



NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
PROGRAM SUMMARY **ADOPTED** - FEBRUARY 26, 2013

Unified Planning Work Program

APRIL 1, 2013 - MARCH 31, 2014



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NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Joel P. Ettinger
Executive Director

PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE

RESOLUTION #353

**RECOMMENDATION OF THE DRAFT APRIL 1, 2013-MARCH 31, 2014 UNIFIED
PLANNING WORK PROGRAM FOR COUNCIL ADOPTION**

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

WHEREAS, pursuant to 23 U.S.C. 450.308, NYMTC is responsible for the development of an annual Unified Planning Work Program (UPWP) which identifies metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53; and

WHEREAS, the draft UPWP for the program year April 1, 2013 through March 31, 2014 identifies planning activities proposed for federal and other funding; and

WHEREAS, NYMTC's staff has determined that sufficient funds will be available to undertake the planning projects specified in this draft 2013-2014 UPWP during the upcoming program year.

NOW, THEREFORE, BE IT RESOLVED that the Program, Finance and Administration Committee hereby recommends that the Council adopt the draft 2013-2014 UPWP.

This resolution shall take effect on the twenty-first day of February, two thousand and thirteen.

ADOPTED: February 21, 2013

"I hereby certify that the above is a true copy of Resolution #353, Recommendation of the Draft 2013-2014 Unified Planning Work Program for Council Adoption, and was motioned by Mr. Robert Brickman, representing the Nassau/Suffolk Transportation Coordinating Committee and seconded by Mr. Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."



Ron Epstein, PFAC Chair

Section I.

OVERVIEW OF THE WORK PROGRAM

OVERVIEW OF THE WORK PROGRAM

Federal legislation authorizes funding for transportation improvements across the nation. To be eligible to use this funding, metropolitan regions must undertake the regional transportation planning process specified in federal planning regulations. Under planning regulations, metropolitan regions, functioning through their Metropolitan Planning Organizations (MPOs), work in cooperation with their states and operators of publicly-owned transit services to develop work programs to carry out mandated planning activities. In order to access the federal planning funds that are available to help undertake these planning activities, Unified Planning Work Programs (UPWPs or work programs). MPOs must annually develop and adopted work programs.

The New York Metropolitan Transportation Council (NYMTC) is the designated MPO for New York City, Long Island and the lower Hudson Valley. NYMTC's approach to developing its annual work program is built on the organization's mission and its shared vision of the region's future as presented in its Regional Transportation Plan (the Plan), along with the *planning emphasis areas* specified in the federal regulations. NYMTC develops a Plan every four years as required, and then it compiles a multi-year planning prospectus based on that Plan to guide the development of its annual work programs. Each annual work program presents NYMTC's planning priorities and activities and catalogues all known transportation-related planning activities, and indicates how federal funding has been programmed to finance planning work.

NYMTC, Its Mission and Its Strategic Framework

NYMTC is a regional council of governments, comprised of the departments of Transportation and City Planning in New York City; Putnam, Rockland and Westchester counties in the lower Hudson Valley; the suburban Long Island counties of Nassau and Suffolk; the New York State Department of Transportation and the Metropolitan Transportation Authority. NYMTC also includes a number of advisory members, including the Port Authority of New York and New Jersey, New Jersey Transit and the North Jersey Transportation Planning Authority, and the Federal Transit Administration, Federal Highway Administration, US Environmental Protection Agency, and New York State Department of Environmental Conservation.

In recognition of the complexity of its region, NYMTC is comprised of three committees organized by geographic area. These Transportation Coordinating Committees, or TCCs, provide more localized, subregional forums within the regional context which can be more responsive to localized situations and concerns. NYMTC maintains three TCCs: one for the lower Hudson Valley, one for New York City and one for suburban Long Island. NYMTC provides staff resources to operate each of these TCCs, and also maintains a Central Staff which supports planning and related activities at the regional level, as well as assisting the TCCs.

NYMTC's mission is fourfold:

- 1. TO SERVE AS THE REGION'S COLLABORATIVE FORUM TO ADDRESS TRANSPORTATION-RELATED ISSUES FROM A REGIONAL PERSPECTIVE.**
- 2. TO FACILITATE INFORMED DECISION-MAKING WITHIN THE COUNCIL BY PROVIDING SOUND TECHNICAL ANALYSES.**
- 3. TO ENSURE THAT THE REGION IS POSITIONED TO CAPTURE THE MAXIMUM AMOUNT OF AVAILABLE FEDERAL FUNDS TO ACHIEVE THE GOALS DESCRIBED IN THE PLAN.**
- 4. TO FOCUS THE COLLECTIVE PLANNING ACTIVITIES OF ALL COUNCIL MEMBERS TO ACHIEVE A SHARED REGIONAL VISION.**

NYMTC seeks to achieve its mission by:

- 1. PROVIDING LEADERSHIP IN DEFINING KEY ISSUES.**
- 2. IMPLEMENTING A PROACTIVE PUBLIC INVOLVEMENT PROCESS.**
- 3. USING CURRENT, ACCURATE DATA AND STATE-OF-THE-ART ANALYTICAL TOOLS.**
- 4. ARTICULATING A SHARED REGIONAL VISION IN THE PLAN WHICH IS IMPLEMENTED COLLECTIVELY THROUGH THE WORK PROGRAM AND THROUGH THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP).**

NYMTC's members have defined the following shared goals and desired outcomes in its current Plan to serve as overall strategic framework for the region's transportation planning process:

Shared Goal 1: Enhance the regional environment. NYMTC is committed to selecting transportation projects and programs and encouraging land use policies that, in the aggregate, continuously reduce the negative impacts of transportation on the natural environment and human health.

In pursuit of this goal, NYMTC's members will continue to work in a collaborative fashion to achieve the following outcomes:

- **IMPROVED AIR QUALITY;**
- **REDUCED GREENHOUSE GAS EMISSIONS;**
- **IMPROVED WATER QUALITY; AND**
- **PRESERVATION OF OPEN SPACE, ESPECIALLY WETLANDS.**

Shared Goal 2: Improve the regional economy. NYMTC's members must continue to maintain and develop the regional transportation infrastructure to support the vitality, competitiveness, and sustainable growth of the entire regional economy, which, in turn, generates tax revenues and jobs.

The pursuit of this goal will produce, and be supported by, these outcomes:

- **A STRENGTHENED POSITION OF THE REGION AS A GLOBAL AND NATIONAL GATEWAY;**
- **STRATEGIC DISTRIBUTION OF GROWTH THROUGHOUT THE REGION; AND**
- **IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**

Shared Goal 3: Improve the regional quality of life. NYMTC's members must work together to coordinate regional transportation, land use and zoning so that the negative impacts of individual public and private decisions in any of those arenas are recognized and addressed in the planning process.

By addressing quality of life issues, NYMTC's members hope to achieve the following outcomes:

- **INCREASED INTRA-REGIONAL MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION AND TOURISM;**
- **MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM;**
- **INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING AND USE OF PUBLIC SPACE; AND**
- **QUALITY COMMUNITIES.**

Shared Goal 4: Provide convenient, flexible transportation access within the region. NYMTC must help to provide mobility and transportation options, so that everyone can participate in society, regardless of income level, location, access to transit, age, or ability. NYMTC's members also must provide for the efficient movement of freight to, from and through the region.

NYMTC hopes to achieve the following outcomes by working towards this goal:

- **A SUFFICIENT ARRAY OF TRANSPORTATION CHOICES;**
- **EXPANDED CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES;**
- **INCREASED RELIABILITY FOR PASSENGER AND FREIGHT TRIPS;**
- **INCREASED TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; AND**
- **ENSURED SAFETY.**

Shared Goal 5: Build the case for obtaining resources to implement regional investments.

NYMTC's members and its region's other elected officials must think regionally about transportation needs, solutions, strategies, and investment priorities. In developing a shared regional vision, NYMTC's members hope to make the case that these investments are a shared priority and are of strategic importance to this region and to the entire nation.

Therefore, in pursuit of this goal, NYMTC's members will continue to work in a collaborative fashion to achieve these outcomes:

- **COORDINATED LONG-TERM PLANNING;**
- **A LIST OF PRIORITIZED PROJECTS SUPPORTING THE REGION'S SHARED VISION;**
- **AN INCREASE IN THE USE OF ALTERNATIVE METHODS OF FINANCING TRANSPORTATION INVESTMENTS TO SUPPLEMENT EXISTING FEDERAL AND STATE FUNDING SOURCES;**
- **OBTAINING A FAIR SHARE OF FEDERAL FUNDS AVAILABLE FOR TRANSPORTATION, PROPORTIONAL TO ITS TRANSPORTATION NEEDS AND ECONOMIC SHARE RELATIVE TO THE NATION; AND**
- **ELIMINATION OF UNFUNDED MANDATES.**

NYMTC's Planning Priorities

The federal regulations which govern metropolitan transportation planning establish the mandated products and analyses which constitute the process. Under these regulations, NYMTC is required to produce a long-range Plan, a medium-range TIP and an annual work program. Additionally, NYMTC is mandated to produce a regional emissions analysis of its Plan and TIP for Transportation Conformity under the Clean Air Act and an analysis of regional traffic congestion for the Congestion Management Process.

Taken together, the development of these required products and analyses form the core of NYMTC's planning program, including the maintenance and application of various technical tools, forecasts and data bases needed to complete the required products and analyses.

THEREFORE, THE COMPLETION OF THE INDIVIDUAL PLANNING PROJECTS WHICH DEVELOP AND MAINTAIN THESE REQUIRED PRODUCTS AND ANALYSES ARE THE HIGHEST PRIORITY OF NYMTC'S PLANNING PROCESS AND COMPRISE ITS CORE PLANNING PROGRAM.

NYMTC's discretionary planning priorities are derived from its Plan and from the federal planning emphasis areas. When taken together, the Plan and the emphasis areas expand both the parameters of the planning process and the various emphases for planning activities and projects within that process.

NYMTC's 2010-2035 Plan, entitled *A Shared Vision for a Shared Future*, was adopted in September 2009. The Plan is an integral part of the transportation planning process in NYMTC's ten-county planning area. It is a product of extensive coordination and collaboration among member agencies, NYMTC's partners in the public and private sectors, the general public, and various stakeholders. The Plan lays out the region's transportation needs and desires and includes major aspects of the transportation system from a regional perspective, including highways, streets, public transit, ridesharing and demand management, bicycles, pedestrian facilities, goods movement and special needs transportation.

The Plan proposes strategic transportation investments which are tied to a shared vision for sustainable growth in the NYMTC planning area. This vision forms the foundation of the Plan and the regional planning process. The shared vision rests on the shared goals defined by NYMTC's members.

The Plan defines key priorities of NYMTC's planning program within this framework. The Plan also establishes the preeminence of maintaining and operating the vast and aging transportation infrastructure in NYMTC's planning area and defines subregional planning needs in each of NYMTC's ten constituent counties.

