECT CONSISTS OF APPLYING EPOXY AND PREFORMED PAVEMENT MARKINGS ON STATE HIGHWAYS TO IMPROVE SAFETY. VARIOUS FEDERAL AID-ELIGIBLE ROADWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER.	SDF 09/2026	0.100	DETLDES		0.100					
		NHPP 10/2027	0.660	CONINSP				0.660			
		SDF 10/2027	0.165	CONINSP				0.165			
		STBG FLEX 10/2027	0.540	CONINSP				0.540			
		SDF 10/2027	0.135	CONINSP				0.135			
		NHPP 10/2027	4.400	CONST				4.400			
		SDF 10/2027	1.100	CONST				1.100			
		STBG FLEX 10/2027	3.600	CONST				3.600			
		SDF 10/2027	0.900	CONST				0.900			
AQC:A10P	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :	11.600		0.000	0.100	0.000	11.500	0.000	0.000	0.000
NYS 881584 BRIDGE <Exempt>	CULVERT REPLACEMENTS ON ROUTE 44: ULSTER COUNTY: REPLACE THREE CULVERTS THAT CARRY US ROUTE 44 OVER TWAALFSKILL CREEK AND UNKNOWN STREAM. IN THE TOWNS OF PLATTEKILL AND LLOYD IN ULSTER COUNTY. CULVERTS MAY BE REPLACED WITH BIN-SIZED STRUCTURES. (CINS CA00109, C870031, C870081.)	SDF 02/2025	0.000	DETLDES	0.300						
		SDF 02/2025	0.000	ROWACQU	0.037						
		SDF 02/2025	0.000	ROWINCD	0.060						
		SDF 03/2026	0.450	CONINSP		0.450					
		NHPP 03/2026	0.240	CONINSP		0.240					
		SDF 03/2026	0.060	CONINSP		0.060					
		SDF 03/2026	3.000	CONST		3.000					
		NHPP 03/2026	1.600	CONST		1.600					
		SDF 03/2026	0.400	CONST		0.400					
AQC:N/A	ULSTER TPC: \$6-\$9.4 M	TOTAL 5YR COST :	5.750		0.397	5.750	0.000	0.000	0.000	0.000	0.000
NYS 881587 SAFETY <Exempt>	CULVERTS REHAB/REPLACE: REHABILITATE OR REPLACE CULVERTS WITH MAJOR DEFICIENCIES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER	SDF 10/2025	0.300	PRELDES		0.300					
		NHPP 02/2026	0.040	ROWINCD		0.040					
		SDF 02/2026	0.010	ROWINCD		0.010					
		NHPP 10/2026	0.240	DETLDES			0.240				
		SDF 10/2026	0.060	DETLDES			0.060				
		NHPP 10/2026	0.080	ROWACQU			0.080				
		SDF 10/2026	0.020	ROWACQU			0.020				
		NHPP 10/2027	0.120	CONINSP				0.120			
		SDF 10/2027	0.030	CONINSP				0.030			
		NHPP 10/2027	0.800	CONST				0.800			
		SDF 10/2027	0.200	CONST				0.200			
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.900		0.000	0.350	0.400	1.150	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881593 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT WILL CLEAN/WASH BRIDGES AND SEAL DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER COUNTIES.	BFP MAIN 10/2025 SDF 10/2025 BFP MAIN 10/2025 SDF 10/2025	0.400 0.100 2.000 0.500	CONINSP CONINSP CONST CONST		0.400 0.100 2.000 0.500					
AQC:A19P	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.000		0.000	3.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 881594 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES AND MAINTAIN A STATE OF GOOD REPAIR. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER COUNTIES.	BFP MAIN 10/2025 SDF 10/2025 BFP MAIN 10/2026 SDF 10/2026 BFP MAIN 10/2026 SDF 10/2026	0.040 0.010 0.400 0.100 2.000 0.500	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.040 0.010	0.400 0.100 2.000 0.500				
AQC:A19	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.050		0.000	0.050	3.000	0.000	0.000	0.000	0.000
NYSDOT 881595 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER COUNTIES.	BFP MAIN 10/2026 SDF 10/2026 BFP MAIN 10/2027 SDF 10/2027 BFP MAIN 10/2027 SDF 10/2027	0.040 0.010 0.400 0.100 2.000 0.500	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.040 0.010 0.400 0.100 2.000 0.500				
AQC:A19	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.050		0.000	0.000	0.050	3.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881597 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 ORANGE, ROCKLAND, ULSTER, AND WESTCHESTER.	BFP MAIN 09/2026 SDF 09/2026 BFP MAIN 09/2026 SDF 09/2026 BFP MAIN 10/2025 SDF 10/2025	0.600 0.150 4.000 1.000 0.120 0.030	CONINSP CONINSP CONST CONST DETLDES DETLDES		0.600 0.150 4.000 1.000 0.120 0.030					
AQC:A19Z	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.900		0.000	5.900	0.000	0.000	0.000	0.000	0.000
NYSDOT 881598 BRIDGE <Exempt>	BRIDGE PAINTING: PROJECT WILL CONSIST OF PAINTING STEEL SURFACES ON BRIDGES TO PROTECT AGAINST NORMAL ENVIRONMENTAL EFFECTS OF CORROSION, ACID RAIN, & DEICING AGENTS. THE WORK WILL BE DONE ON SELECT BRIDGES ON FEDERAL-AID ELIGIBLE HIGHWAYS IN VARIOUS MUNICIPALITIES IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER	BFP MAIN 10/2026 SDF 10/2026 BFP MAIN 10/2027 SDF 10/2027 BFP MAIN 10/2027 SDF 10/2027	0.120 0.030 0.600 0.150 4.000 1.000	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.120 0.030	0.600 0.150 4.000 1.000			
AQC:A19Z	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.900		0.000	0.000	0.150	5.750	0.000	0.000	0.000
NYSDOT 881605 SAFETY <Exempt>	CATCH BASINS: PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 05/2026 SDF 05/2026 NHPP 06/2027 SDF 06/2027 NHPP 06/2027 SDF 06/2027	0.040 0.010 0.180 0.045 1.200 0.300	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.040 0.010	0.180 0.045 1.200 0.300				
AQC:A2Z	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.775		0.000	0.050	1.725	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881613 MISC <Exempt>	LANDSCAPE IMPROVEMENTS AND POLLINATOR ENHANCEMENT CONTRACT: PROJECT WILL TAKE CORRECTIVE ACTION TO RESTORE ENVIRONMENTAL FEATURES, SUCH AS STORMWATER CONTROL FACILITIES AND LANDSCAPING, TO THEIR INTENDED FUNCTIONS AS CONSTRUCTED IN PREVIOUS PROJECTS. THE PROJECT WILL REPLACE STREET TREES, REPLACE TREES THAT WERE INSTALLED FOR SCREENING PURPOSES, INSTALL PLANTINGS FOR ADDITIONAL NEW SCREENING LOCATIONS, AND 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, AND WESTCHESTER COUNTIES.	STBG FLEX 10/2025	0.064	DETLDES		0.064					
		SDF 10/2025	0.016	DETLDES		0.016					
		STBG FLEX 12/2026	0.048	CONINSP			0.048				
		SDF 12/2026	0.072	CONINSP			0.072				
		STBG FLEX 12/2026	0.320	CONST			0.320				
		SDF 12/2026	0.680	CONST			0.680				
AQC:C11	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.080	1.120	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 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 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, AND WESTCHESTER COUNTIES.	STBG FLEX 11/2027 SDF 11/2027 STBG FLEX 12/2028 SDF 12/2028 STBG FLEX 12/2028 SDF 12/2028	0.064 0.016 0.048 0.072 0.320 0.680	DETILDES DETILDES CONINSP CONINSP CONST CONST				0.064 0.016	0.048 0.072 0.320 0.680		
AQC:C11	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.000	0.000	0.080	1.120	0.000	0.000
NYS DOT 881615 MISC <Exempt>	STORMWATER MANAGEMENT PRACTICE SERIAL NUMBER MAINTENANCE BY CONTRACT: PROJECT WILL UNDERTAKE CORRECTIVE & CYCLICAL MAINTENANCE WORK ON FACILITIES & STRUCTURES DESIGNED TO COLLECT, STORE & TREAT STORMWATER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES. PROJECT TO INCLUDE LOCATIONS ALONG INTERSTATE 684, IN THE COUNTY OF FAIRFIELD, WITHIN THE STATE OF CONNECTICUT.	STBG FLEX 03/2025 SDF 03/2025 SDF 01/2025 STBG FLEX 01/2025 SDF 01/2025 SDF 03/2025	0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONST CONST CONST	0.084 0.021 0.017 1.199 0.300 0.053						
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000		1.954	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE	FFY	FFY	FFY	FFY	FFY	POST
					FFY 2026	2026	2027	2028	2029	2030	FFY 2030
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYS DOT 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, AND WESTCHESTER COUNTIES.	STBG FLEX 01/2026 SDF 01/2026 STBG FLEX 01/2027 SDF 01/2027 STBG FLEX 01/2027 SDF 01/2027	0.200 0.050 0.192 0.048 1.280 0.320	DETLDES DETLDES CONINSP CONINSP CONST CONST		0.200 0.050	0.192 0.048 1.280 0.320				
AQC:A2Z	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	2.090		0.000	0.250	1.840	0.000	0.000	0.000	0.000
NYS DOT 881619 MISC <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENT'S MAINTENANCE FORCES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 01/2026 SDF 01/2026 NHPP 05/2026 SDF 05/2026 NHPP 01/2027 SDF 01/2027 NHPP 01/2027 SDF 01/2027 NHPP 01/2027 SDF 01/2027 NHPP 01/2028 SDF 01/2028 STBG FLEX 01/2028 SDF 01/2028 NHPP 01/2028 SDF 01/2028 STBG FLEX 01/2028 SDF 01/2028	0.160 0.040 0.040 0.010 0.160 0.040 0.080 0.020 0.240 0.060 0.400 0.100 1.600 0.400 1.600 0.400	PRELDES PRELDES ROWINCD ROWINCD DETLDES DETLDES ROWACQU ROWACQU CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST		0.160 0.040 0.040 0.010 0.160 0.040 0.080 0.020	0.240 0.060 0.400 0.100 1.600 0.400 1.600 0.400				
AQC:A2Z	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.350		0.000	0.250	0.300	4.800	0.000	0.000	0.000
NYS DOT 881620 R&P <Exempt>	SLOPE REPAIR: ROUTE 212 AND 214: ENGINEERING ONLY. PROTECT/REPAIR SLOPE EROSION DAMAGE ON FEDERAL AID ELIGIBLE ROUTES 212 AND 214 IN TOWNS OF SHANDAKEN AND WOODSTOCK, ULSTER COUNTY. PROJECT WILL PROTECT HIGHWAY ASSETS FROM FAILURE/UNDERMINING AND IMPROVE RESILIENCY AGAINST EXTREME WEATHER EVENTS.	SDF 07/2025 SDF 07/2025 SDF 05/2025 PROTECT 07/2026 PIT BOND 07/2026 PROTECT 07/2026 PIT BOND 07/2026	0.000 0.000 0.000 2.400 0.600 12.000 3.000	DETLDES ROWACQU ROWINCD CONINSP CONINSP CONST CONST	0.500 0.100 0.050	2.400 0.600 12.000 3.000					
AQC:N/A	ULSTER TPC: \$15-\$25 M	TOTAL 5YR COST :	18.000		0.650	18.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 881625 TRAFFIC <Exempt>	SIGNAL OPTIMIZATION TO IMPROVE AIR QUALITY: WIRELESS VEHICLE DETECTION SYSTEM INSTALLATION. THIS PROJECT WILL INSTALL NEW WIRELESS SENSORS THAT WILL ENABLE REMOTE SIGNAL PHASE RETIMING FOR CURRENT AND FUTURE TRAFFIC VOLUMES REMOTELY FOR SIGNAL SYSTEMS. FEDERAL AID-ELIGIBLE ROADWAYS IN DUTCHESS, ORANGE, & ULSTER COUNTIES	SDF 03/2025	0.000	CONINSP	0.200						
		STBG FLEX 07/2025	0.000	CONST	0.800						
		SDF 07/2025	0.000	CONST	0.200						
		STBG FLEX 01/2025	0.000	DETLDES	0.040						
		SDF 01/2025	0.000	DETLDES	0.010						
AQC:D2	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		1.250	0.000	0.000	0.000	0.000	0.000	0.000
NYS DOT 881627 TRAFFIC <Exempt>	SIGNAL OPTIMIZATION: ADAPTIVE SIGNAL SYSTEM. THIS PROJECT WILL INSTALL AN ADAPTIVE SIGNAL SYSTEM ALONG FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 07/2026	0.040	DETLDES		0.040					
		SDF 07/2026	0.010	DETLDES	0.010						
		STBG FLEX 08/2027	0.120	CONINSP			0.120				
		SDF 08/2027	0.030	CONINSP			0.030				
		STBG FLEX 08/2027	0.800	CONST			0.800				
		SDF 08/2027	0.200	CONST			0.200				
AQC:D2P	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.050	1.150	0.000	0.000	0.000	0.000
NYS DOT 881640 SAFETY <Exempt>	CULVERT PREVENTIVE MAINTENANCE: PROJECT WILL ADDRESS DEFICIENT CULVERTS ON FEDERAL AID ELIGIBLE STATE HIGHWAYS TO BRING THEM TO A STATE OF GOOD REPAIR. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 09/2026	0.096	PRELDES		0.096					
		SDF 09/2026	0.024	PRELDES		0.024					
		NHPP 09/2027	0.096	DETLDES			0.096				
		SDF 09/2027	0.024	DETLDES			0.024				
		NHPP 09/2027	0.080	ROWACQU			0.080				
		SDF 09/2027	0.020	ROWACQU			0.020				
		NHPP 04/2027	0.040	ROWINCD			0.040				
		SDF 04/2027	0.010	ROWINCD			0.010				
		NHPP 10/2028	0.240	CONINSP				0.240			
		SDF 10/2028	0.060	CONINSP				0.060			
		NHPP 10/2028	1.600	CONST				1.600			
		SDF 10/2028	0.400	CONST				0.400			
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.690		0.000	0.120	0.270	0.000	2.300	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881651 SAFETY <Exempt>	PROJECT WILL RESURFACE THE ASPHALT SEGMENTS OF ROUTE 9W BETWEEN CANAL STREET AND ROUTE 32 IN THE TOWNS OF ULSTER AND ESOPUS, AND CITY OF KINGSTON IN ULSTER COUNTY. LOCATIONS INCLUDED ARE FROM CANAL STREET TO THE INTERSECTION OF OLD ROUTE 9W AND NORTH BROADWAY - WHICH WAS IDENTIFIED THROUGH THE NYSDOT SKID ACCIDENT REDUCTION PROGRAM (SKARP). PAVEMENT AT SKARP LOCATION IS TESTED AND FOUND TO HAVE REDUCED SKID RESISTANCE IN WET WEATHER CONDITIONS. THE EASTBOUND AND WESTBOUND RAMP ON DELAWARE AVENUE AND NORTHBOUND AND SOUTHBOUND ROUTE 9W AT ROUTE 32 WILL ALSO BE RESURFACED. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	NHPP 12/2024	0.000	CONINSP	0.400						
		SDF 12/2024	0.000	CONINSP	0.100						
		HSIP 12/2024	0.000	CONST	1.553						
		SDF 12/2024	0.000	CONST	0.173						
		NHPP 12/2024	0.000	CONST	1.200						
		SDF 12/2024	0.000	CONST	0.300						
		SDF 12/2024	0.000	CONST	1.288						
AQC:N/A	ULSTER TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	0.000		5.014	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 881665 TRAFFIC <Exempt>	BIENNIAL SIGN CONTRACT: PROJECT WILL REPLACE OR UPGRADE WHICH HAVE EXCEEDED THEIR USEFUL LIFE OR INSTALL NEW SIGNAGE AS NEEDED ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	SDF 12/2028	0.300	DETLDDES					0.300		
		NHPP 12/2029	0.800	CONINSP						0.800	
		SDF 12/2029	0.200	CONINSP						0.200	
		NHPP 12/2029	4.000	CONST						4.000	
		SDF 12/2029	1.000	CONST						1.000	
AQC:A7	MULTI TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.300		0.000	0.000	0.000	0.000	0.300	6.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881668 TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS; INSTALL TRAFFIC SIGNALS &/OR UPGRADE/MODIFY EXISTING SIGNALS WHERE WARRANTED BY PRIORITY ORDER. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	STBG FLEX 06/2026	0.160	PRELDES		0.160					
		SDF 06/2026	0.040	PRELDES		0.040					
		STBG FLEX 06/2027	0.080	ROWINCD			0.080				
		SDF 06/2027	0.020	ROWINCD			0.020				
		STBG FLEX 02/2028	0.160	DETLDES				0.160			
		SDF 02/2028	0.040	DETLDES				0.040			
		STBG FLEX 02/2028	0.160	ROWACQU				0.160			
		SDF 02/2028	0.040	ROWACQU				0.040			
		STBG FLEX 03/2029	0.320	CONINSP					0.320		
		SDF 03/2029	0.080	CONINSP					0.080		
		STBG FLEX 03/2029	1.600	CONST					1.600		
		SDF 03/2029	0.400	CONST					0.400		
AQC:D2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.100		0.000	0.200	0.100	0.400	2.400	0.000	0.000
NYSDOT 881669 TRAFFIC <Exempt>	SIGNAL IMPROVEMENTS; INSTALL TRAFFIC SIGNALS &/OR UPGRADE/MODIFY EXISTING SIGNALS WHERE WARRANTED BY PRIORITY ORDER. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	STBG FLEX 06/2027	0.160	PRELDES			0.160				
		SDF 06/2027	0.040	PRELDES			0.040				
		STBG FLEX 06/2028	0.080	ROWINCD				0.080			
		SDF 06/2028	0.020	ROWINCD				0.020			
		STBG FLEX 02/2029	0.160	DETLDES					0.160		
		SDF 02/2029	0.040	DETLDES					0.040		
		STBG FLEX 02/2029	0.160	ROWACQU					0.160		
		SDF 02/2029	0.040	ROWACQU					0.040		
		STBG FLEX 03/2030	0.320	CONINSP						0.320	
		SDF 03/2030	0.080	CONINSP						0.080	
		STBG FLEX 03/2030	1.600	CONST						1.600	
		SDF 03/2030	0.400	CONST						0.400	
AQC:D2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.100		0.000	0.000	0.200	0.100	0.400	2.400	0.000
NYSDOT 881670 TRAFFIC <Exempt>	SIGNAL UPGRADES: PROJECT WILL REPLACE AND/OR UPGRADE TRAFFIC SIGNAL EQUIPMENT TO MEET CURRENT OPERATIONAL NEEDS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	NHPP 07/2027	0.096	DETLDES			0.096				
		SDF 07/2027	0.024	DETLDES			0.024				
		NHPP 08/2028	0.120	CONINSP				0.120			
		SDF 08/2028	0.030	CONINSP				0.030			
		NHPP 08/2028	0.800	CONST				0.800			
		SDF 08/2028	0.200	CONST				0.200			
AQC:D2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.270		0.000	0.000	0.120	1.150	0.000	0.000	0.000
NYSDOT 881671 TRAFFIC <Exempt>	SIGNAL UPGRADES: PROJECT WILL REPLACE AND/OR UPGRADE TRAFFIC SIGNAL EQUIPMENT TO MEET CURRENT OPERATIONAL NEEDS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	NHPP 07/2030	0.096	DETLDES						0.096	
		SDF 07/2030	0.024	DETLDES						0.024	
		NHPP 08/2031	0.000	CONINSP							0.120
		SDF 08/2031	0.000	CONINSP							0.030
		NHPP 08/2031	0.000	CONST							0.800
		SDF 08/2031	0.000	CONST							0.200
AQC:D2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.120		0.000	0.000	0.000	0.000	0.000	0.120	1.150

