

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #526

AMENDMENTS TO THE STATE FISCAL YEAR (SFY) 2021-2022 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which is the metropolitan planning organization (MPO) for New York City, Long Island, and the lower Hudson Valley; and

WHEREAS, pursuant to 23 CFR 450.308, NYMTC, in cooperation with the State and operators of publicly owned transit, is responsible for developing UPWPs which document planning activities to be performed with funds provided under Title 23 U.S.C., and Title 49 U.S.C. Chapter 53; and

WHEREAS, NYMTC's SFY 2021-2022 UPWP, which was adopted on February 25, 2021, identifies federally funded planning programs and projects to be undertaken by NYMTC's staff and its member agencies; and

WHEREAS, NYMTC's staff and member agencies are now carrying out their SFY 2021-2022 UPWP projects and need to amend projects as noted in the attached Amendment Actions Summary; and

WHEREAS, the requested amendments impact the use of funds available for programming in the SFY 2021-2022 or funds programmed earlier; and

WHEREAS, NYMTC staff has determined that the funds are available to be reprogrammed through this amendment in the SFY 2021-2022 UPWP; and

WHEREAS, NYMTC staff has reviewed the proposed revisions and determines that they are consistent with NYMTC's regional goals and desired outcomes as presented in the Federal Fiscal Years 2018-2045 Regional Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED that PFAC adopts these amendments to the SFY 2021-2022 Unified Planning Work Program as summarized in the attached table and attached revised scope of work.

This resolution shall take effect on the nineteenth day of August of two thousand and twenty-one.

ADOPTED: August 19, 2021

"I hereby certify that the above is a true copy of Resolution #526, Amendments to the State Fiscal Year 2021-2022 Unified Planning Work Program, and was motioned by Douglas Schuetz, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Jack Schmidt, representing the New York City Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."


Ron Epstein, PFAC Chair

PFAC Resolution #526 - Attachment 1 - August 19, 2021
State Fiscal Year 2021-2022 UPWP Amendment Actions Summary

<u>PIN</u>	<u>Project Name</u>	<u>Action Requested</u>	<u>\$\$ Amount Associated with Action (matched dollars)</u>	<u>Total Project Cost for Current Program Year (matched dollars)</u>	<u>Total Project Cost for Current Program Year after Amendment (matched dollars)</u>	<u>Comments</u>	
<u>Actions Requested by New York City Department of Transportation (NYCDOT)</u>							
PTDT21D00.G06	Comprehensive Planning to Advance the RTP Ped-Bike Element	Increase funding	\$152,454	\$262,479	\$414,933	Additional funding is necessary for these projects to cover higher than expected costs. Funds will be reprogrammed from unspent funds in previous years projects. New funds are not requested.	
PTDT21D00.G08	Brooklyn College Flatbush Avenue Transportation Study	Increase funding	\$30,000	\$199,557	\$229,557		
PTDT21D00.G09	Building Profile and Loading Dock Utilization Study	Increase funding	\$33,827	\$63,186	\$97,013		
PTDT21D00.G10	Cargo Bicycle Operations Study	Increase funding	\$853	\$79,806	\$80,659		
PTDT21D00.G11	Coney Island Alternative Access - Congestion Study	Increase funding	\$161,142	\$149,975	\$311,117		
PTDT21D00.G12	Morris Park East Bronx Transportation Study	Increase funding	\$30,000	\$159,935	\$189,935		
PTDT21D00.G13	Eastern Queens Greenway Plan	Increase funding	\$101,546	\$78,060	\$179,606		
PTDT21D00.G14	Truck Route Effects and Communications Tools Study	Increase funding / Scope of Work Revisions	\$6,850	\$255,609	\$262,459		
PTDT21D00.Gxx	NYC Freight Routes Study	Add uncompleted project with remaining balance back into the UPWP for completion	\$53,650	n/a	\$53,650		This project was not completed in 2020-21 program year as expected. New funds are not requested.