Federal planning regulations identify a number of emphasis areas which NYMTC must incorporate into its planning process. These emphasis areas are integrated into the strategic framework of the Plan and help to define NYMTC's discretionary planning priorities:

1. **SUPPORT THE ECONOMIC VITALITY OF THE METROPOLITAN AREA, ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY (*INCLUDED IN SHARED GOAL 2*).**
2. **INCREASE THE SAFETY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS (*INCLUDED IN SHARED GOAL 4*).**
3. **INCREASE THE SECURITY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS (*INCLUDED IN SHARED GOAL 4*).**
4. **INCREASE ACCESSIBILITY AND MOBILITY OF PEOPLE AND FOR FREIGHT (*INCLUDED IN SHARED GOAL 4*).**
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 (*INCLUDED IN SHARED GOALS 1, 2, AND 3*).**
6. **ENHANCE THE INTEGRATION AND CONNECTIVITY OF THE TRANSPORTATION SYSTEM, ACROSS AND BETWEEN MODES, FOR PEOPLE AND FREIGHT (*INCLUDED IN SHARED GOAL 4*).**
7. **PROMOTE EFFICIENT SYSTEM MANAGEMENT AND OPERATION (*INCLUDED IN SHARED GOAL 5*).**
8. **EMPHASIZE THE PRESERVATION OF THE EXISTING TRANSPORTATION SYSTEM (*INCLUDED IN SHARED GOALS 4 AND 5*).**

NYMTC'S DISCRETIONARY PLANNING PRIORITIES, DRAWN AS THEY ARE FROM BOTH THE PLAN AND THE INTEGRATED FEDERAL EMPHASIS AREAS, ARE AS FOLLOWS:

- Planning activities related to the plan's shared vision:**
- The development of the strategic regional transportation investments and related desired growth areas, and**
- The on-going maintenance and operation of the transportation system in nymtc's planning area.**
- Planning activities related to the shared goals, desired outcomes and strategic policy guidelines that are defined in the plan's shared vision.**
- Planning activities related to the subregional planning needs; specifically, subarea studies and planning projects identified in the plan or related to the plan's shared vision and/or congested locations and corridors from the congestion management process.**

NYMTC's Work Program Development Process

The development of the State Fiscal Year (SFY) 2013 work program has involved a process designed to coordinate and integrate regional transportation planning activities to the greatest extent possible. As indicated earlier, the process is grounded in the federal requirements, the current long-range Plan and a planning prospectus derived from the Plan which provides a multi-year context for the development of work programs.

The Planning Prospectus - using the Plan and the related Congestion Management Process (CMP) as a basis, the planning prospectus helps to define NYMTC's discretionary planning priorities, particularly with regard to the subregional planning needs of NYMTC's constituent counties and of New York City. The prospectus, which is available on NYMTC's website (www.NYMTC.org), is an attempt to achieve a greater synthesis of the transportation planning activities in NYMTC's region and to foster increased collaboration between agencies, governments, and public interests. Its basis in the Plan and CMP enhances and reinforces the linkages between NYMTC's longer-range regional planning work and more immediate planning activities.

The prospectus is formulated in part through a series of public workshops, the most recent of which was undertaken in September and October 2012 as part of the development of Plan 2040, NYMTC's next Plan. The update of the prospectus will be undertaken in conjunction with this public outreach. Plan 2040, will be adopted in 2013.

Assembling the Work Program: Program Building - the SFY 2013 work program was built by the staff and by the member agencies, using the federal emphasis areas, the Plan and the prospectus as guidance. The objective of the program building was to translate NYMTC's planning priorities into a cohesive annual program of planning projects and it resulted in a preliminary definition of specific projects for the SFY 2013 program year made by NYMTC staff and the staffs of the member agencies. This preliminary definition included core projects, new discretionary projects, and previously-programmed discretionary projects to be carried forward from the previous program year.

Finalizing the Work Program: Peer Review – after program building, the preliminary SFY 2013 work program was then subjected to a process of peer review, during which NYMTC's members reviewed the preliminary project proposals in detail, considering both relevance to the planning priorities, the coordination aspects of discretionary project proposals and estimated project costs in the context of anticipated resources for the program year. The result of the peer review process was an agreement on a final draft SFY work program, pending federal review and public comment.

Organization of the Work Program - the SFY 2013 work program is organized to reflect NYMTC 's planning priorities. Section III presents the core projects which are NYMTC's top priority, organized within major work categories, along with the discretionary Special Studies and Projects related to the other NYMTC planning priorities as stated above. Special studies and projects include both major investment studies and regional studies related to the strategic regional transportation investments, as well as subarea studies and planning projects drawn from the Plan and/or congested locations and corridors from the CMP. Finally, the section includes a catalogue of "other studies," which include planning projects and activities of NYMTC's members, regardless of their fund sources.

CORE COMPONENT HIGHLIGHTS AND ACCOMPLISHMENTS

Each of the work program's core component categories are described below, along with highlighted planning projects from the SFY 2013 work program and planning accomplishments from previous program years.

CATEGORY A: Regional Planning Projects

This category includes planning projects and activities related to the maintenance and updating of the Plan and other, related long-range planning activities in NYMTC's planning area. The Plan is a federally-mandated product of the metropolitan planning process which provides a long-range, minimum twenty-year blueprint for transportation planning and investments in NYMTC's region. Projects which are intended for federal funding must have a basis in the Plan to be eligible for that funding. Included in this category are planning projects to assist in identifying long-range needs related to operating and maintaining and achieving a state-of-good-repair for regions extensive system of roadways, bridges, rail lines, bikeways, pedestrian, and ferry facilities. Other long-range planning activities support the long-range aspects of the metropolitan planning process.

Highlights for the SFY2013 Program Year:

- The next NYMTC Plan will be adopted before the end of calendar year 2013. The new Plan will cover the period 2015-2040 and will include a shared vision, infrastructure needs, resource forecasts, special elements, and various projects, proposals and studies.
- Updates to the Coordinated Public Transit-Human Services Plan and Regional Freight Plan will be adopted before the end of calendar year 2013.
- The next Congestion Management Process Status Report will be adopted before the end of calendar year 2013.
- NYMTC members and staff will participate in the development of a National Freight Policy and National Freight Strategic Plan, and the update of the statewide Strategic Highway Safety Plan.
- NYMTC will comment on federal performance management rulemaking and will develop a proposal for a performance management process, including enhanced data collection.

.Accomplishments for this Category in Recent Program Years:

- Adoption of 2010-2035 Plan, along with the Regional Freight Plan and the Coordinated Public Transit-Human Services Plan in September 2009.
- Various sections of this 2015-2035 Plan have been updated to reflect changes as they occurred.

CATEGORY B: Programming and Analysis Projects

This category includes planning projects related to the development and management of the TIP. The TIP is a federally-mandated product of the metropolitan planning process which provides a five year program of transportation improvements in NYMTC's region. Improvement projects which are intended for federal funding must appear on an adopted TIP to be eligible for that funding. Improvement projects to be funded through non-federal sources are often shown for information purposes. This category also includes planning projects that will carry out solicitations for specific federal grant programs, including the Section 5310, Job Access/Reverse Commute (JARC), New Freedom, Congestion Mitigation/Air Quality, Surface Transportation, Transportation Alternatives and Transportation Enhancement programs. Planning projects to carry out regional emissions analyses and Transportation Conformity Determinations for the TIP and Plan are also included in this category.

Highlights for the SFY 2013 Program Year:

- The new NYMTC 2014-18 TIP will be adopted.
- TIP amendments and administrative modifications will be processed as needed to maintain the TIP as an accurate program of projects for federal funding.
- A competitive process will be developed for the solicitation and selection of projects under the new Transportation Alternatives Program.
- Project solicitations will be carried out for the Job Access/Reverse Commute (JARC) program, and the consolidated New Freedom/Section 5310 (NF/5310) program.
- Regional emissions analyses will be executed, and a Transportation Conformity Determinations adopted.
- An Annual Listing of Obligated Projects will be published.
- NYMTC will comment on federal CMAQ performance management rulemaking and will develop a CMAQ performance plan.

Accomplishments for this Category in Recent Program Years:

- Adoption of fiscally-constrained TIP for Federal Fiscal Years 2011-2015.
- TIP amendments and administrative modifications have been processed as needed.
- Public solicitations and subsequent project selection for various federal funding programs were completed.
- Regional emissions analyses and Transportation Conformity Determinations have been completed to demonstrate conformity with emissions milestones set under the Clean Air Act Amendments of 1990.

CATEGORY C: Planning Program Projects

This category includes planning projects related to the development and management of the annual work program. The work program is a federally-mandated product of the metropolitan planning process which provides an annual program of transportation planning activities in NYMTC's region. Planning projects which are intended for Federal funding must appear in an adopted to be eligible for that funding. Planning projects to be funded through non-Federal sources are often shown for information purposes.

Highlights for the SFY 2013 Program Year:

- Reporting mechanisms will be maintained to provide information on the status, progress and accomplishments of specific tasks and deliverables listed in the work program.
- A series of program building and peer review meetings will be conducted to develop a draft of the SFY 2014 work program for federal and public review.
- The SFY 2014 work program documentation will be prepared, leading to its adoption by March 1, 2014.
- The SFY 2013 work program will be managed, including necessary amendments and administrative modifications to its programmatic structure, during the program year and preparation of quarterly progress reports and NYMTC members' payment vouchers.
- A reporting system will be maintained as required by Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice.

Accomplishments for this Category in Recent Program Years:

- Required submissions under Title VI of the Civil Rights Act of 1964 and the Environmental Justice Executive Order were completed.
- The SFY 2013 work program was prepared and adopted per federal planning requirements.
- A planning prospectus has been developed based on the 2010-2035 Plan and related Congestion Management Process.
- Various amendments and administrative modifications to the work program have been processed as needed.
- The day-to-day activities of NYMTC's member agencies and staff in the implementation of the metropolitan transportation planning process have been monitored.

CATEGORY D: Analytical Tools and Forecasting Projects

This category includes planning projects which seek to maintain, upgrade, and operate NYMTC's analytical and simulation models and post-processors, primarily those associated with the New York Best Practice Model (NYBPM), NYMTC's regional travel demand forecasting model. These tools are essential to produce NYMTC's federally-mandated forecasts of socio-economic characteristics, traffic congestion and motor vehicle emissions. Projects to update and allocate needed socio-economic data are also found in this category.

Highlights for the SFY 2013 Program Year:

- A county-level inventory of development projects will be undertaken.
- Socio-economic and demographic (SED) forecasts will be developed through a 2050 horizon year at the county/borough level and allocated to transportation analysis zones for use with the NYBPM.
- The development of 2012 Base Year NYBPM will continue.
- New regional emissions analyses will be developed.

Accomplishments for this Category in Recent Program Years:

- Implemented design and procedural improvements to the NYBPM as needed.
- Adopted new SED forecasts to a 2040 horizon for use in regional emissions analyses.
- Completed the development of 2010 Base Year NYBPM.
- Completed and tested the new Graphical User Interface for the NYBPM.
- Improved and updated the Project Information Management System (PIMS).
- Implemented the Motor Vehicle Emission Simulator (MOVES) post-processor.

CATEGORY E: Data Collection Projects

This category includes planning projects which seek to collect the data to maintain NYMTC's analytical tools and to maintain the planning assumptions for the regional emissions analysis. Data sources include the decennial Census, regional travel surveys, traffic volume and classification counts, transit service changes and transit ridership.

Highlights for the SFY 2013 Program Year:

- Traffic volume and vehicle classification counts will be collected at screenline locations throughout the region for the NYBPM.
- Transit ridership and transit service changes information will be collected for the NYBPM.
- Planning assumptions will be updated for regional emission analyses used in transportation conformity determinations under the Clean Air Act Amendment of 1990.
- A regional establishment surveys will be executed to support the upgrading of the NYBPM.

Accomplishments for this Category in Recent Program Years:

- Collected traffic volume and vehicle classification counts at screenline locations throughout the region for the NYBPM.
- Updated planning assumptions for regional emission analyses used in transportation conformity determinations under the Clean Air Act Amendment of 1990.
- Executed a Regional Household Travel Survey.
- Completed travel time and travel speed studies to update information on regional freeways, parkways, and arterials for the NYBPM.

CATEGORY F: MPO Operations Projects

This category includes planning projects which support NYMTC's operations as an MPO and its outreach to the media, to other agencies, to stakeholders and to the general public in its planning area. Activities include information exchange through visualization, through storing and retrieving planning data, and through day-to-day public outreach and coordination with media, public, members, and government agencies.

Highlights for the SFY 2013 Program Year:

- The day-to-day operations of NYMTC's member agencies and staff in the implementation of the metropolitan transportation planning process will be managed.
- The activities of advisory working groups and PFAC and/or TCC subcommittees created for various aspects of the planning process will be supported.
- Technical capabilities for analysis tools, public information and visualization will be maintained.
- Public information will be developed, organized, displayed and distributed.
- An Annual Report will be developed.
- A Transportation Information Gateway will be developed for data integration, management and visualization.