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 881672 MOBIL <Exempt>	SIGNAL OPTIMIZATION: ADAPTIVE SIGNAL SYSTEM. THIS PROJECT WILL INSTALL AN ADAPTIVE SIGNAL SYSTEM TO IMPROVE TRAVELING EXPERIENCE ALONG FEDERAL AID-ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	STBG FLEX 07/2027 SDF 07/2027 STBG FLEX 07/2028 SDF 07/2028 STBG FLEX 07/2028 SDF 07/2028	0.040 0.010 0.120 0.030 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.040 0.010	0.120 0.030 0.800 0.200			
AQC:D2Z	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.000	0.050	1.150	0.000	0.000	0.000
NYS DOT 881673 MOBIL <Exempt>	SIGNAL OPTIMIZATION: ADAPTIVE SIGNAL SYSTEM. THIS PROJECT WILL INSTALL AN ADAPTIVE SIGNAL SYSTEM ALONG FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 07/2028 SDF 07/2028 STBG FLEX 07/2029 SDF 07/2029 STBG FLEX 07/2029 SDF 07/2029	0.040 0.010 0.120 0.030 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.040 0.010 0.120 0.030 0.800 0.200			
AQC:D2Z	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.000	0.000	0.050	1.150	0.000	0.000
NYS DOT 881674 MOBIL <Exempt>	SIGNAL OPTIMIZATION: ADAPTIVE SIGNAL SYSTEM. THIS PROJECT WILL INSTALL AN ADAPTIVE SIGNAL SYSTEM ALONG FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES	STBG FLEX 07/2029 SDF 07/2029 STBG FLEX 07/2030 SDF 07/2030 STBG FLEX 07/2030 SDF 07/2030	0.040 0.010 0.120 0.030 0.800 0.200	DETLDES DETLDES CONINSP CONINSP CONST CONST				0.040 0.010	0.120 0.030 0.800 0.200		
AQC:D2Z	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.200		0.000	0.000	0.000	0.000	0.050	1.150	0.000
NYS DOT 881675 SAFETY <Exempt>	GUIDERAIL REHAB/REPLACE: PROJECT WILL REHABILITATE OR REPLACE DAMAGED OR NON-FUNCTIONAL GUIDERAIL AND BRIDGE RAIL ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN VARIOUS MUNICIPALITIES THROUGHOUT THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER.	NHPP 02/2027 SDF 02/2027 NHPP 03/2028 SDF 03/2028 NHPP 03/2028 SDF 03/2028	0.040 0.010 0.240 0.060 1.600 0.400	DETLDES DETLDES CONINSP CONINSP CONST CONST			0.040 0.010	0.240 0.060 1.600 0.400			
AQC:A9	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.350		0.000	0.000	0.050	2.300	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881677 SAFETY <Exempt>	GUIDERAIL REHAB/REPLACE: PROJECT WILL REHABILITATE OR REPLACE DAMAGED OR NON-FUNCTIONAL GUIDERAIL AND BRIDGE RAIL ON FEDERAL AID ELIGIBLE STATE HIGHWAYS TO BRING TO A STATE OF GOOD REPAIR IN VARIOUS MUNICIPALITIES THROUGHOUT THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER.	NHPP 02/2029 SDF 02/2029 NHPP 03/2030 SDF 03/2030 NHPP 03/2030 SDF 03/2030	0.040 0.010 0.240 0.060 1.600 0.400	DETLDES DETLDES CONINSP CONINSP CONST CONST					0.040 0.010	0.240 0.060 1.600 0.400	
AQC:A9	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.350		0.000	0.000	0.000	0.000	0.050	2.300	0.000
NYSDOT 881678 TRAFFIC <Exempt>	BIENNIAL SPECIAL MARKINGS: BIENNIAL SPECIAL MARKINGS: PROJECT WILL APPLY EPOXY AND PREFORMED PAVEMENT MARKINGS ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	SDF 08/2028 NHPP 09/2029 SDF 09/2029 STBG FLEX 09/2029 SDF 09/2029 NHPP 09/2029 SDF 09/2029 STBG FLEX 09/2029 SDF 09/2029	0.050 0.480 0.120 0.320 0.080 2.400 0.600 1.600 0.400	DETLDES CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST				0.050	0.480 0.120 0.320 0.080 2.400 0.600 1.600 0.400		
AQC:A10	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	6.050		0.000	0.000	0.000	0.050	6.000	0.000	0.000
NYSDOT 881679 TRAFFIC <Exempt>	BIENNIAL LONG LINES: PROJECT CONSISTS OF APPLYING EPOXY AND PREFORMED PAVEMENT MARKINGS ON STATE HIGHWAYS. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER.	SDF 08/2028 NHPP 09/2029 SDF 09/2029 STBG FLEX 09/2029 SDF 09/2029 NHPP 09/2029 SDF 09/2029 STBG FLEX 09/2029 SDF 09/2029	0.100 0.660 0.165 0.540 0.135 4.400 1.100 3.600 0.900	DETLDES CONINSP CONINSP CONINSP CONINSP CONST CONST CONST CONST				0.100	0.660 0.165 0.540 0.135 4.400 1.100 3.600 0.900		
AQC:A11	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :	11.600		0.000	0.000	0.000	0.100	11.500	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881682 R&P <Exempt>	SPECIAL SURFACE TREATMENT: PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER COUNTIES THAT ARE IN NEED OF CORRECTIVE PAVEMENT TREATMENT DUE TO LOW SURFACE FRICTION TO IMPROVE SAFETY. CANDIDATE LOCATIONS WILL BE HIGH ACCIDENT LOCATIONS THAT ARE TYPICALLY RELATED TO WET WEATHER OR SLIPPERY PAVEMENT ACCIDENTS. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	SDF 01/2028	0.050	DETLDES				0.050			
		HSIP 02/2029	0.203	CONINSP					0.203		
		SDF 02/2029	0.023	CONINSP					0.023		
		HSIP 02/2029	1.350	CONST					1.350		
		SDF 02/2029	0.150	CONST					0.150		
AQC:A10Z	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.776		0.000	0.000	0.000	0.050	1.726	0.000	0.000
NYSDOT 881685 SAFETY <Exempt>	CULVERTS REHAB/REPLACE: REHABILITATE OR REPLACE CULVERTS WITH MAJOR DEFICIENCIES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER	SDF 10/2026	0.300	PRELDES			0.300				
		SDF 02/2027	0.050	ROWINCD			0.050				
		SDF 10/2027	0.300	DETLDES				0.300			
		SDF 10/2027	0.100	ROWACQU				0.100			
		NHPP 11/2028	0.360	CONINSP					0.360		
		SDF 11/2028	0.090	CONINSP					0.090		
		NHPP 11/2028	2.400	CONST					2.400		
		SDF 11/2028	0.600	CONST					0.600		
AQC:A2	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.200		0.000	0.000	0.350	0.400	3.450	0.000	0.000
NYSDOT 881686 SAFETY <Exempt>	CULVERTS REHAB/REPLACE: REHABILITATE OR REPLACE CULVERTS WITH MAJOR DEFICIENCIES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER	NHPP 10/2027	0.400	PRELDES				0.400			
		SDF 10/2027	0.100	PRELDES				0.100			
		NHPP 02/2028	0.040	ROWINCD				0.040			
		SDF 02/2028	0.010	ROWINCD				0.010			
		NHPP 10/2028	0.400	DETLDES					0.400		
		SDF 10/2028	0.100	DETLDES					0.100		
		NHPP 10/2028	0.080	ROWACQU					0.080		
		SDF 10/2028	0.020	ROWACQU					0.020		
		NHPP 11/2029	0.640	CONINSP						0.640	
		SDF 11/2029	0.160	CONINSP						0.160	
		NHPP 11/2029	3.200	CONST						3.200	
		SDF 11/2029	0.800	CONST						0.800	
AQC:A2	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.950		0.000	0.000	0.000	0.550	0.600	4.800	0.000