PFAC RESOLUTION #526 – ATTACHMENT 2

Project Name: Truck Route Effects and Communications Tools Study

Unit: Freight Mobility, New York City Department of Transportation

Project Begin Date: April 1 2020

Project Completion Date: June 31 2022

Project Description:

As part of the New York City Department of Transportation's Smart Truck Management Plan, the New York City truck route network is expected to undergo modifications in the coming years. Truck routes serve as important routes for the movement of goods and also as legal routes for heavy vehicles within, between, and beyond New York City's five boroughs. Changes to the NYC Traffic Rules are being explored in order for proposed truck routes to become legally official. The previously funded NYC Freight Routes Improvement UPWP project was responsible for proposing new routes and updates to the NYC Truck Route map. The majority of new routes are proposed within industrial business zones (IBZs) or along core commercial corridors where many truck trips either begin or end. Implementation of a new truck route can be difficult as a result of a variety of confounding factors (i.e. land use conflicts, safety concerns, etc.). Route planning and use of commercial GPS devices/applications are crucial components of successfully navigating the NYC truck route network. This study will focus on outlining routing tools available for use by truck operators, examine the evolving characteristics and safety needs of industrial business zones, and highlight safety improvements that can effectively increase pedestrian and cyclist safety on truck routes and truck priority safety corridors (TPSCs) without compromising goods movements.

Trucks must legally utilize the truck route network for as long as possible, until there is need for making a local delivery or reaching a destination located off a truck route. Various GPS devices and related applications exist for truck operator's to use as navigations tools. Best practices on truck routing will be detailed as part of this project (commercial GPS and applications) and a demo routing tool for trucks will be modeled using ArcMap. The demo routing tool will make use of the Network Analyst extension in ArcMap to provide an illustrative example, along with steps that may be followed for replicating the model.

Industrial business zones experience a high volume of truck trips. In New York City, IBZs serve as centers of employment across a variety of industries. Many IBZ areas are rapidly evolving, reflecting growth in e-commerce and other commercial sectors. An IBZ study will be conducted and outline the typical existing conditions/characteristics, top origin-destinations with respect to IBZ areas within New York City, identify traffic safety issues, and make general recommendations for safety enhancements. Previously implemented safety enhancements within IBZ areas will be analyzed qualitatively and quantitatively in an attempt to qualify the effectiveness of various treatments including but not limited to: bike lanes, curb extensions, one-way conversions, introduction of stop control devices, and signal timing changes. Best practices from other cities will also be identified with regard to IBZ areas and truck safety.

As e-commerce and related sectors involving goods distribution expand, it is critical that truck safety be maintained and enhanced. There is a need for increasing pedestrian and cyclist safety, while also maintaining the connectivity that the NYC Truck Route Network provides the NYC region. Truck priority

safety corridors are designated corridors that involve truck crashes with a vulnerable road user (cyclist or pedestrian). These corridors serve as examples of locations where safety improvements with respect to freight movements may be most needed. This section of the report will address the nature of TPSCs and truck routes where safety enhancements can be applied without compromising goods movement. Various safety treatments will be assessed with respect to trucks, and a series of best practices will be identified.

Project Tasks:

- Project kick-off (2%)
- Data count collection (3%)
- Truck routing model development (15%)
- Research and report writing – truck routing and navigation tools (15%)
- Field work (20%)
- Industrial business zones case study – existing conditions and issues identification, truck origin-destination analysis and recommendations for future safety improvements (short, mid and long-term) (20%)
- Truck route analysis (10%)
- Truck route analysis report writing (15%)

Deliverables:

- Deliverable #1 – Truck routing and navigation tools memo (**Q2 2022**)
- Deliverable #2 – IBZ case study (**Q4 2022**)
- Deliverable #3 – Truck route analysis memo and before/after analysis summary sheet (**Q1 2023**)