Accomplishments for this Category in Recent Program Years:

- NYMTC's website has been refined and its capabilities as a portal for regional data enhanced.
- The operation of various working groups and committees has been maintained.
- Technical capabilities for analysis tools and public information have been maintained.
- Public information has been developed, organized and distributed through a number of channels.
- Server capacity has been increased to support NYMTC's website capacity for public information and visualization, and for models and post-processors supporting the planning process.
- Annual reports have been developed and distributed.

DISCRETIONARY COMPONENT HIGHLIGHTS

SPONSOR: NYMTC STAFF

Project: PTCS13D00.H01--Long Island Community Planning Initiative for the MTA East Side Access

STRATEGIC BASIS:

- **SHARED GOAL 1: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES, INCREASE TRANSIT RIDERSHIP, AND ENSURE SAFETY.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVE REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Project: PTCS13D00.H02--Shared Vision/Livability Initiative

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVED AIR QUALITY; REDUCED GREENHOUSE GAS EMISSIONS; IMPROVED WATER QUALITY; PRESERVATION OF OPEN SPACE, ESPECIALLY WETLANDS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; STRATEGIC DISTRIBUTION OF GROWTH THROUGHOUT THE REGION.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: 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.

Project: PTCS13D00.H03— Greenhouse Gas Baseline

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.

Project: PTCS13D00.H05—September 11th Memorial Program-Academic Element

STRATEGIC BASIS:

Select internships and independent research projects related directly to one or several emphasis areas, shared goals and/or desired outcome.

Project: PTCS13D00.H06—Hudson River Valley Greenway Link

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVED AIR QUALITY; REDUCED GREENHOUSE GAS EMISSIONS; IMPROVED WATER QUALITY; PRESERVATION OF OPEN SPACE, ESPECIALLY WETLANDS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; STRATEGIC DISTRIBUTION OF GROWTH THROUGHOUT THE REGION.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: 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.

Project: PTCS13D00.H07—New York-New Jersey-Connecticut Transportation Vulnerability Assessment and Adaptation Analysis

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT**
 - Related Federal Emphasis Area: 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.

○ **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; A STRENGTHENED POSITION OF THE REGION AS A GLOBAL AND NATIONAL GATEWAY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS**

- Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, increase the safety and security of the transportation system, increase accessibility and mobility of people and for freight, promote efficient system management and operation, emphasize the preservation of the existing transportation system.

SPONSOR: METROPOLITAN TRANSPORTATION AUTHORITY

Project: PTMT13D0A.H01—MTA Long Island Rail Road Origin-Destination Survey

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVE REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASED MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES.**
 - Related Federal Emphasis Area: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATE LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

Project: PTMT13D0A.H02—MTA Metro-North Railroad Origin-Destination Survey

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**

- Related Federal Emphasis Area: 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.

SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVE REGIONAL MOBILITY FOR PEOPLE AND GOODS.

- Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASED MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM.**

- Related Federal Emphasis Area: 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.

- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES.**

- Related Federal Emphasis Area: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATE LONG-TERM PLANNING.**

- Related Federal Emphasis Area: Promote efficient system management and operation.

SPONSOR: NASSAU COUNTY

Project: PTNA13D00.H01--Traffic Volume Counts and Vehicle Class Counts

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVE REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASED MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS.**
 - Related Federal Emphasis Area: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATE LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

Project: PTNA13D00.H02--Land Use-Transportation Element of Comprehensive Plan

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS; IMPROVE WATER QUALITY; PRESERVATION OF OPEN SPACES, ESPECIALLY WETLANDS.**

Related Federal Emphasis Area: 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

- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; STRATEGIC DISTRIBUTION OF GROWTH THROUGH THE REGION; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the METROPOLITAN AREA, ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION: EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; ENSURE SAFETY.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING; LIST OF PRIORITIZED PROJECTS SUPPORTING THE REGION’S SHARED VISION.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

Project: PTNA13D00.H03—Traffic Safety and Efficiency Study for the Long Beach Road Corridor

(This study has been deferred due to Hurricane Sandy and Nassau County’s intention is to restore funding once conditions warrant proceeding).

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**

- Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS; INCREASE ENSURE SAFETY.**
 - Related Federal Emphasis Area: Increase the safety of the transportation system for motorized and non-motorized users.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation

SPONSOR: NEW YORK CITY DEPARTMENT OF CITY PLANNING

Project: PTCP13D00.H01- East Midtown Pedestrian Space Study

STRATEGIC BASIS:

- **SHARED GOAL 1: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: 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.

Project: PTCP13D00.H02 - Hutchinson Parkway/New England Thruway Corridor Study

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight

SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; ENSURE SAFETY.

- Related Federal Emphasis Area: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and

operation.

Project; PTCP13D00.H03 - Astoria/Roosevelt Island Transportation Planning Study

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight

SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; ENSURE SAFETY.

- Related Federal Emphasis Area: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

Project; PTCP13D00.H04 - Brooklyn Tech Triangle Transportation Study

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**

- Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight

SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; ENSURE SAFETY.

- Related Federal Emphasis Area: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

SPONSOR: NEW YORK CITY DEPARTMENT OF TRANSPORTATION

Project: PTDT13D00.H01—Laurelton-Rosedale Areawide Transportation Study

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; ENSURE SAFETY.**
 - Related Federal Emphasis Area: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

Project: PTDT13D00.H02—Highland Park/East New York Transportation Study

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**

Related Federal Emphasis Area: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency in transportation improvements.

- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

Project: PTDT13D00.H03—Queens Village/Jamaica Avenue Transportation Study

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: 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.

- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; ENSURE SAFETY.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING; LIST OF PRIORITIZED PROJECTS SUPPORTING THE REGION’S SHARED VISION.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

Project: PTDT13D00.H04—New York City Motorcycle Safety Plan

STRATEGIC BASIS:

- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; ENSURE SAFETY.**
 - Related Federal Emphasis Area: Increase the safety of the transportation system for motorized and non-motorized users.

Project: PTDT 13D00.H06--Area Wide Intermodal Transportation Analysis (Brooklyn and Queens)

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight.

- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE RELIABILITY OF PASSENGER AND FREIGHT TRIPS; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; ENSURE SAFETY.**
 - Related Federal Emphasis Area: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS: COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

Project: PTDT 13D00.H07--Data Collection Program Support

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVE REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: 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.

- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

Project: PTDT13D00.H08--Growth Center Transportation Analysis

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; ENSURE SAFETY.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight.
- **SHARED GOAL 5: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

Project: PTDT13D00.H10—Hollis/St. Albans Area Traffic and Safety Study

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**

- Related Federal Emphasis Area: 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.
- **SHARED GOAL 3: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; ENSURE SAFETY.**

Related Federal Emphasis Area: Increase the safety of the transportation system for motorized and non-motorized users.

SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; ENSURE SAFETY.

- Related Federal Emphasis Area: Promote efficient system management and operation.

Project: PTDT13D00.H11 - Strategic Performance Planning Projects

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCE GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVED REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight.
- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**
 - Related Federal Emphasis Area: 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.
 - **SHARED GOAL 4: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS: COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

SPONSOR: SUFFOLK COUNTY

PTSU13D00.H01—Suffolk County Comprehensive Plan-2035

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCED GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.

- **SHARED GOAL 2: STRATEGIC DISTRIBUTION OF GROWTH THROUGH THE REGION; IMPROVE REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

- **SHARED GOAL 3: IMPROVE THE REGIONAL QUALITY OF LIFE; INCREASE MOBILITY AND ACCESSIBILITY FOR COMMUTING, RECREATION, AND TOURISM; MITIGATION OF NEGATIVE IMPACTS OF TRANSPORTATION IN THE DESIGN, CONSTRUCTION, AND OPERATION OF THE SYSTEM; INCREASED ABILITY TO SAFELY ENJOY WALKING, BICYCLING, AND USE OF PUBLIC SPACES; QUALITY COMMUNITIES.**

Related Federal Emphasis Area: 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.

- **SHARED GOAL 4: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system management and operation.

PTSU13D00.H02—Suffolk County Bus Rapid Transit Study

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCED GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.

- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVE REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

- **PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES; ENSURE SAFETY.**
 - Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight.

- **SHARED GOAL 4: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS; COORDINATED LONG-TERM PLANNING.**
 - Related Federal Emphasis Area: Promote efficient system

SPONSOR: WESTCHESTER COUNTY

PTWS13D00.H01— Bee-Line Transit Improvement Studies - Routes 7 and 13

STRATEGIC BASIS:

- **SHARED GOAL 1: ENHANCE THE REGIONAL ENVIRONMENT; IMPROVE AIR QUALITY; REDUCED GREENHOUSE GAS EMISSIONS.**
 - Related Federal Emphasis Area: 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.
- **SHARED GOAL 2: IMPROVE THE REGIONAL ECONOMY; IMPROVE REGIONAL MOBILITY FOR PEOPLE AND GOODS.**
 - Related Federal Emphasis Area: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **SHARED GOAL 4: PROVIDE CONVENIENT, FLEXIBLE TRANSPORTATION ACCESS WITHIN THE REGION; EXPAND CONNECTIONS, PARTICULARLY BETWEEN MODES AND BETWEEN COMMUNITIES; INCREASE TRANSIT RIDERSHIP, ESPECIALLY ON SUBURBAN BUS ROUTES.**

Related Federal Emphasis Area: Increase accessibility and mobility of people and for freight.

Five Year Program Projection

The following table presents a five program year projection of the core and discretionary projects and activities. This projection is provided as a framework to facilitate the development of the current and of future Unified Planning Work Programs. It was developed using the federally-mandated cycles for the major planning products and analyses, as well as through discussion with NYMTC's members and relevant staff.

CATEGORY	2013-2014 UPWP	2014-2015 UPWP	2015-2016 UPWP	2016-2017 UPWP	2017-2018 UPWP
Regional Planning	Adopt 2015-40 RTP with special elements: CMP, Freight Plan, Coordinated Plan; Plan maintenance; complete NHS connectors, functional reclassification and urban area boundary; complete white papers for the National Freight Policy and State Freight Plan, and the Strategic Highway Safety Plan; proposal for performance management and enhanced data collection	Conclude full Freight Plan update; Plan maintenance; implement performance management and enhanced data collection	2020-45 RTP Infrastructure Needs Assessment and Financial Plan development; Plan maintenance; implement performance management and enhanced data collection	2020-45 RTP public outreach; draft 2020-45 RTP document: CMP, Freight Plan, Coordinated Plan; Plan maintenance; implement performance management and enhanced data collection	Adopt 2020-45 RTP with special elements: CMP, Freight Plan, Coordinated Plan; Plan maintenance; implement performance management and enhanced data collection
Programming and Analysis	Adopt 2014-18 TIP; grant programs solicitations: develop a competitive process for the solicitation and selection of projects under the new Transportation Alternatives (TA) program, carry out program solicitations for the TA program, the Job Access/Reverse Commute (JARC) program, and the consolidated New Freedom/Section 5310 (NF/5310) program; proposal for CMAQ performance planning	Develop 2016-20 TIP; grant programs solicitations: carry out program solicitations for the TA program, the Job Access/Reverse Commute (JARC) program, and the consolidated New Freedom/Section 5310 (NF/5310) program; implement CMAQ performance planning	Adopt 2016-20 TIP; grant programs solicitations: carry out program solicitations for the TA program, the Job Access/Reverse Commute (JARC) program, and the consolidated New Freedom/Section 5310 (NF/5310) program	Develop 2018-22 TIP; grant programs solicitations: carry out program solicitations for the TA program, the Job Access/Reverse Commute (JARC) program, and the consolidated New Freedom/Section 5310 (NF/5310) program	Adopt 2018-22 TIP; grant programs solicitations: carry out program solicitations for the TA program, the Job Access/Reverse Commute (JARC) program, and the consolidated New Freedom/Section 5310 (NF/5310) program
Planning Programs	Maintain current UPWP and develop next year program; complete Tool redevelopment and SharePoint development		Maintain current UPWP and develop next year program	Maintain current UPWP and develop next year program	Maintain current UPWP and develop next year program
Analytical Tools and Forecasting	Continue 2050 SED forecast, release 2010 Base Year NYBPM, continue PPS development, develop performance monitoring tools	Adopt 2050 SED forecast and development of 2012 Base Year NYBPM; complete development of performance monitoring tools	Continue development of 2012 Base Year NYBPM; develop RFP for 2055 forecasts	Release 2012 Base Year NYBPM with all updates and enhancements, start 2055 SED forecasts	Adopt 2055 SED forecasts, begin 2016 Base Year NYBPM, update PPS, MOVES, and PIMS
Data Collection	Continue Regional Establishment Survey. Initiate: Regional External Cordon Auto-Truck O/D Survey, the Regional River Crossings Survey, and Regional Bus O/D Survey (independent systems). Data collection for the NYBPM and for management systems	Complete Regional Establishment Survey. Continue: Regional External Cordon Auto-Truck O/D Survey, Regional River Crossings Survey, Regional Bus O/D Survey (independent systems). Data collection for the NYBPM and for management systems	Complete: Regional External Cordon Auto-Truck O/D Survey, Regional River Crossings Survey, Regional Bus O/D Survey (independent systems). Data collection for the NYBPM and for management systems	Collect travel time and travel speed data Data collection for the NYBPM and for management systems	Data collection for the NYBPM and for management systems
MPO Operations	TIG development and decision on Phase II, and scope for Phase II if approved; complete website redesign; public affairs and fulfillment; translation and transcription; social media expansion; resolve IT/data storage/recordkeeping issues; support working groups and study committees		TIG implementation (if decided); public affairs and fulfillment; translation and transcription; support working groups and study committees	Public affairs and fulfillment; translation and transcription; support working groups and study committees	Public affairs and fulfillment; translation and transcription; support working groups and study committees