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

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AGENCY PIN WORKTYPE <AQ STATUS> AQ CODE	PROJECT DESCRIPTION COUNTY TOTAL PROJECT COST	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2025						
					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881694 BRIDGE <Exempt>	BRIDGE MAINTENANCE BY CONTRACT: CORRECT EXISTING DEFICIENCIES AND PREVENT FURTHER DETERIORATION OF BRIDGE COMPONENTS ON VARIOUS BRIDGES IN VARIOUS MUNICIPALITIES REGIONWIDE.	NHPP 01/2027	0.480	DETLDES			0.480				
		SDF 01/2027	0.120	DETLDES			0.120				
		NHPP 03/2027	0.080	ROWACQU			0.080				
		SDF 03/2027	0.020	ROWACQU			0.020				
		NHPP 03/2027	0.040	ROWINCD			0.040				
		SDF 03/2027	0.010	ROWINCD			0.010				
		NHPP 02/2028	0.640	CONINSP				0.640			
		SDF 02/2028	0.160	CONINSP				0.160			
		NHPP 02/2028	3.200	CONST				3.200			
		SDF 02/2028	0.800	CONST				0.800			
AQC:A19	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.550		0.000	0.000	0.750	4.800	0.000	0.000	0.000
NYSDOT 881695 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER COUNTIES.	BFP MAIN 10/2027	0.040	DETLDES				0.040			
		SDF 10/2027	0.010	DETLDES				0.010			
		BFP MAIN 10/2028	0.400	CONINSP					0.400		
		SDF 10/2028	0.100	CONINSP					0.100		
		BFP MAIN 10/2028	2.000	CONST					2.000		
		SDF 10/2028	0.500	CONST					0.500		
AQC:A19	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.050		0.000	0.000	0.000	0.050	3.000	0.000	0.000
NYSDOT 881696 BRIDGE <Exempt>	BRIDGE WASHING/ DECK SEALING: PROJECT CLEAN/WASH BRIDGES AND SEALING DECKS AS NEEDED. THIS WORK WILL REMOVE DEBRIS FROM THE BRIDGES AND PROTECT THEM AGAINST CORROSIVE SUBSTANCES. VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER COUNTIES.	BFP MAIN 10/2028	0.040	DETLDES					0.040		
		SDF 10/2028	0.010	DETLDES					0.010		
		BFP MAIN 10/2029	0.400	CONINSP						0.400	
		SDF 10/2029	0.100	CONINSP						0.100	
		BFP MAIN 10/2029	2.000	CONST						2.000	
		SDF 10/2029	0.500	CONST						0.500	
AQC:A19	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	3.050		0.000	0.000	0.000	0.000	0.050	3.000	0.000