CATEGORY	2013-2014 UPWP	2014-2015 UPWP	2015-2016 UPWP	2016-2017 UPWP	2017-2018 UPWP
Special Studies -- Strategic Performance Planning Projects	Planning and implementation of projects that help NYMTC member agencies meet national performance measures and goals (schedule tbd)				
Special Studies -- NYMTC staff	September 11th Program; community workshops; NY-CT Sustainable Communities; complete GHG baseline; Shared Vision/Livability	September 11th Program; community workshops; NY-CT Sustainable Communities; Shared Vision/Livability	September 11th Program; community workshops; Shared Vision/Livability	September 11th Program; community workshops; Shared Vision/Livability	September 11th Program; community workshops; Shared Vision/Livability
Special Studies -- NSTCC	Accelerate Nassau Now: Belmont, Hub LPA, Grumman; Mid-Suffolk Yard; LIRR Scoot Service; Traffic Safety and Efficiency Study of the Long Beach Road Corridor (schedule tbd)				
Special Studies -- MHSTCC	Transit improvements in the Route 119 corridor; Transit improvements in the Southern Westchester East-West Corridor; South Nyack LID Park over the NYS Thruway; transit service on the Palisades Interstate Parkway (schedule tbd)				
	Community workshops: seniors, complete streets, parking management	Community workshops: seniors, complete streets, parking management	Community workshops: seniors, complete streets, parking management	Community workshops: seniors, complete streets, parking management	Community workshops: seniors, complete streets, parking management
Special Studies -- MTA	MTA MNR O-D Survey		MTA NYCT O-D Survey		Start MTA LIRR O-D Survey
	Targeted corridor studies (schedule tbd)				
Special Studies -- NYSDOT	Empire Corridor planning; additional NPTS samples; asset management; NYSAMPO planning integration		Develop new statewide transportation and rail plans		
	TDM/Commuter Choice and TSIP	TDM/Commuter Choice and TSIP	TDM/Commuter Choice and TSIP	TDM/Commuter Choice and TSIP	TDM/Commuter Choice and TSIP

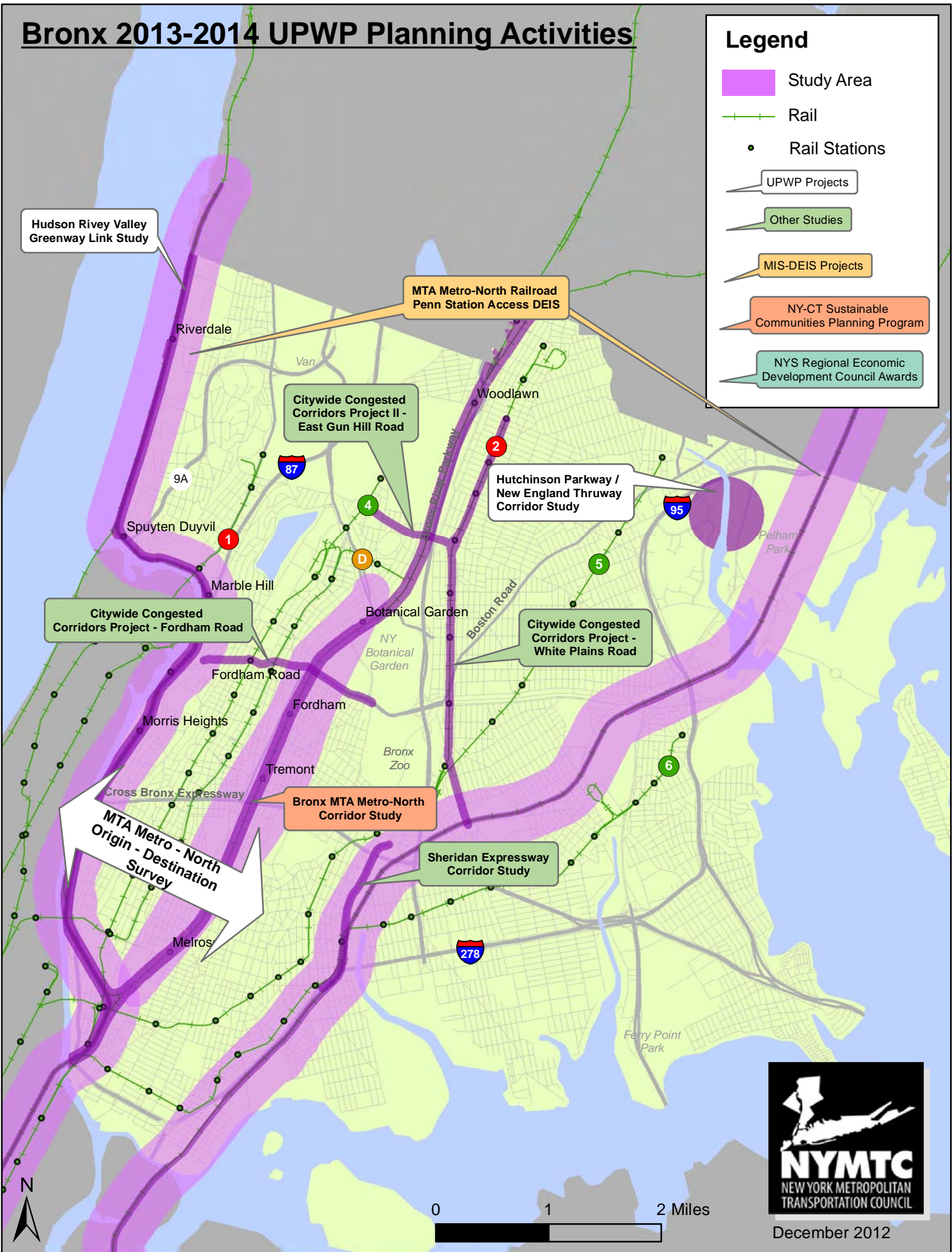
Section II.

PLANNING PROJECT LOCATIONS

Bronx 2013-2014 UPWP Planning Activities

Legend




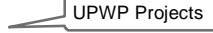
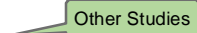

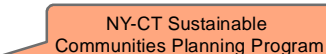

- Study Area
- Rail
- Rail Stations
- UPWP Projects
- Other Studies
- MIS-DEIS Projects
- NY-CT Sustainable Communities Planning Program
- NYS Regional Economic Development Council Awards



December 2012

Brooklyn 2013-2014 UPWP Planning Activities

Legend

-  Study Area
-  Rail
-  Rail Stations
-  UPWP Projects
-  Other Studies
-  MIS-DEIS Projects
-  NY-CT Sustainable Communities Planning Program
-  NYS Regional Economic Development Council Awards



Manhattan 2013-2014 UPWP Planning Activities

Legend

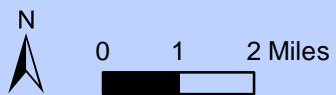
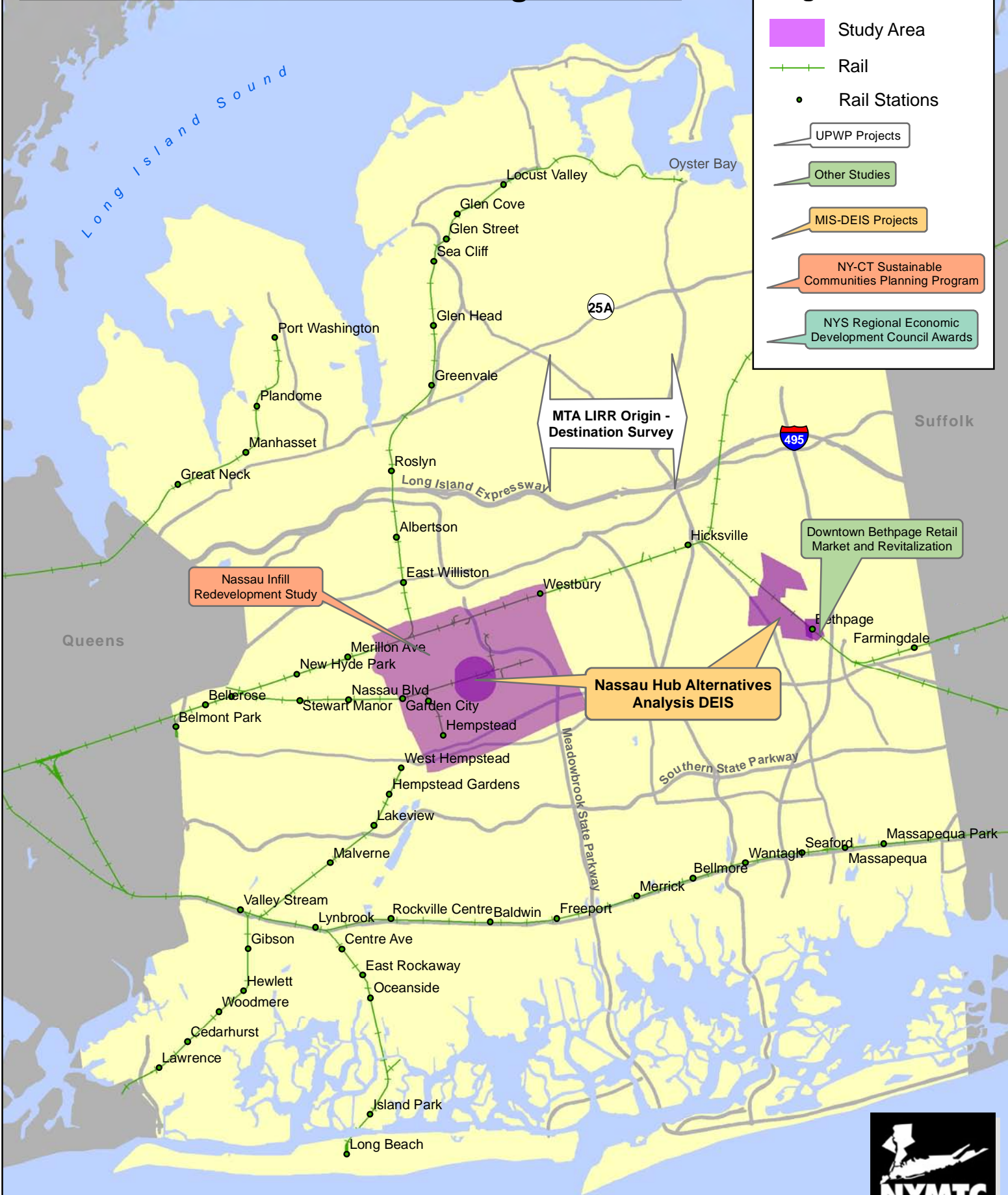
- Study Area
- Rail
- Rail Stations
- UPWP Projects
- Other Studies
- MIS-DEIS Projects
- NY-CT Sustainable Communities Planning Program
- NYS Regional Economic Development Council Awards