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

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

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS 881702 MISC <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENT'S MAINTENANCE FORCES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 01/2028	0.160	PRELDES				0.160			
		SDF 01/2028	0.040	PRELDES				0.040			
		NHPP 05/2028	0.040	ROWINCD				0.040			
		SDF 05/2028	0.010	ROWINCD				0.010			
		NHPP 01/2029	0.160	DETLDES					0.160		
		SDF 01/2029	0.040	DETLDES					0.040		
		NHPP 01/2029	0.080	ROWACQU					0.080		
		SDF 01/2029	0.020	ROWACQU					0.020		
		NHPP 01/2030	0.240	CONINSP						0.240	
		SDF 01/2030	0.060	CONINSP						0.060	
		STBG FLEX 01/2030	0.400	CONINSP						0.400	
		SDF 01/2030	0.100	CONINSP						0.100	
		NHPP 01/2030	1.600	CONST						1.600	
		SDF 01/2030	0.400	CONST						0.400	
		STBG FLEX 01/2030	1.600	CONST						1.600	
		SDF 01/2030	0.400	CONST						0.400	
AQC:A10	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.350		0.000	0.000	0.000	0.250	0.300	4.800	0.000
NYS 881703 MISC <Exempt>	SYSTEM REPAIR: PROJECT WILL REPAIR OR REHABILITATE HIGHWAY INFRASTRUCTURE ELEMENTS THAT ARE BEYOND THE MEANS OF THE DEPARTMENT'S MAINTENANCE FORCES ON FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 01/2029	0.160	PRELDES					0.160		
		SDF 01/2029	0.040	PRELDES					0.040		
		NHPP 05/2029	0.040	ROWINCD					0.040		
		SDF 05/2029	0.010	ROWINCD					0.010		
		NHPP 01/2030	0.160	DETLDES						0.160	
		SDF 01/2030	0.040	DETLDES						0.040	
		NHPP 01/2030	0.080	ROWACQU						0.080	
		SDF 01/2030	0.020	ROWACQU						0.020	
		NHPP 01/2031	0.000	CONINSP							0.240
		SDF 01/2031	0.000	CONINSP							0.060
		STBG FLEX 01/2031	0.000	CONINSP							0.400
		SDF 01/2031	0.000	CONINSP							0.100
		NHPP 01/2031	0.000	CONST							1.600
		SDF 01/2031	0.000	CONST							0.400
		STBG FLEX 01/2031	0.000	CONST							1.600
		SDF 01/2031	0.000	CONST							0.400
AQC:A10	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	0.550		0.000	0.000	0.000	0.000	0.250	0.300	4.800

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

2026 Transportation Improvement Program

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881714 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER.	STBG FLEX 05/2027	0.008	DETLDES			0.008				
		SDF 05/2027	0.002	DETLDES							
		STBG FLEX 05/2028	0.240	CONINSP				0.240			
		SDF 05/2028	0.060	CONINSP				0.060			
		STBG FLEX 05/2028	1.600	CONST				1.600			
		SDF 05/2028	0.400	CONST				0.400			
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.310		0.000	0.000	0.010	2.300	0.000	0.000	0.000
NYSDOT 881715 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER.	STBG FLEX 05/2028	0.008	DETLDES				0.008			
		SDF 05/2028	0.002	DETLDES				0.002			
		STBG FLEX 05/2029	0.240	CONINSP					0.240		
		SDF 05/2029	0.060	CONINSP					0.060		
		STBG FLEX 05/2029	1.600	CONST					1.600		
		SDF 05/2029	0.400	CONST					0.400		
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.310		0.000	0.000	0.000	0.010	2.300	0.000	0.000
NYSDOT 881716 R&P <Exempt>	CRACK SEALING & MASTIC: PROJECT WILL CLEAN AND SEAL PAVEMENT CRACKS ON VARIOUS FEDERAL AID-ELIGIBLE STATE HIGHWAYS. THIS WORK WILL IMPROVE AND PRESERVE THE INTEGRITY OF THE PAVEMENT BY PREVENTING WATER INFILTRATION. IN THE COUNTIES OF COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER.	STBG FLEX 05/2029	0.008	DETLDES					0.008		
		SDF 05/2029	0.002	DETLDES					0.002		
		STBG FLEX 05/2030	0.240	CONINSP						0.240	
		SDF 05/2030	0.060	CONINSP						0.060	
		STBG FLEX 05/2030	1.600	CONST						1.600	
		SDF 05/2030	0.400	CONST						0.400	
AQC:A2	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.310		0.000	0.000	0.000	0.000	0.010	2.300	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 881733 SAFETY <Exempt>	CATCH BASINS: PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 05/2027	0.040	DETLDES			0.040				
		SDF 05/2027	0.010	DETLDES			0.010				
		NHPP 06/2028	0.180	CONINSP				0.180			
		SDF 06/2028	0.045	CONINSP				0.045			
		NHPP 06/2028	1.200	CONST				1.200			
		SDF 06/2028	0.300	CONST				0.300			
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.775		0.000	0.000	0.050	1.725	0.000	0.000	0.000
NYS DOT 881734 SAFETY <Exempt>	CATCH BASINS: PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 05/2028	0.040	DETLDES				0.040			
		SDF 05/2028	0.010	DETLDES				0.010			
		NHPP 06/2029	0.180	CONINSP					0.180		
		SDF 06/2029	0.045	CONINSP					0.045		
		NHPP 06/2029	1.200	CONST					1.200		
		SDF 06/2029	0.300	CONST					0.300		
AQC:A2	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 881735 SAFETY <Exempt>	CATCH BASINS: PROJECT WILL REPAIR OR REPLACE STORM WATER CATCH BASINS TO ENSURE THAT THE DRAINAGE SYSTEM FUNCTIONS AS ORIGINALLY DESIGNED. WORK WILL TAKE PLACE ON FEDERAL AID ELIGIBLE ROUTES IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 05/2029	0.040	DETLDES					0.040		
		SDF 05/2029	0.010	DETLDES					0.010		
		NHPP 06/2030	0.180	CONINSP						0.180	
		SDF 06/2030	0.045	CONINSP						0.045	
		NHPP 06/2030	1.200	CONST						1.200	
		SDF 06/2030	0.300	CONST						0.300	
AQC:A2	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
NYS DOT 881739 MISC <Exempt>	STORMWATER MANAGEMENT PRACTICE SERIAL NUMBER MAINTENANCE BY CONTRACT: PROJECT WILL UNDERTAKE CORRECTIVE & CYCLICAL MAINTENANCE WORK ON FACILITIES & STRUCTURES DESIGNED TO COLLECT, STORE & TREAT STORM WATER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	STBG FLEX 01/2028	0.200	DETLDES				0.200			
		SDF 01/2028	0.050	DETLDES				0.050			
		STBG FLEX 01/2029	0.192	CONINSP					0.192		
		SDF 01/2029	0.048	CONINSP					0.048		
		STBG FLEX 01/2029	1.280	CONST					1.280		
		SDF 01/2029	0.320	CONST					0.320		
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	2.090		0.000	0.000	0.000	0.250	1.840	0.000	0.000

2026 Transportation Improvement Program

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881740 MISC <Exempt>	STORMWATER MANAGEMENT PRACTICE SERIAL NUMBER MAINTENANCE BY CONTRACT: PROJECT WILL UNDERTAKE CORRECTIVE & CYCLICAL MAINTENANCE WORK ON FACILITIES & STRUCTURES DESIGNED TO COLLECT, STORE & TREAT STORM WATER. VARIOUS FEDERAL AID ELIGIBLE ROADWAYS IN COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	STBG FLEX 01/2030	0.200	DETLDES						0.200	
		SDF 01/2030	0.050	DETLDES						0.050	
		STBG FLEX 01/2031	0.000	CONINSP							0.192
		SDF 01/2031	0.000	CONINSP							0.048
		STBG FLEX 01/2031	0.000	CONST							1.280
		SDF 01/2031	0.000	CONST							0.320
AQC:A2	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.250		0.000	0.000	0.000	0.000	0.000	0.250	1.840
NYSDOT 881741 MISC <Exempt>	LANDSCAPE IMPROVEMENTS AND POLLINATOR ENHANCEMENT CONTRACT: PROJECT WILL TAKE CORRECTIVE ACTION TO RESTORE ENVIRONMENTAL FEATURES, SUCH AS STORMWATER CONTROL FACILITIES AND LANDSCAPING, TO THEIR INTENDED FUNCTIONS AS CONSTRUCTED IN PREVIOUS PROJECTS. THE PROJECT WILL REPLACE STREET TREES, REPLACE TREES THAT WERE INSTALLED FOR SCREENING PURPOSES, INSTALL PLANTINGS FOR ADDITIONAL NEW SCREENING LOCATIONS, AND INCLUDE OTHER MISCELLANEOUS PLANTINGS FOR ENVIRONMENTAL AND BEAUTIFICATION PURPOSES. IN ADDITION, THIS CONTRACT WILL SUPPORT POLLINATORS BY ENHANCING HABITAT FOR POLLINATORS THAT WILL PROVIDE BENEFITS TO THE LAND, OTHER SPECIES, AND ENVIRONMENTAL HEALTH ON VARIOUS FEDERAL AID ELIGIBLE STATE HIGHWAYS IN COLUMBIA, DUTCHESS, ORANGE, ROCKLAND, PUTNAM, ULSTER, & WESTCHESTER COUNTIES.	STBG FLEX 12/2029	0.064	DETLDES						0.064	
		SDF 12/2029	0.016	DETLDES						0.016	
		STBG FLEX 12/2030	0.000	CONINSP							0.048
		SDF 12/2030	0.000	CONINSP							0.012
		SDF 12/2030	0.000	CONINSP							0.060
		STBG FLEX 12/2030	0.000	CONST							0.320
		SDF 12/2030	0.000	CONST							0.080
		SDF 12/2030	0.000	CONST							0.600
AQC:C11	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.080		0.000	0.000	0.000	0.000	0.000	0.080	1.120

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881747 STUDY <Exempt>	ACCIDENT INVESTIGATION (HSIP): THIS PROJECT CONSISTS OF INVESTIGATING ACCIDENT LOCATIONS TO IDENTIFY THOSE THAT WILL BE SPECIFICALLY TARGETED FOR SAFETY IMPROVEMENTS IN REGION 8 COUNTIES: COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER. THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 11/2029 SDF 11/2029	2.250 0.250	MISC MISC						2.250 0.250	
AQC:A10Z	MULTI TPC: \$2-\$4 M	TOTAL 5YR COST :	2.500		0.000	0.000	0.000	0.000	0.000	2.500	0.000
NYSDOT 881748 BRIDGE <Exempt>	BRIDGE MAINTENANCE BY CONTRACT: CORRECT EXISTING DEFICIENCIES AND PREVENT FURTHER DETERIORATION OF BRIDGE COMPONENTS ON VARIOUS BRIDGES IN VARIOUS MUNICIPALITIES REGIONWIDE	BFP MAIN 01/2029 SDF 01/2029 BFP MAIN 03/2029 SDF 03/2029 BFP MAIN 03/2029 SDF 03/2029 BFP MAIN 02/2030 SDF 02/2030 BFP MAIN 02/2030 SDF 02/2030	0.480 0.120 0.080 0.020 0.040 0.010 0.480 0.120 2.400 0.600	DETLDES DETLDES ROWACQU ROWACQU ROWINCD ROWINCD CONINSP CONINSP CONST CONST					0.480 0.120 0.080 0.020 0.040 0.010 0.480 0.120 2.400 0.600		
AQC:A19	MULTI TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.350		0.000	0.000	0.000	0.000	0.750	3.600	0.000
NYSDOT 881751 BRIDGE <Exempt>	BRIDGE MAINTENANCE BY CONTRACT: CORRECT EXISTING DEFICIENCIES AND PREVENT FURTHER DETERIORATION OF BRIDGE COMPONENTS ON VARIOUS BRIDGES IN VARIOUS MUNICIPALITIES REGIONWIDE	NHPP 01/2028 SDF 01/2028 NHPP 03/2028 SDF 03/2028 NHPP 03/2028 SDF 03/2028 NHPP 02/2029 SDF 02/2029 NHPP 02/2029 SDF 02/2029	0.480 0.120 0.080 0.020 0.040 0.010 0.640 0.160 3.200 0.800	DETLDES DETLDES ROWACQU ROWACQU ROWINCD ROWINCD CONINSP CONINSP CONST CONST				0.480 0.120 0.080 0.020 0.040 0.010 0.640 0.160 3.200 0.800			
AQC:A19	MULTI TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.550		0.000	0.000	0.000	0.750	4.800	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881759 R&P <Exempt>	PROJECT WILL MAKE OPERATIONAL AND SAFETY IMPROVEMENTS ALONG THE WASHINGTON AVENUE CORRIDOR FROM SAWKILL ROAD TO SCHWENK DRIVE, INCLUDING THE O&W RAIL TRAIL CROSSING. TOWN OF ULSTER AND CITY OF KINGSTON, ULSTER COUNTY.	NHPP 10/2026	1.000	PRELDES			1.000				
		SDF 10/2026	0.250	PRELDES			0.250				
		NHPP 05/2028	0.016	ROWINCD				0.016			
		SDF 05/2028	0.004	ROWINCD				0.004			
		NHPP 12/2028	0.800	DETLDES					0.800		
		SDF 12/2028	0.200	DETLDES					0.200		
		NHPP 12/2028	0.160	ROWACQU					0.160		
		SDF 12/2028	0.040	ROWACQU					0.040		
		NHPP 01/2030	1.680	CONINSP						1.680	
		SDF 01/2030	0.420	CONINSP						0.420	
		NHPP 01/2030	8.400	CONST						8.400	
		SDF 01/2030	2.100	CONST						2.100	
AQC:N/A	ULSTER TPC: \$12.5-\$19 M	TOTAL 5YR COST :	15.070		0.000	0.000	1.250	0.020	1.200	12.600	0.000
NYSDOT 881760 R&P <Exempt>	INTERSECTION PAVEMENT IMPROVEMENTS: PROJECT WILL RESURFACE A FEDERAL AID ELIGIBLE INTERSECTION TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE. VARIOUS MUNICIPALITIES, REGIONWIDE.	SDF 11/2026	0.075	DETLDES			0.075				
		NHPP 12/2027	0.120	CONINSP				0.120			
		SDF 12/2027	0.030	CONINSP				0.030			
		NHPP 12/2027	0.800	CONST				0.800			
		SDF 12/2027	0.200	CONST				0.200			
AQC:A10	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.225		0.000	0.000	0.075	1.150	0.000	0.000	0.000
NYSDOT 881761 R&P <Exempt>	INTERSECTION PAVEMENT IMPROVEMENTS: PROJECT WILL RESURFACE A FEDERAL AID ELIGIBLE INTERSECTION TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE. VARIOUS MUNICIPALITIES, REGIONWIDE.	SDF 12/2028	0.075	DETLDES					0.075		
		NHPP 12/2029	0.120	CONINSP						0.120	
		SDF 12/2029	0.030	CONINSP						0.030	
		NHPP 12/2029	0.800	CONST						0.800	
		SDF 12/2029	0.200	CONST						0.200	
AQC:A10	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.225		0.000	0.000	0.000	0.000	0.075	1.150	0.000
NYSDOT 881764 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 11/2025	0.400	DETLDES		0.400					
		NHPP 12/2026	2.240	CONINSP			2.240				
		SDF 12/2026	0.560	CONINSP			0.560				
		NHPP 12/2026	11.760	CONST			11.760				
		SDF 12/2026	2.940	CONST			2.940				
AQC:A10P	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.400	17.500	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 881765 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 11/2025 NHPP 01/2027 SDF 01/2027 NHPP 01/2027 SDF 01/2027	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST		0.400	2.240 0.560 11.760 2.940				
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.400	17.500	0.000	0.000	0.000	0.000
NYSDOT 881766 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 11/2026 NHPP 12/2027 SDF 12/2027 NHPP 12/2027 SDF 12/2027	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST			0.400 2.240 0.560 11.760 2.940				
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.400	17.500	0.000	0.000	0.000
NYSDOT 881767 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 12/2026 NHPP 12/2027 SDF 12/2027 NHPP 12/2027 SDF 12/2027	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST			0.400 2.240 0.560 11.760 2.940				
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.400	17.500	0.000	0.000	0.000
NYSDOT 881768 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 11/2027 NHPP 12/2028 SDF 12/2028 NHPP 12/2028 SDF 12/2028	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST				0.400 2.240 0.560 11.760 2.940			
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.000	0.400	17.500	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 881769 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 12/2027 NHPP 12/2028 SDF 12/2028 NHPP 12/2028 SDF 12/2028	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST				0.400	2.240 0.560 11.760 2.940		
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.000	0.400	17.500	0.000	0.000
NYS DOT 881770 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 11/2028 NHPP 12/2029 SDF 12/2029 NHPP 12/2029 SDF 12/2029	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST					0.400 2.240 0.560 11.760 2.940		
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.000	0.000	0.400	17.500	0.000
NYS DOT 881771 R&P <Exempt>	PREVENTIVE MAINTENANCE INITIATIVE PAVING - PROJECT WILL RESURFACE FEDERAL AID ELIGIBLE STATE HIGHWAYS IN THE COUNTIES OF COLUMBIA, DUTCHESS, ULSTER, ROCKLAND, ORANGE, PUTNAM, AND WESTCHESTER TO RESTORE THE RIDING SURFACE AND PRESERVE THE PAVEMENT STRUCTURE.	SDF 12/2028 NHPP 12/2029 SDF 12/2029 NHPP 12/2029 SDF 12/2029	0.400 2.240 0.560 11.760 2.940	DETLDES CONINSP CONINSP CONST CONST					0.400 2.240 0.560 11.760 2.940		
AQC:A10	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	17.900		0.000	0.000	0.000	0.000	0.400	17.500	0.000
NYS DOT 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. JANUARY 1, 2025 - DECEMBER 31, 2029.	STBG FLEX 10/2024 SDF 10/2024	0.000 0.000	MISC MISC	0.260 0.065						
AQC:B1	ULSTER TPC: < \$0.75 M	TOTAL 5YR COST :	0.000		0.325	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 882417 TRANSIT <Exempt>	ULSTER COUNTY AREA TRANSIT (UCAT) BUS SERVICES: UPL ROUTE (ROSENDALEPOUGHKEEPSIE); KPL ROUTE (KINGSTON - POUGHKEEPSIE) BUS SERVICES SERVES DUTCHESS AND ULSTER COUNTIES. JANUARY 2025-DECEMBER 2027.	STBG FLEX 10/2024 SDF 10/2024 STBG FLEX 10/2025 SDF 10/2025 STBG FLEX 10/2026 SDF 10/2026	0.000 0.000 0.288 0.072 0.288 0.072	MISC MISC MISC MISC MISC MISC	0.288 0.072	0.288 0.072	0.288 0.072				
AQC:B1	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.720		0.360	0.360	0.360	0.000	0.000	0.000	0.000
NYS DOT 882435 TRANSIT <Exempt>	ULSTER COUNTY AREA TRANSIT (UCAT) BUS SERVICES: UPL ROUTE (ROSENDALE-POUGHKEEPSIE); KPL ROUTE (KINGSTON - POUGHKEEPSIE) BUS SERVICES SERVES DUTCHESS AND ULSTER COUNTIES. JANUARY 2028-DECEMBER 2030.	STBG FLEX 10/2027 SDF 10/2027 STBG FLEX 10/2028 SDF 10/2028 STBG FLEX 10/2029 SDF 10/2029	0.288 0.072 0.288 0.072 0.288 0.072	MISC MISC MISC MISC MISC MISC				0.288 0.072	0.288 0.072	0.288 0.072	
AQC:B1	MULTI TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.080		0.000	0.000	0.000	0.360	0.360	0.360	0.000
NYS DOT 882440 TRANSIT <Exempt>	TRAILWAYS COMMUTER SERVICE: FEDERAL AND STATE OPERATING ASSISTANCE 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 TO ENABLE AND SUSTAIN CONTINUED OPERATION OF SERVICE. TOTAL PROJECT COST INCLUDING FARE. 1/1/2026-12/31/2028.	STBG LG URB 10/2025 SDF 10/2025 STBG LG URB 10/2026 SDF 10/2026 STBG LG URB 10/2027 SDF 10/2027	0.460 0.115 0.460 0.115 0.460 0.115	MISC MISC MISC MISC MISC MISC		0.460 0.115	0.460 0.115	0.460 0.115			
AQC:B1P	MULTI TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.725		0.000	0.575	0.575	0.575	0.000	0.000	0.000
NYS DOT 882446 MOBIL <Exempt>	HIGHWAY EMERGENCY LOCAL PATROL (HELP) FREEWAY INCIDENT MANAGEMENT. THE PROJECT INCLUDES PAY FOR THE CONTRACT OPERATORS, THE TRUCKS, ALL EQUIPMENT ON BOARD, GASOLINE, AND OTHER OPERATIONAL NEEDS AT VARIOUS LOCATIONS IN THE HUDSON VALLEY. 1/1/2027-12/31/2029.	NHPP 01/2027 SDF 01/2027 NHPP 01/2028 SDF 01/2028 NHPP 01/2029 SDF 01/2029	5.360 1.340 5.360 1.340 5.360 1.340	MISC MISC MISC MISC MISC MISC			5.360 1.340	5.360 1.340	5.360 1.340		
AQC:A7	MULTI TPC: \$15-\$25 M	TOTAL 5YR COST :	20.100		0.000	0.000	6.700	6.700	6.700	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYS DOT 882460 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 FROM 1/1/2030-12/31/2034.	STBG FLEX 10/2029 SDF 10/2029	0.260 0.065	MISC MISC						0.260 0.065	
AQC:N/A	ULSTER TPC: < \$0.75 M	TOTAL 5YR COST :	0.325		0.000	0.000	0.000	0.000	0.000	0.325	0.000
NYS DOT 882461 TRANSIT <Exempt>	TRAILWAYS COMMUTER SERVICE: FEDERAL AND STATE OPERATING ASSISTANCE 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 TO ENABLE AND SUSTAIN CONTINUED OPERATION OF SERVICE. TOTAL PROJECT COST INCLUDING FARE. 1/1/2029-12/31/2031.	STBG LG URB 10/2028 SDF 10/2028 STBG LG URB 10/2029 SDF 10/2029 STBG LG URB 10/2030 SDF 10/2030	0.460 0.115 0.460 0.115 0.000 0.000	MISC MISC MISC MISC MISC MISC					0.460 0.115	0.460 0.115	0.460 0.115
AQC:B1P	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 882466 MOBIL <Exempt>	ITS FIELD OPERATIONS: THIS PROJECT ENCOMPASSES THE TROUBLESHOOTING, DIAGNOSIS, REPAIR, OR DAMAGE ASSESSMENT OF THE VARIOUS COMPONENTS OF THE INTELLIGENT TRANSPORTATION SYSTEM (ITS). COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES	NHPP 12/2029 SDF 12/2029 NHPP 12/2030 SDF 12/2030 NHPP 12/2031 SDF 12/2031	3.360 0.840 0.000 0.000 0.000 0.000	MISC MISC MISC MISC MISC MISC						3.360 0.840	3.360 0.840 3.360 0.840
AQC:A7P	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :	4.200		0.000	0.000	0.000	0.000	0.000	4.200	8.400
TN OF ULSTER 893307 SAFETY <Exempt>	UPGRADE AND COORDINATION OF EXISTING SIGNALS AT THE INTERSECTION OF BOICES LANE 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 10/2024 HSIP RAIL 11/2024 HSIP RAIL 11/2025 HSIP 11/2025 LOCAL 11/2025 HSIP RAIL 11/2025	0.000 0.000 0.094 1.410 0.157 0.611	PRELDES ROWACQU CONINSP CONST CONST CONST	0.020 0.039			0.094 1.410 0.157 0.611			
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.272		0.059	2.272	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
NYSDOT 894011 MISC <Exempt>	ITS FIELD OPERATIONS MAINTENANCE: THIS PROJECT ENCOMPASSES THE TROUBLESHOOTING, DIAGNOSIS, REPAIR, OR DAMAGE ASSESSMENT OF THE VARIOUS COMPONENTS OF THE INTELLIGENT TRANSPORTATION SYSTEM (ITS) FOR DECEMBER 1, 2023 - NOVEMBER 30, 2026. COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER, AND WESTCHESTER COUNTIES.	NHPP 12/2024 SDF 12/2024 NHPP 12/2025 SDF 12/2025	0.000 0.000 3.360 0.840	MISC MISC MISC MISC	2.400 0.600	3.360 0.840					
AQC:A7P	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :	4.200		3.000	4.200	0.000	0.000	0.000	0.000	0.000
NYSDOT 894014 MOBIL <Exempt>	ITS FIELD OPERATIONS: THIS PROJECT ENCOMPASSES THE TROUBLESHOOTING, DIAGNOSIS, REPAIR, OR DAMAGE ASSESSMENT OF THE VARIOUS COMPONENTS OF THE INTELLIGENT TRANSPORTATION SYSTEM (ITS). COLUMBIA, DUTCHESS, ORANGE, PUTNAM, ROCKLAND, ULSTER & WESTCHESTER COUNTIES.	NHPP 12/2026 SDF 12/2026 NHPP 12/2027 SDF 12/2027 NHPP 12/2028 SDF 12/2028	3.360 0.840 3.360 0.840 3.360 0.840	MISC MISC MISC MISC MISC MISC			3.360 0.840	3.360 0.840			
AQC:A7P	MULTI TPC: \$9.5-15.5 M	TOTAL 5YR COST :	12.600		0.000	0.000	4.200	4.200	4.200	0.000	0.000
LOCAL 8BLK06 BRIDGE <Exempt>	UCTC BLOCK FUNDING FOR STBG OFF SYSTEM BRIDGE FUNDS: THIS PROJECT REPRESENTS A FUTURE BLOCK OF SURFACE TRANSPORTATION BLOCK GRANT OFF SYSTEM BRIDGE FUNDING TO BE USED ON A PROJECT OR PROJECTS FOR REHABILITATING OR REPLACING STRUCTURES LOCATED OFF THE FEDERAL AID SYSTEM IN THE JURISDICTIONAL AREA OF ULSTER COUNTY.	STBG-OFF 09/2027 LOCAL 09/2027 STBG-OFF 09/2029 LOCAL 09/2029 STBG-OFF 09/2030 LOCAL 09/2030	0.923 0.231 2.420 0.605 2.420 0.605	MISC MISC MISC MISC MISC MISC			0.923 0.231	2.420 0.605	2.420 0.605		
AQC:J1	ULSTER TPC: \$6-\$9.4 M	TOTAL 5YR COST :	7.204		0.000	0.000	1.154	0.000	3.025	3.025	0.000
LOCAL 8BLK14 SAFETY <Exempt>	ULSTER COUNTY HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) FUNDING. THIS FUNDING WILL BE USED ON FEDERAL AID ELIGIBLE ROADWAYS TO IMPROVE SAFETY IN ULSTER COUNTY.	HSIP 09/2029 LOCAL 09/2029 HSIP 09/2030 LOCAL 09/2030	0.114 0.013 0.258 0.029	MISC MISC MISC MISC				0.114 0.013	0.258 0.029		
AQC:J1	ULSTER TPC: < \$0.75 M	TOTAL 5YR COST :	0.414		0.000	0.000	0.000	0.000	0.127	0.287	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
LOCAL 8BLK15 MISC <Exempt>	UCTC BLOCK FUNDING FOR CRP: THIS PROJECT REPRESENTS A FUTURE BLOCK OF CARBON REDUCTION PROGRAM FUNDING TO BE USED ON AN ELIGIBLE PROJECT LOCATED IN ULSTER COUNTY.	CRP LG URB 09/2026 LOCAL 09/2026 CRP LG URB 09/2027 LOCAL 09/2027 CRP LG URB 09/2028 LOCAL 09/2028 CRP LG URB 09/2029 LOCAL 09/2029 CRP LG URB 09/2030 LOCAL 09/2030	0.338 0.084 0.113 0.028 0.113 0.028 0.113 0.028 0.113 0.028	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC		0.338 0.084	0.113 0.028	0.113 0.028	0.113 0.028	0.113 0.028	
AQC:J1	ULSTER TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.986		0.000	0.422	0.141	0.141	0.141	0.141	0.000
LOCAL 8BLK16 MISC <Exempt>	ULSTER COUNTY TRANSPORTATION COUNCIL SURFACE TRANSPORTATION BLOCK GRANT (STBG) FLEX FUNDING. THIS FUNDING WILL BE USED ON FEDERAL AID ELIGIBLE ROADWAY OR STRUCTURE REPAIRS IN ULSTER COUNTY.	STBG FLEX 09/2029 LOCAL 09/2029	0.203 0.051	MISC MISC					0.203 0.051		
AQC:J1	ULSTER TPC: < \$0.75 M	TOTAL 5YR COST :	0.254		0.000	0.000	0.000	0.000	0.254	0.000	0.000
NYSDOT 8LC211 RECON <Exempt>	CULVERT REPLACEMENTS: ORANGE AND ULSTER: REPLACE THE CULVERTS THAT CARRY NY 52, NY 17K, AND NY 213 OVER UNKNOWN STREAMS AND US ROUTE 44 OVER TWAALFSKILL CREEK. WORK MAY INCLUDE ASSOCIATED GUIDERAIL, DRAINAGE, PAVEMENT, AND SLOPE REPAIRS. PROJECT WILL TAKE PLACE IN VARIOUS MUNICIPALITIES THROUGHOUT ORANGE AND ULSTER COUNTIES TO IMPROVE RESILIENCY BY ADDRESSING HYDRAULIC VULNERABILITY. (CINS C870048, C85075A, C870030, C870066). COMPLIES WITH NYSDOT/FHWA PROTECT FUNDING ELIGIBILITY MATRIX.	NHPP 12/2024 PIT BOND 12/2024 PROTECT 12/2024 PIT BOND 12/2024	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	1.600 0.400 3.726 0.932						
AQC:N/A	MULTI TPC: \$6-\$9.4 M	TOTAL 5YR COST :	0.000		6.658	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
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. FFY 2026 - 2030	FTA 5307 10/2025	0.350	MISC		0.350					
		LOCAL 10/2025	0.044	MISC		0.044					
		STATE 10/2025	0.044	MISC		0.044					
		FTA 5307 10/2026	0.350	MISC			0.350				
		LOCAL 10/2026	0.044	MISC			0.044				
		STATE 10/2026	0.044	MISC			0.044				
		FTA 5307 10/2027	0.350	MISC				0.350			
		LOCAL 10/2027	0.044	MISC				0.044			
		STATE 10/2027	0.044	MISC				0.044			
		FTA 5307 10/2028	0.350	MISC					0.350		
		LOCAL 10/2028	0.044	MISC					0.044		
		STATE 10/2028	0.044	MISC					0.044		
		FTA 5307 10/2029	0.350	MISC						0.350	
		LOCAL 10/2029	0.044	MISC						0.044	
		STATE 10/2029	0.044	MISC						0.044	
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.190		0.000	0.438	0.438	0.438	0.438	0.438	0.000
UCAT 8TRU50 TRANSIT <Exempt>	ULSTER COUNTY AREA TRANSIT - OPERATING ASSISTANCE TO ENABLE AND SUSTAIN CONTINUED OPERATION OF SERVICE. FFY 2026 - 2030.	FTA 5307 10/2025	0.500	MISC		0.500					
		LOCAL 10/2025	0.500	MISC		0.500					
		FTA 5307 10/2026	0.500	MISC			0.500				
		LOCAL 10/2026	0.500	MISC			0.500				
		FTA 5307 10/2027	0.500	MISC				0.500			
		LOCAL 10/2027	0.500	MISC				0.500			
		FTA 5307 10/2028	0.500	MISC					0.500		
		LOCAL 10/2028	0.500	MISC					0.500		
		FTA 5307 10/2029	0.500	MISC						0.500	
		LOCAL 10/2029	0.500	MISC						0.500	
AQC:N/A	ULSTER TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.000		0.000	1.000	1.000	1.000	1.000	1.000	0.000
ULSTER CO 8TRU75 TRANSIT <Exempt>	UC CAPITAL COST OF CONTRACTING ULSTER COUNTY COMMUTER SERVICES. FFY 2026 - 2030.	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				
		STATE 10/2026	0.338	MISC			0.338				
		FTA 5307 10/2027	2.700	MISC				2.700			
		LOCAL 10/2027	0.338	MISC				0.338			
		STATE 10/2027	0.338	MISC				0.338			
		FTA 5307 10/2028	2.700	MISC					2.700		
		LOCAL 10/2028	0.338	MISC					0.338		
		STATE 10/2028	0.338	MISC					0.338		
		FTA 5307 10/2029	2.700	MISC						2.700	
		LOCAL 10/2029	0.338	MISC						0.338	
		STATE 10/2029	0.338	MISC						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