Nassau 2013-2014 UPWP Planning Activities

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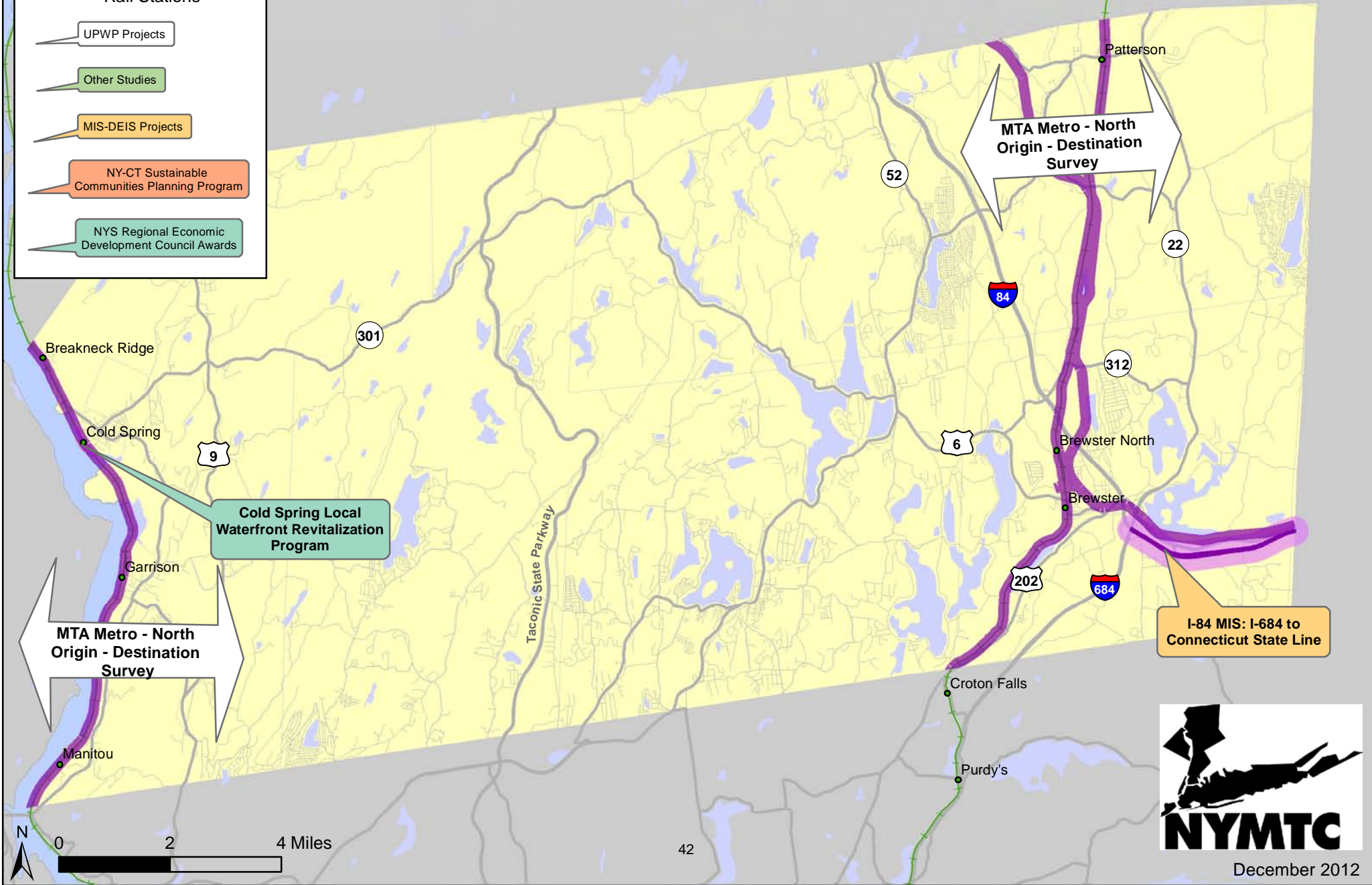
- Study Area
- Rail
- Rail Stations
- UPWP Projects
- Other Studies
- MIS-DEIS Projects
- NY-CT Sustainable Communities Planning Program
- NYS Regional Economic Development Council Awards



Putnam 2013-2014 UPWP Planning Activities

Legend

- Study Area
- Rail
- Rail Stations
- UPWP Projects
- Other Studies
- MIS-DEIS Projects
- NY-CT Sustainable Communities Planning Program
- NYS Regional Economic Development Council Awards

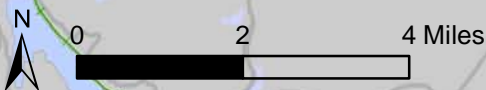


MTA Metro - North Origin - Destination Survey

Cold Spring Local Waterfront Revitalization Program

MTA Metro - North Origin - Destination Survey

I-84 MIS: I-684 to Connecticut State Line

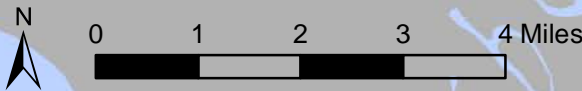
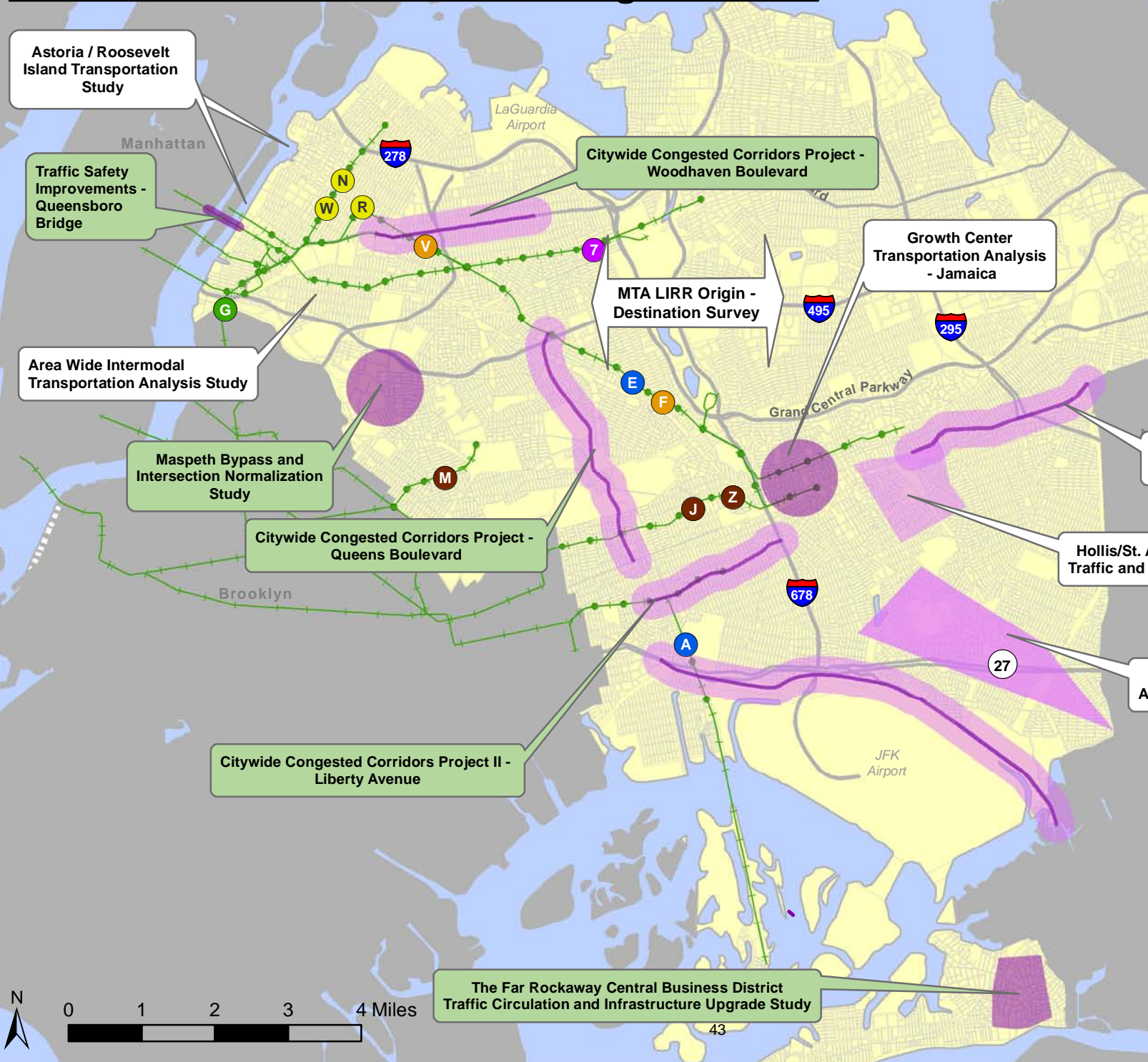


December 2012

Queens 2013-2014 UPWP Planning Activities





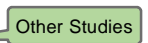

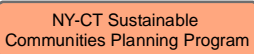
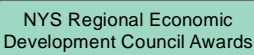
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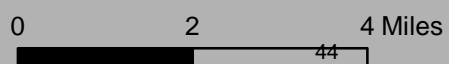
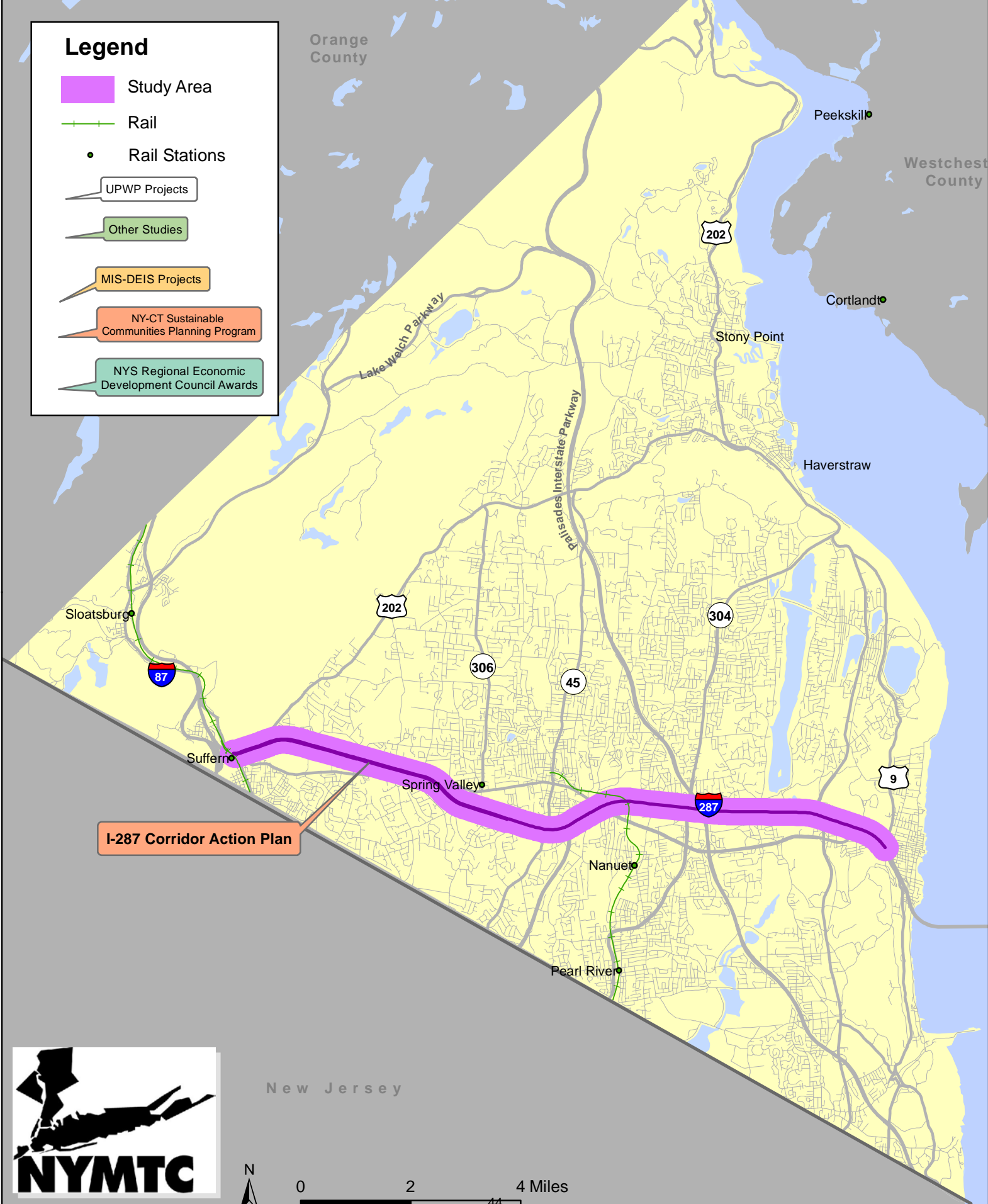
- Study Area
- Rail
- Rail Stations
- UPWP Projects
- Other Studies
- MIS-DEIS Projects
- NY-CT Sustainable Communities Planning Program
- NYS Regional Economic Development Council Awards