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
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. FFY 2026-2030.	FTA 5307 10/2025	0.500	MISC		0.500					
		LOCAL 10/2025	0.063	MISC		0.063					
		STATE 10/2025	0.063	MISC		0.063					
		FTA 5307 10/2026	0.500	MISC			0.500				
		LOCAL 10/2026	0.063	MISC			0.063				
		STATE 10/2026	0.063	MISC			0.063				
		FTA 5307 10/2027	0.500	MISC				0.500			
		LOCAL 10/2027	0.063	MISC				0.063			
		STATE 10/2027	0.063	MISC				0.063			
		FTA 5307 10/2028	0.500	MISC					0.500		
		LOCAL 10/2028	0.063	MISC					0.063		
		STATE 10/2028	0.063	MISC					0.063		
		FTA 5307 10/2029	0.500	MISC						0.500	
		LOCAL 10/2029	0.063	MISC						0.063	
		STATE 10/2029	0.063	MISC						0.063	
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	3.130		0.000	0.626	0.626	0.626	0.626	0.626	0.000
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. FFY 2026 - FFY 2030	FTA 5310 10/2025	0.164	MISC		0.164					
		LOCAL 10/2025	0.041	MISC		0.041					
		FTA 5310 10/2026	0.164	MISC			0.164				
		LOCAL 10/2026	0.041	MISC			0.041				
		FTA 5310 10/2027	0.164	MISC				0.164			
		LOCAL 10/2027	0.041	MISC				0.041			
		FTA 5310 10/2028	0.164	MISC					0.164		
		LOCAL 10/2028	0.041	MISC					0.041		
		FTA 5310 10/2029	0.164	MISC						0.164	
		LOCAL 10/2029	0.041	MISC						0.041	
AQC:N/A	ULSTER TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.025		0.000	0.205	0.205	0.205	0.205	0.205	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. FFY 2026 - 2030	FTA 5339 10/2025	0.363	MISC		0.363					
		LOCAL 10/2025	0.091	MISC		0.091					
		FTA 5339 10/2026	0.363	MISC			0.363				
		LOCAL 10/2026	0.091	MISC			0.091				
		FTA 5339 10/2027	0.363	MISC				0.363			
		LOCAL 10/2027	0.091	MISC				0.091			
		FTA 5339 10/2028	0.363	MISC					0.363		
		LOCAL 10/2028	0.091	MISC					0.091		
		FTA 5339 10/2029	0.363	MISC						0.363	
		LOCAL 10/2029	0.091	MISC						0.091	
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.270		0.000	0.454	0.454	0.454	0.454	0.454	0.000

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
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. FFY 2026 - 2030	FTA 5339 10/2025 LOCAL 10/2025 FTA 5339 10/2026 LOCAL 10/2026 FTA 5339 10/2027 LOCAL 10/2027 FTA 5339 10/2028 LOCAL 10/2028 FTA 5339 10/2029 LOCAL 10/2029	0.296 0.074 0.296 0.074 0.296 0.074 0.296 0.074 0.296 0.074	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC		0.296 0.074	0.296 0.074	0.296 0.074	0.296 0.074	0.296 0.074	
AQC:N/A	ULSTER TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.850		0.000	0.370	0.370	0.370	0.370	0.370	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 06/2025 STATE 06/2025 LOCAL 06/2025	0.000 0.000 0.000	MISC MISC MISC	1.000 0.125 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	0.000
UCAT 8TU022 TRANSIT <Exempt>	UCAT REGULAR LFEEET REPLACEMENT FOR THE ULSTER COUNTY AREA TRANSIT FLEET. PURCHASE OF FOUR (4) 23 FOOT CUTAWAYS.	FTA 5307 06/2025 STATE 06/2025 LOCAL 06/2025	0.000 0.000 0.000	MISC MISC MISC	0.420 0.053 0.053						
AQC:N/A	ULSTER TPC: < \$0.75 M	TOTAL 5YR COST :	0.000		0.526	0.000	0.000	0.000	0.000	0.000	0.000
UCAT 8TU023 TRANSIT <Exempt>	UCAT REGULAR LFEEET REPLACEMENT FOR THE ULSTER COUNTY AREA TRANSIT FLEET. PURCHASE OF FOUR (4) 23 FOOT CUTAWAYS	FTA 5307 06/2026 STATE 06/2026 LOCAL 06/2026	0.420 0.053 0.053	MISC MISC MISC		0.420 0.053 0.053					
AQC:N/A	ULSTER TPC: < \$0.75 M	TOTAL 5YR COST :	0.526		0.000	0.526	0.000	0.000	0.000	0.000	0.000
UCAT 8TU024 TRANSIT <Exempt>	PURCHASE OF FOUR (4) 23 FOOT CUTAWAYS FOR THE ULSTER COUNTY AREA TRANSIT FLEET.	FTA 5307 06/2026 STATE 06/2026 LOCAL 06/2026	0.420 0.053 0.053	MISC MISC MISC		0.420 0.053 0.053					
AQC:N/A	ULSTER TPC: < \$0.75 M	TOTAL 5YR COST :	0.526		0.000	0.526	0.000	0.000	0.000	0.000	0.000
UCAT 8TU025 TRANSIT <Exempt>	UPGRADES TO THE ULSTER COUNTY AREA TRANSIT GOLDEN HILL FACILITY AT 1 DANNY CIRCLE INCL ADA COMPLIANCE AND MODERNIZATION.	FTA 5307 06/2026 STATE 06/2026 LOCAL 06/2026	1.000 0.125 0.125	MISC MISC MISC		1.000 0.125 0.125					
AQC:N/A	ULSTER TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.250		0.000	1.250	0.000	0.000	0.000	0.000	0.000

2026 Transportation Improvement Program

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					PRE FFY 2026	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	POST FFY 2030
UCAT 8TU026 TRANSIT <Exempt>	UCAT REGULAR FLEET REPLACEMENT FOR THE ULSTER COUNTY AREA TRANSIT FLEET. TWO (2) 23 FT CUTAWAYS AND THREE (3) ELECTRIC FORD ETRANSIT SUPPORT VEHICLES	FTA 5307 06/2027 STATE 06/2027 LOCAL 06/2027	0.700 0.088 0.088	MISC MISC MISC			0.700 0.088 0.088				
AQC:N/A	ULSTER TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.876		0.000	0.000	0.876	0.000	0.000	0.000	0.000
UCAT 8TU027 TRANSIT <Exempt>	UCAT REGULAR FLEET REPLACEMENT FOR THE ULSTER COUNTY AREA TRANSIT FLEET. TWO (2) 35 FOOT BATTERY ELECTRIC TRANSIT BUSES.	FTA 5307 10/2027 STATE 10/2027 LOCAL 10/2027	1.760 0.220 0.220	MISC MISC MISC				1.760 0.220 0.220			
AQC:N/A	ULSTER TPC: \$2-\$4 M	TOTAL 5YR COST :	2.200		0.000	0.000	0.000	2.200	0.000	0.000	0.000
UCAT 8TU028 TRANSIT <Exempt>	NEW STORAGE AND MAINTENANCE FACILITY FOR THE ULSTER COUNTY AREA TRANSIT FLEET. DESIGN AND CONSTRUCT A NEW BUS TRANSIT FACILITY TO ACCOMMODATE UCAT ELECTRIC FLEET.	FTA 5307 10/2028 STATE 10/2028 LOCAL 10/2028	10.000 1.250 1.250	MISC MISC MISC					10.000 1.250 1.250		
AQC:N/A	ULSTER TPC: \$9.5-15.5 M	TOTAL 5YR COST :	12.500		0.000	0.000	0.000	0.000	12.500	0.000	0.000

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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 those portions of the Poughkeepsie-Newburgh, New York 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 requirements of 23 CFR Part 420, subpart A. The projects described in the UPWP implement

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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 2023 – 2027 Transportation Improvement Program on July 26, 2022. The 2026-2030 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

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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 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.
- **Limited English Proficiency (LEP):** 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 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

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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 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.

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- 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.
- 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.

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- 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.
 - 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

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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.

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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 2026-2030 Transportation Improvement Program was made available for 15 day public review and comment between June 4, 2025 and June 18, 2025. In addition, a Public Meeting was held by UCTC staff on June 10, 2025 at 6:00PM 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 2026-2030 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/@ulstercountytransportation3132>.

Summary of Public Comments Received During the Public Comment Period:

6/11/25

Good evening,

I am writing as a longtime resident of Washington Avenue in Kingston, a mother of two young children, and an advocate for bicycle and pedestrian safety.