Rockland 2013-2014 UPWP Planning Activities





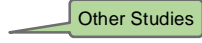

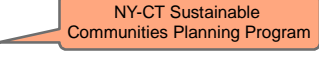

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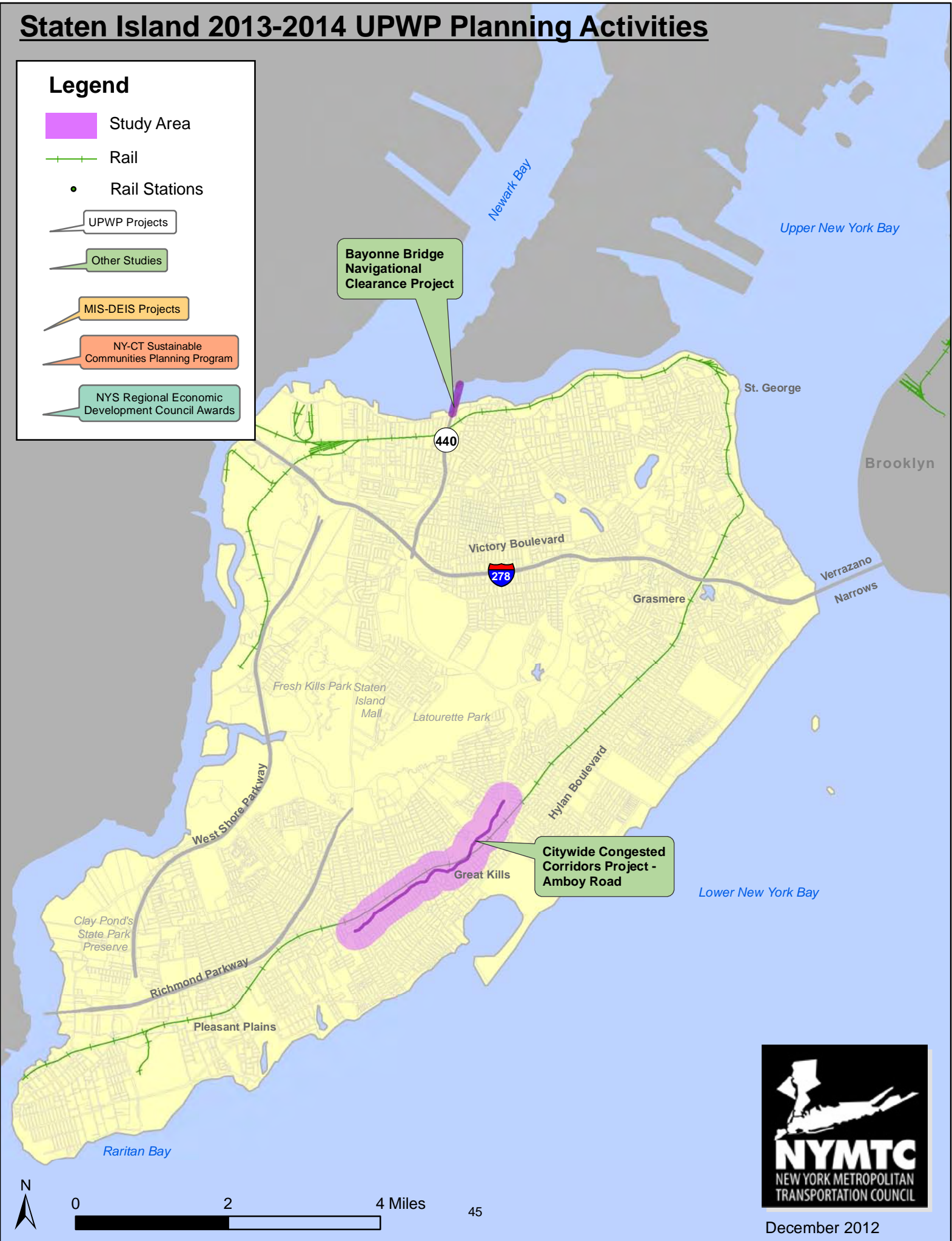
-  Study Area
-  Rail
-  Rail Stations
-  UPWP Projects
-  Other Studies
-  MIS-DEIS Projects
-  NY-CT Sustainable Communities Planning Program
-  NYS Regional Economic Development Council Awards



Staten Island 2013-2014 UPWP Planning Activities

Legend

-  Study Area
-  Rail
-  Rail Stations
-  UPWP Projects
-  Other Studies
-  MIS-DEIS Projects
-  NY-CT Sustainable Communities Planning Program
-  NYS Regional Economic Development Council Awards



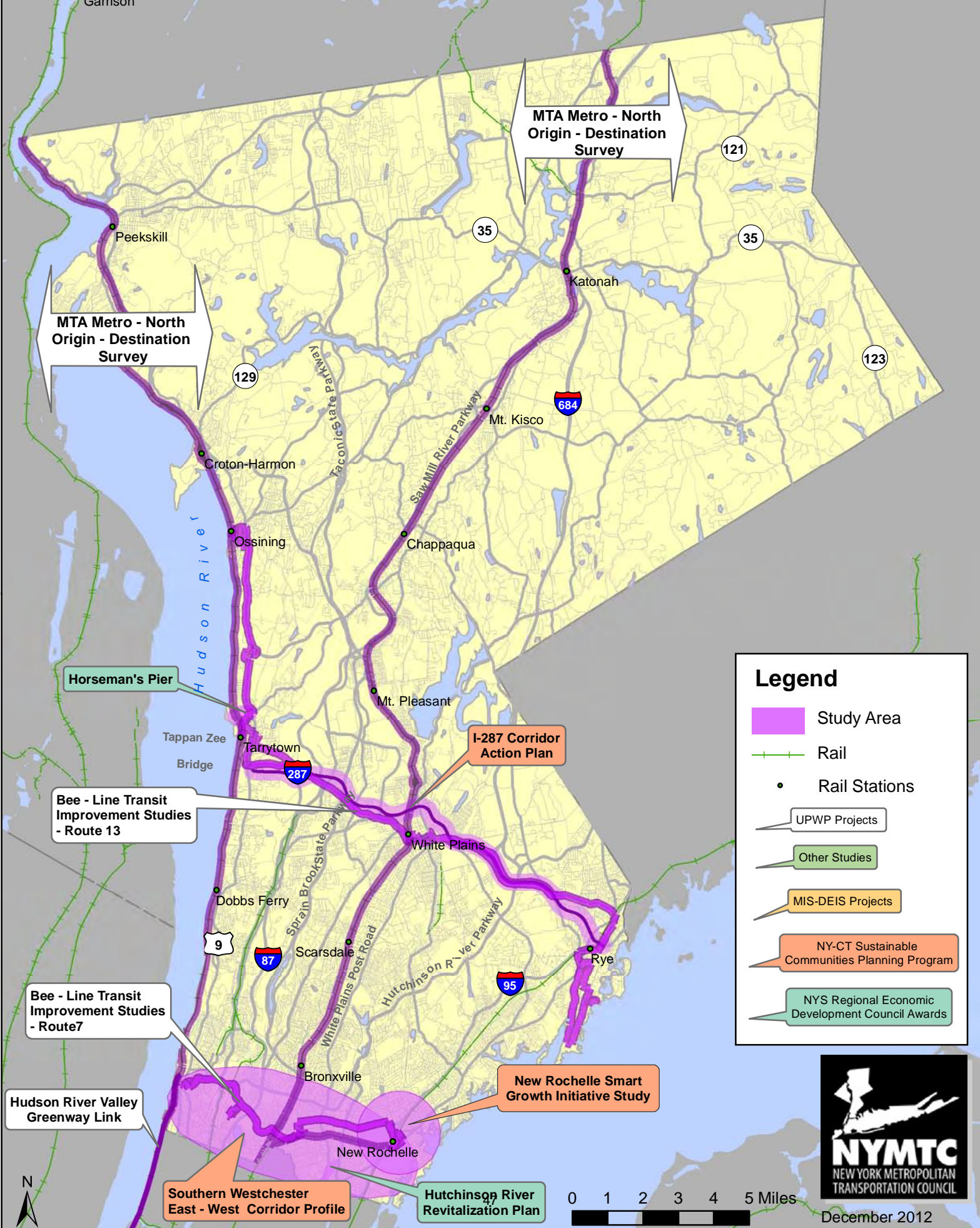
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December 2012

Westchester 2013-2014 UPWP Planning Activities



Legend

- Study Area
- Rail
- Rail Stations
- UPWP Projects
- Other Studies
- MIS-DEIS Projects
- NY-CT Sustainable Communities Planning Program
- NYS Regional Economic Development Council Awards



NON-CORE PLANNING ACTIVITIES NOT REPRESENTED ON MAPS

<u>I. Federally Funded Special Studies and Projects</u>		
<u>SPONSOR</u>	<u>PIN</u>	<u>PROJECT NAME</u>
Nassau County		
	PTNA12D00.H01	Traffic Volume and Vehicle Class Counts
	PTNA12D00.H02	Land Use-Transportation Element of Comprehensive Plan
	PTNA12D00.H03	Traffic Safety and Efficiency Study of the Long Beach Road Corridor
NYCDOT		
	PTDT12D00.H04	New York City Motorcycle Safety Plan
	PTDT12D00.H07	Data Collection Program Support (NYCDOT)
	PTDT12D00.H011	Strategic Performance Planning Projects
NYMTC		
	PTCS12D00.H01	Long Island Community Planning Initiative for the MTA East Side Access Project
	PTCS12D00.H02	Shared Vision/Livability Initiative
	PTCS12D00.H03	Greenhouse Gas Baseline
	PTCS12D00.H05	September 11th Memorial Program – Academic Element
	PTCS12D00.H07	New York-New Jersey-Connecticut Transportation Vulnerability Assessment and Adaptation Analysis
Suffolk County		
	PTSU12D00.H01	Suffolk County Comprehensive Plan - 2035
	PTSU12D00.H02	Suffolk County BRT Study
Westchester County		
	PTWS12D00.H01	Bee-Line Transit Improvement Studies - Routes 13 and 7
II. Special Studies and Projects Funded Through Other Sources		
<u>SPONSOR</u>	<u>PROJECT NAME</u>	
MTA		
	West og Hudson Regional Access Transit Study (WHRTAS)	
Nassau County		
	New York State Maritime Land Use Planning Grant	
NYCDOT		
	Cleaner Greener Communities Sustainability Planning Program	
	Data Collection for Asset Management Planning for City-Owned Non-East River Bridges	
	Neighborhood Walkability Project	
	Truck Route Management and Community Impact Reduction Study	
NYSDOT		

	Climate Change Technical Assistance Program
	Global Insight Forecasting
NYSDOT REG. 11	
	Managed Use Lane Study
PANYNJ	
	Comprehensive Long-Term Regional Goods Movement Plan
Westchester County	
	Section 5307 Planning Studies
Amtrak	
	Northeast Corridor Gateway Project
III. New York - Connecticut Sustainable Communities Planning Program	
<u>SPONSOR</u>	<u>PROJECT NAME</u>
LIRPC	Long Island Housing Strategy
NYCDCP	Climate Resilience
NYMTC	Sustainability Plan Enhancement
RPA	Knowledge Sharing
RPA	Regional Housing Analysis
IV. NYS Regional Economic Development Council Awards	
<u>SPONSOR</u>	<u>PROJECT NAME</u>
REDC	Horsemans Pier

Section IV.