I drive this route everyday to bring my 3-year old to and from daycare. I see bikers and pedestrians trying to cross from the rail trail (which I am profoundly grateful for) to the side of Washington where the Dutch Village Apartments are. Drivers also constantly attempt to make dangerous turns into and out of Picnic Pizza and Ulster Savings. The entire road closes down and requires police assistance every time the Ulster County Chamber of Commerce hosts events at the Best Western. And with the proposed development of Kingston Commons at 625 Washington Avenue, the traffic in this area will only increase in the next decade.

So I strongly urge the UCTC to prioritize the O&W Trail crossing at Washington Avenue by incorporating a scope change into the current TIP and project plan, as well as the Ulster Long Range Transportation Plan.

This intersection has already been identified as a serious safety hazard in both the Ulster County TAP application and the City of Kingston's Bicycle & Pedestrian Master Plan. Tragically, a fatality occurred at this location in 2021, yet no safe infrastructure has been implemented to date.

Each day, vulnerable residents are forced to cross here—with no safe alternative. As this project advances with substantial funding, it is imperative that this critical gap be addressed through a full, signalized crossing or an equivalent solution. Possible treatments should include a road diet, Rectangular Rapid Flashing Beacon (RRFB), refuge island, and either a sidewalk or multi-use path. Additionally, a grade-separated solution such as a pedestrian and bicycle underpass—similar to those successfully implemented in Boulder, Colorado, a Vision Zero city—should be seriously considered to eliminate conflict points and maximize safety.

This is a matter of public safety, equity, and responsible planning. I urge you to act now—before another life is lost.

Thank you so much for reading.

Marie Miller

Kingston, NY 12401

6/18/25

Dear Brian,

Any plans to improve Washington Ave are incomplete without a plan to also fix the O & W intersection where John Lynch was killed in 2021. A light and other traffic calming such as a substantial road diet throughout the corridor, flashing beacons, shared use paths sidewalks and traffic islands are essential. The entire corridor and a vital trail and pedestrian crossing are left unaddressed by these deficits. The scope of the NYSDOT proposal must be revised to include these sections. For safety and equity sake, lives depend on these 2026 Transportation Improvement Program

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revisions

Thank you

Rosemary Quinn

Ulster County Traffic Safety Board member

Kingston resident and survivor of traffic trauma

6/18/25

Email message submitted by Tanya Garment:

Regarding

(Page 75 at <https://uctc.ulstercountyny.gov/wp-content/uploads/2025/06/Final-Draft-UCTC-TIP-2026-30.pdf>

"Project will make operational improvements at the existing signalized intersection of Washington Avenue at Sawkill Road, improve pedestrian crossing and safety at the intersection of Washington Avenue and Schwenk Drive, and will evaluate the feasibility for pedestrian connectivity from Sawkill Road into the City of Kingston, Town of Ulster and City of Kingston, Ulster County.");

The scope needs to be broadened. The wording of the project must be changed before it's approved on June 24th, because the way that it's phrased will not allow enough public input to have a chance of getting something that will make crossing Washington Avenue from the O&W Trailhead safe. The description of PIN 881759 talks specifically about changes to the two intersections of Sawkill/Washington and Schwenk/Washington. Then it says "evaluate the feasibility for pedestrian connectivity from Sawkill Road into the City of Kingston".

We need to be talking about more than getting from Sawkill Road into Kingston. The O&W (Scott Dutton and Bob Ryans building where the Board of Elections moved to), that has some access through a parking lot into the trail is sort of like a privately owned trailhead. We can't be planning around that. It's more than the trail even, but people are going to be coming. The public spot to enter the trail should be considered, and not just given up for the sake of the private trailhead. People who live in Dutch Village need to get to the Pizza Parlor. People in the Super 8 (where homeless people are often placed) need to get to Kingston Plaza - and there is access that's allowed through Dutch Village for a direct route to Archcare, Hanniford, and the bus hub. To expect people coming from the trail or the hotels to walk all the way to Schwenk and then down into the plaza, is asking them to walk the distance of multiple city blocks out of their way. People are not going to do that, and it's not safe. Washington Avenue is a stroad, which is the worst of streets and roads combined, because there are a lot of conflict zones. If we're only concentrating on the pedestrian right of way from Sawkill into Kingston and back, then we are saying that we're not considering that people need to get between the businesses on both sides of Washington Avenue with this project. So, the wording needs to be changed before the 24th, or we can have all the public input in the world and we're not going to get what's really needed.

6/18/25

Good evening Dennis, Brian and UCT Staff,

Thanks for the great presentation last week and the opportunity to provide my comments. Sorry it's at the last minute, but hope these are helpful.

881759 Washington Ave @ Sawkill & Schwenk. I ask you to consider significantly widening this scope to review and improve pedestrian and cyclist safety and access in this very congested area.

Beginning at Schwenk Dr & Washington Ave, east to Kingston Plaza and the future Kingstonian entrances, west to Dietz Stadium and Stony Run on Hurley Ave, and North to traffic circle. There are so many pedestrian/cyclist challenges that all need to work in harmony. Please consider:

Dietz Stadium which is jointly owned by Kingston School District as well as the city and should have extremely safe access for children and visitors.

O&W connector trail doesn't provide a safe connection across Washington Ave to/from the most populated area of Ulster County. There is a very

2026 Transportation Improvement Program

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obvious direct crossing that was installed for the tourist train at great taxpayer expense, but Peds/Cyclists are directed far south to a very inconvenient signaled crossing. We lost an experience cyclist here a few years ago, and whether the cyclist or the driver was at fault has never been fully disclosed.

Furthermore, the O&W building has provided access to the trail, but there is no safe Hurley Ave crossing to Dietz Stadium.

There are 2 Hotels where tourist's walk south to uptown dining/shopping and/or north to convenience stores and presumably the future Dunkin strip mall.

Both Dutch Village senior housing & Ulster Savings Bank have unrestricted auto access, and extremely hard area for Peds/Cyclists to navigate.

I appreciate that you are considering this area, but respectfully request you allocate significant resources to a deeper dive at this location.

876312 Bridge over Esopus on Hurley Mtn Road

This is a significant cyclist route and intersection. Often group rides stop and re-convene at this bridge before turning onto Tongore. Please ensure good width for bikes that may stop on bridge, and proper visibility in both directions to Tongore.

Kind regards,

Lee

Lee S Kalish

Positive Feedback Inc.

Public Notice regarding comment period and public meeting date was advertised in the June 4, 2025 edition of Hudson Valley One.

Public Notice was also provided directly through the UCTC email distribution list to a subset of 972 subscribers.

6/19/25 (post deadline)

Dear Brian,

I am writing to congratulate you and your colleagues on the successful completion of projects in the previous TIP period, including the Kingston Rail Trail from Washington Avenue Kingston to the Hurley Rail Trail (PIN 875804), as well as comment on projects being considered in the proposed 2026 TIP, notably the Operational and Pedestrian Connectivity Improvements Washington Avenue at Sawkill Road and Schwenk Drive (PIN 881759).

These projects are essential elements of Ulster County's bicycling and pedestrian infrastructure, linking neighborhoods with recreational resources and local businesses. I frequent this area by bicycle and by car for local shopping on Washington Avenue and in uptown Kingston, and recreation on the Hurley Rail Trail, the Kingston Greenline Trail, Forsyth Park and Dietz Stadium. On July 20th, 2021, I was on a bicycle ride with John "Host" Lynch when he was tragically struck and killed by an automobile driver near the intersection of Washington Avenue and Patroon Lane in Kingston.

The proposed TIP includes much needed improvements at the Washington Avenue / Sawkill intersection and the Washington Avenue / Schwenk Drive intersection. Throughout my 25 years as a resident of Ulster

2026 Transportation Improvement Program

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County, I have observed increased pedestrian and bicycle use of the Washington Avenue / Route 28 corridor, particularly from the Budget 19 Motor Inn near the intersection of Route 28 and Forest Hill Drive, along Route 28, and Washington Avenue to the Washington Avenue / Route 32 intersection in the City of Kingston. I have also seen an increase in motor vehicles driving at fast speeds and erratically between the Route 28 / Forest Hill Drive intersection to the Route 28 bridge over Route 209, and between the I-87 Traffic Circle to the Washington Avenue / North Front Street Intersection in the City of Kingston.

Given these dynamics, I respectfully request that the TIP consider the need for (1) additional traffic calming measures, and (2) safe access for pedestrians and bicyclists, in these areas.

With respect to the need for additional traffic calming measures, I request that the following be considered and implemented in the design phase:

- Addition of roundabout or traffic circle structures at the intersections of Washington Avenue / Schwenk Drive and Washington Avenue / Sawkill Road
- Reduction of automobile lanes on Washington Avenue from four to two
- Addition of a median between lanes of traffic traveling in opposite directions on Washington Avenue
- Signage indicating the presence of pedestrians and bicyclists on the Route 28 / Washington Avenue corridor
- 25 mile per hour speed limit on Washington Avenue if not already in place
- Minimizing of private driveways connecting with Washington Avenue between the I-87 Traffic Circle and the Washington Avenue / North Front Street intersection, and development of shared access drives for private businesses and residential properties where feasible

With respect to the need for additional access and safety for pedestrians, I request that the following be considered and implemented in the design phase:

- Dedicated sidewalks for pedestrians the Route 28 / Forest Hill Drive intersection to the I-87 Traffic circle
- Road signage indicating the presence of pedestrians on the bridges over Route 209 and the Esopus Creek
- Adequate bridge width on the bridges over Route 209 and the Esopus Creek to accommodate pedestrians and bicyclists
- A protected pedestrian path on the bridges over Route 209 and the Esopus Creek
- Dedicated waiting areas in a median between lanes of opposing traffic on Washington Avenue to facilitate safe crossing for pedestrians
- Dedicated, marked and raised crosswalks for pedestrians along Washington Avenue

With respect to the need for addition access and safety for bicyclists, I request that the following be considered and implemented in the design phase:

- A separate, marked bicycle lane on Route 28 between the Route 28 / Forest Hill Drive intersection to the I-87 Traffic circle
- Adequate bridge width over Route 209 and the Esopus Creek to safely accommodate automobiles, pedestrians and bicyclists
- A marked, dedicated lane for bicyclists or sharrows along Washington Avenue from the I-87 Traffic Circle to the Washington Avenue / North Front Street intersection

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Ideally, the above work could be integrated with the existing proposals and project schedules in the TIP.

Thank you for considering these comments and your continued work on the TIP.

Sincerely,
Andy Bicking
Esopus, NY

[INSERT ACCEPTANCE LETTER]