BUDGET SUMMARIES

**NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
SFY 2013
UNIFIED PLANNING WORK PROGRAM
COUNCIL BUDGET**

DRAFT

<u>USE OF FUNDS:</u>	2013-14 <u>FTA MPP</u>	2013-14 <u>FHWA PL</u>	<u>New Match</u>	NEW FHWA PL/ <u>FTA MPP</u>	<u>PROGRAMMED</u> IN PRIOR YEARS	<u>Total</u>
Staff:						
Central/TCC Staff	\$2,325,281	\$6,411,465	\$2,184,187	\$10,920,933	\$0	\$10,920,933
Central/TCC Staff Consultants	\$0	\$3,136,000	\$0	\$3,136,000	\$13,066,000	\$16,202,000
Subtotal Central Staff, TCCs, Match	\$2,325,281	\$9,547,465	\$2,184,187	\$14,056,933	\$13,066,000	\$27,122,933
Members:						
MTA	\$1,262,441	\$0	\$315,610	\$1,578,051	\$250,001	\$1,828,052
Nassau County	\$57,415	\$158,309	\$53,931	\$269,654	\$291,788	\$561,442
NYC Dept. City Planning	\$546,927	\$1,508,033	\$513,740	\$2,568,700	\$0	\$2,568,700
NYC Dept. of Transportation	\$926,038	\$2,553,352	\$869,848	\$4,349,238	\$1,288,236	\$5,637,474
Putnam County	\$21,360	\$58,896	\$20,064	\$100,320	\$0	\$100,320
Rockland County	\$67,122	\$185,074	\$63,049	\$315,244	\$30,000	\$345,244
Suffolk County	\$71,728	\$197,773	\$67,375	\$336,876	\$600,931	\$937,807
Westchester County	\$194,844	\$537,240	\$183,021	\$915,104	\$0	\$915,104
Subtotal Members	\$3,147,873	\$5,198,677	\$2,086,637	\$10,433,187	\$2,460,956	\$12,894,143
TOTAL	\$5,473,154	\$14,746,142	\$4,270,824	\$24,490,120	\$15,526,956	\$40,017,076
<u>SOURCE OF FUNDS:</u>	2013-14 <u>FTA MPP</u>	2013-14 <u>FHWA PL</u>	<u>New Match</u>	NEW FHWA PL/ <u>FTA MPP</u>	<u>PROGRAMMED</u> IN PRIOR YEARS	<u>Total</u>
FTA MPP, NY-80-0023;						
FHWA 2013-14 PL(ESTIMATED)	\$5,473,154	\$14,746,155	\$4,270,827	\$24,490,136	\$0	\$24,490,136
Prior Year FHWA PL, FTA MPP	\$0	\$0	\$0	\$0	\$15,526,956	\$15,526,956
TOTAL	\$5,473,154	\$14,746,155	\$4,270,827	\$24,490,136	\$15,526,956	\$40,017,092

FTA/FHWA split = 27% FTA and 73% FHWA, except for Central/TCC Staff Consultant studies which are funded by FHWA, and MTA which is funded by FTA.

2/8/2013

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
SFY 2013
UNIFIED PLANNING WORK PROGRAM
AGENCY SUMMARY

DRAFT

	<u>PIN No.</u>	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>CENTRAL STAFF</u>								
Regional Planning	PTCS13D00.A	\$762,575	\$8,000	\$770,575	\$1,200,000	\$1,970,575	\$1,000,000	\$970,575
Programming and Analysis	PTCS13D00.B	\$1,450,464	\$15,000	\$1,465,464	\$1,325,000	\$2,790,464	\$775,000	\$2,015,464
Planning Program	PTCS13D00.C	\$1,233,519	\$0	\$1,233,519	\$50,000	\$1,283,519	\$50,000	\$1,233,519
Analytical Tools and Forecasting	PTCS13D00.D	\$988,859	\$60,000	\$1,048,859	\$6,347,000	\$7,395,859	\$5,492,000	\$1,903,859
Data Collection	PTCS13D00.E	\$865,112	\$13,000	\$878,112	\$4,236,000	\$5,114,112	\$3,715,000	\$1,399,112
MPO Operations	PTCS13D00.F	\$876,007	\$295,000	\$1,171,007	\$2,994,000	\$4,165,007	\$2,034,000	\$2,131,007
Special Studies and Projects	PTCS13D00.H	\$307,689	\$5,800	\$313,489	\$50,000	\$363,489	\$0	\$363,489
Total Central Staff		\$6,484,225	\$396,800	\$6,881,025	\$16,202,000	\$23,083,025	\$13,066,000	\$10,017,025
<u>TCC STAFF</u>								
<u>Mid Hudson South TCC</u>								
Regional Planning	PTMH13D00.A	\$93,857	\$0	\$93,857	\$0	\$93,857	\$0	\$93,857
Programming and Analysis	PTMH13D00.B	\$287,172	\$0	\$287,172	\$0	\$287,172	\$0	\$287,172
Planning Program	PTMH13D00.C	\$27,098	\$0	\$27,098	\$0	\$27,098	\$0	\$27,098
Analytical Tools and Forecasting	PTMH13D00.D	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Data Collection	PTMH13D00.E	\$3,693	\$0	\$3,693	\$0	\$3,693	\$0	\$3,693
MPO Operations	PTMH13D00.F	\$125,062	\$0	\$125,062	\$0	\$125,062	\$0	\$125,062
Special Studies and Projects	PTMH13D00.H	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Mid Hudson South TCC		\$536,882	\$0	\$536,882	\$0	\$536,882	\$0	\$536,882
<u>Nassau/Suffolk TCC</u>								
Regional Planning	PTNS13D00.A	\$302,400	\$0	\$302,400	\$0	\$302,400	\$0	\$302,400
Programming and Analysis	PTNS13D00.B	\$241,628	\$0	\$241,628	\$0	\$241,628	\$0	\$241,628
Planning Program	PTNS13D00.C	\$14,025	\$0	\$14,025	\$0	\$14,025	\$0	\$14,025
Analytical Tools and Forecasting	PTNS13D00.D	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Data Collection	PTNS13D00.E	\$1,511	\$0	\$1,511	\$0	\$1,511	\$0	\$1,511
MPO Operations	PTNS13D00.F	\$25,784	\$0	\$25,784	\$0	\$25,784	\$0	\$25,784
Special Studies and Projects	PTNS13D00.H	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Nassau Suffolk TCC		\$585,348	\$0	\$585,348	\$0	\$585,348	\$0	\$585,348
<u>New York City TCC</u>								
Regional Planning	PTNY13D00.A	\$129,179	\$0	\$129,179	\$0	\$129,179	\$0	\$129,179
Programming and Analysis	PTNY13D00.B	\$486,057	\$0	\$486,057	\$0	\$486,057	\$0	\$486,057
Planning Program	PTNY13D00.C	\$57,041	\$0	\$57,041	\$0	\$57,041	\$0	\$57,041
Analytical Tools and Forecasting	PTNY13D00.D	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Data Collection	PTNY13D00.E	\$13,417	\$0	\$13,417	\$0	\$13,417	\$0	\$13,417
MPO Operations	PTNY13D00.F	\$47,797	\$0	\$47,797	\$0	\$47,797	\$0	\$47,797
Special Studies and Projects	PTNY13D00.H	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYC TCC		\$733,491	\$0	\$733,491	\$0	\$733,491	\$0	\$733,491

*non personal service costs; ie. equipment, travel, supplies, printing, directly related to projects.

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NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
SFY 2013
UNIFIED PLANNING WORK PROGRAM
AGENCY SUMMARY

DRAFT

	<u>PIN No.</u>	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
MTA								
Regional Planning	PTMT13D00.A	\$63,160	\$0	\$63,160	\$0	\$63,160	\$0	\$63,160
Programming and Analysis	PTMT13D00.B	\$18,379	\$0	\$18,379	\$0	\$18,379	\$0	\$18,379
Planning Program	PTMT13D00.C	\$90,886	\$0	\$90,886	\$0	\$90,886	\$0	\$90,886
Analytical Tools and Forecasting	PTMT13D00.D	\$76,027	\$0	\$76,027	\$0	\$76,027	\$0	\$76,027
Data Collection	PTMT13D00.E	\$52,498	\$0	\$52,498	\$0	\$52,498	\$0	\$52,498
MPO Operations	PTMT13D00.F	\$21,782	\$0	\$21,782	\$0	\$21,782	\$0	\$21,782
Special Studies and Projects	PTMT13D00.H	\$130,354	\$0	\$130,354	\$1,374,966	\$1,505,320	\$250,001	\$1,255,319
Total MTA		\$453,086	\$0	\$453,086	\$1,374,966	\$1,828,052	\$250,001	\$1,578,051
Nassau County								
Regional Planning	PTNA13D00.A	\$119,689	\$0	\$119,689	\$0	\$119,689	\$52,486	\$67,203
Programming and Analysis	PTNA13D00.B	\$85,503	\$0	\$85,503	\$0	\$85,503	\$31,880	\$53,623
Planning Program	PTNA13D00.C	\$60,960	\$0	\$60,960	\$0	\$60,960	\$0	\$60,960
Analytical Tools and Forecasting	PTNA13D00.D	\$46,961	\$1,500	\$48,461	\$75,000	\$123,461	\$76,500	\$46,961
Data Collection	PTNA13D00.E	\$22,140	\$0	\$22,140	\$0	\$22,140	\$17,431	\$4,709
MPO Operations	PTNA13D00.F	\$46,042	\$0	\$46,042	\$0	\$46,042	\$9,843	\$36,199
Special Studies and Projects	PTNA13D00.H	\$31,897	\$6,750	\$38,647	\$65,000	\$103,647	\$103,648	-\$1
Total Nassau County		\$413,192	\$8,250	\$421,442	\$140,000	\$561,442	\$291,788	\$269,654
NYC Dept of City Planning								
Regional Planning	PTCP13D00.A	\$374,346	\$3,654	\$378,000	\$0	\$378,000	\$0	\$378,000
Programming and Analysis	PTCP13D00.B	\$107,280	\$720	\$108,000	\$0	\$108,000	\$0	\$108,000
Planning Program	PTCP13D00.C	\$81,960	\$2,040	\$84,000	\$0	\$84,000	\$0	\$84,000
Analytical Tools and Forecasting	PTCP13D00.D	\$957,316	\$5,384	\$962,700	\$0	\$962,700	\$0	\$962,700
Data Collection	PTCP13D00.E	\$5,868	\$132	\$6,000	\$0	\$6,000	\$0	\$6,000
MPO Operations	PTCP13D00.F	\$29,538	\$462	\$30,000	\$0	\$30,000	\$0	\$30,000
Special Studies and Projects	PTCP13D00.H	\$918,042	\$6,958	\$925,000	\$75,000	\$1,000,000	\$0	\$1,000,000
Total NYC Dept of City Planning		\$2,474,350	\$19,350	\$2,493,700	\$75,000	\$2,568,700	\$0	\$2,568,700
NYC Dept of Transportation								
Regional Planning	PTDT13D00.A	\$833,814	\$12,500	\$846,314	\$185,000	\$1,031,314	\$80,000	\$951,314
Programming and Analysis	PTDT13D00.B	\$775,395	\$0	\$775,395	\$0	\$775,395	\$166,000	\$609,395
Planning Program	PTDT13D00.C	\$354,386	\$1,450	\$355,836	\$0	\$355,836	\$0	\$355,836
Analytical Tools and Forecasting	PTDT13D00.D	\$168,691	\$0	\$168,691	\$0	\$168,691	\$0	\$168,691
Data Collection	PTDT13D00.E	\$520,557	\$5,400	\$525,957	\$875,000	\$1,400,957	\$0	\$1,400,957
MPO Operations	PTDT13D00.F	\$232,757	\$6,500	\$239,257	\$0	\$239,257	\$40,000	\$199,257
Special Studies and Projects	PTDT13D00.H	\$825,964	\$39,909	\$865,873	\$800,151	\$1,666,024	\$1,002,236	\$663,788
Total NYC Dept. of Transportation		\$3,711,564	\$65,759	\$3,777,323	\$1,860,151	\$5,637,474	\$1,288,236	\$4,349,238

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NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
SFY 2013
UNIFIED PLANNING WORK PROGRAM
AGENCY SUMMARY

DRAFT

	<u>PIN No.</u>	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>Putnam County</u>								
Regional Planning	PTPN13D00.A	\$24,514	\$0	\$24,514	\$0	\$24,514	\$0	\$24,514
Programming and Analysis	PTPN13D00.B	\$27,984	\$65	\$28,049	\$0	\$28,049	\$0	\$28,049
Planning Program	PTPN13D00.C	\$10,175	\$0	\$10,175	\$0	\$10,175	\$0	\$10,175
Analytical Tools and Forecasting	PTPN13D00.D	\$2,474	\$0	\$2,474	\$0	\$2,474	\$0	\$2,474
Data Collection	PTPN13D00.E	\$26,118	\$56	\$26,174	\$0	\$26,174	\$0	\$26,174
MPO Operations	PTPN13D00.F	\$8,934	\$0	\$8,934	\$0	\$8,934	\$0	\$8,934
Special Studies and Projects	PTPN13D00.H	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Putnam County		\$100,199	\$121	\$100,320	\$0	\$100,320	\$0	\$100,320
<u>Rockland County</u>								
Regional Planning	PTRK13D00.A	\$54,382	\$0	\$54,382	\$0	\$54,382	\$0	\$54,382
Programming and Analysis	PTRK13D00.B	\$31,685	\$0	\$31,685	\$0	\$31,685	\$0	\$31,685
Planning Program	PTRK13D00.C	\$23,849	\$0	\$23,849	\$0	\$23,849	\$0	\$23,849
Analytical Tools and Forecasting	PTRK13D00.D	\$67,024	\$5,000	\$72,024	\$50,000	\$122,024	\$25,000	\$97,024
Data Collection	PTRK13D00.E	\$18,741	\$15,000	\$33,741	\$20,000	\$53,741	\$5,000	\$48,741
MPO Operations	PTRK13D00.F	\$59,563	\$0	\$59,563	\$0	\$59,563	\$0	\$59,563
Special Studies and Projects	PTRK13D00.H	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Rockland County		\$255,244	\$20,000	\$275,244	\$70,000	\$345,244	\$30,000	\$315,244
<u>Suffolk County</u>								
Regional Planning	PTSU13D00.A	\$41,998	\$0	\$41,998	\$0	\$41,998	\$0	\$41,998
Programming and Analysis	PTSU13D00.B	\$82,906	\$200	\$83,106	\$0	\$83,106	\$0	\$83,106
Planning Program	PTSU13D00.C	\$27,279	\$0	\$27,279	\$0	\$27,279	\$0	\$27,279
Analytical Tools and Forecasting	PTSU13D00.D	\$13,747	\$0	\$13,747	\$0	\$13,747	\$0	\$13,747
Data Collection	PTSU13D00.E	\$78,366	\$0	\$78,366	\$60,000	\$138,366	\$0	\$138,366
MPO Operations	PTSU13D00.F	\$30,880	\$1,500	\$32,380	\$0	\$32,380	\$0	\$32,380
Special Studies and Projects	PTSU13D00.H	\$225,931	\$25,000	\$250,931	\$350,000	\$600,931	\$600,931	\$0
Total Suffolk		\$501,107	\$26,700	\$527,807	\$410,000	\$937,807	\$600,931	\$336,876
<u>Westchester County</u>								
Regional Planning	PTWS13D00.A	\$196,282	\$14,250	\$210,532	\$0	\$210,532	\$0	\$210,532
Programming and Analysis	PTWS13D00.B	\$107,860	\$5,000	\$112,860	\$0	\$112,860	\$0	\$112,860
Planning Program	PTWS13D00.C	\$73,399	\$3,000	\$76,399	\$0	\$76,399	\$0	\$76,399
Analytical Tools and Forecasting	PTWS13D00.D	\$65,758	\$1,750	\$67,508	\$0	\$67,508	\$0	\$67,508
Data Collection	PTWS13D00.E	\$140,822	\$9,000	\$149,822	\$0	\$149,822	\$0	\$149,822
MPO Operations	PTWS13D00.F	\$59,017	\$2,000	\$61,017	\$0	\$61,017	\$0	\$61,017
Special Studies and Projects	PTWS13D00.H	\$35,966	\$1,000	\$36,966	\$200,000	\$236,966	\$0	\$236,966
Total Westchester County		\$679,104	\$36,000	\$715,104	\$200,000	\$915,104	\$0	\$915,104

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NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
SFY 2013
UNIFIED PLANNING WORK PROGRAM
AGENCY SUMMARY

DRAFT

	<u>PIN No.</u>	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>NYSDOT REG 8</u>								
Regional Planning	PT0813D00.A	\$48,636	\$0	\$48,636	\$0	\$48,636	\$0	\$48,636
Programming and Analysis	PT0813D00.B	\$148,107	\$0	\$148,107	\$0	\$148,107	\$0	\$148,107
Planning Program	PT0813D00.C	\$8,016	\$0	\$8,016	\$0	\$8,016	\$0	\$8,016
Analytical Tools and Forecasting	PT0813D00.D	\$5,886	\$0	\$5,886	\$0	\$5,886	\$0	\$5,886
Data Collection	PT0813D00.E	\$19,127	\$0	\$19,127	\$250,000	\$269,127	\$0	\$269,127
MPO Operations	PT0813D00.F	\$11,840	\$0	\$11,840	\$0	\$11,840	\$0	\$11,840
Special Studies and Projects	PT0813D00.H	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 8		\$241,612	\$0	\$241,612	\$250,000	\$491,612	\$0	\$491,612
<u>NYSDOT REG 10</u>								
Regional Planning	PT1013D00.A	\$160,385	\$0	\$160,385	\$0	\$160,385	\$0	\$160,385
Programming and Analysis	PT1013D00.B	\$66,772	\$0	\$66,772	\$0	\$66,772	\$0	\$66,772
Planning Program	PT1013D00.C	\$28,578	\$0	\$28,578	\$0	\$28,578	\$0	\$28,578
Analytical Tools and Forecasting	PT1013D00.D	\$6,066	\$0	\$6,066	\$0	\$6,066	\$0	\$6,066
Data Collection	PT1013D00.E	\$551,650	\$0	\$551,650	\$408,658	\$960,308	\$0	\$960,308
MPO Operations	PT1013D00.F	\$3,513	\$0	\$3,513	\$0	\$3,513	\$0	\$3,513
Special Studies and Projects	PT1013D00.H	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 10		\$816,964	\$0	\$816,964	\$408,658	\$1,225,622	\$0	\$1,225,622
<u>NYSDOT Reg 11</u>								
Regional Planning	PT1113D00.A	\$159,779	\$0	\$159,779	\$0	\$159,779	\$0	\$159,779
Programming and Analysis	PT1113D00.B	\$269,781	\$0	\$269,781	\$0	\$269,781	\$0	\$269,781
Planning Program	PT1113D00.C	\$80,798	\$0	\$80,798	\$0	\$80,798	\$0	\$80,798
Analytical Tools and Forecasting	PT1113D00.D	\$18,486	\$0	\$18,486	\$0	\$18,486	\$0	\$18,486
Data Collection	PT1113D00.E	\$128,127	\$0	\$128,127	\$600,000	\$728,127	\$0	\$728,127
MPO Operations	PT1113D00.F	\$42,753	\$0	\$42,753	\$0	\$42,753	\$0	\$42,753
Special Studies and Projects	PT1113D00.H	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 11		\$699,724	\$0	\$699,724	\$600,000	\$1,299,724	\$0	\$1,299,724
<u>NYSDOT Albany</u>								
Regional Planning	PTST13D00.A	\$97,951	\$0	\$97,951	\$0	\$97,951	\$0	\$97,951
Programming and Analysis	PTST13D00.B	\$444,055	\$0	\$444,055	\$0	\$444,055	\$0	\$444,055
Planning Program	PTST13D00.C	\$44,830	\$0	\$44,830	\$0	\$44,830	\$0	\$44,830
Analytical Tools and Forecasting	PTST13D00.D	\$29,140	\$0	\$29,140	\$0	\$29,140	\$0	\$29,140
Data Collection	PTST13D00.E	\$88,757	\$0	\$88,757	\$0	\$88,757	\$0	\$88,757
MPO Operations	PTST13D00.F	\$93,368	\$0	\$93,368	\$0	\$93,368	\$0	\$93,368
Special Studies and Projects	PTST13D00.H	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Albany		\$798,101	\$0	\$798,101	\$0	\$798,101	\$0	\$798,101

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NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
 SFY 2013 UNIFIED PLANNING WORK PROGRAM
 NYMTC Staff Schedule of Professional Services Contracts
 (Total \$)

DRAFT

UPWP CATEGORY/ PROJECT PIN	UPWP Project Name	Contract PIN	Contract Name	Carryover	New Dollars	Breakdown By Funding Source		
						FTA	FHWA	STATE MATCH*
Regional Planning								
PTCS13D00.A02	2015-40 Regional Transportation Plan Development:							
		PTCS12A11	Financial Planning Support (12-13)	150,000			150,000	
PTCS13D00.A03	Congestion Management Process:							
		PTCS12A13	Development of the CMP Status Report (12-13) (100T-164) PSA2-11-26 C000778	100,000			100,000	
PTCS13D00.A04	2015-40 Regional Freight Plan, Phase II							
		PTCS11A12	Regional Freight Plan Update (11-12) (100T-167) PSA2-11-27 C000778	750,000			750,000	
PTCS13D00.A05	National Freight Policy and State Freight Plan							
		PTCS13A11	Freight Planning Support (13-14)		100,000		100,000	
PTCS13D00.A06	Performance Management							
		PTCS13A12	Development Support (13-14)		100,000		100,000	
Programming and Analysis								
PTCS13D00.B03	Grant Program Solicitations:							
		PTCS13B11	Solicitation Support (12-13)	250,000			250,000	
PTCS13D00.B04	Regional Emissions Analysis and Conformity Determination-Programmatic Element:							
		PTCS13B12	Development Support (13-14)		150,000		150,000	
PTCS13D00.B05	Regional Emissions Analysis and Conformity Determination-Analytical Element:							
		PTCS11B11	Consultant Support for Conformity Determination (11-12) (100T-156) PSA2-08-09(YR2) C000778	130,000			130,000	
		PTCS13B13	Consultant Support for Conformity Determination (13-14)		150,000		150,000	
		PTCS09R11	Consultant Support for Conformity with 2005 Base Year (100T-138) C000779	50,000			40,000	10,000
		PTCS11B12	Model Application Contractor (11-12) (100T-165) PSA2-11-28 C000779	175,000			175,000	
		PTCS13B14	Model Application Contractor (13-14)		200,000		200,000	
		PTCS10C15	Model Application Support (10-11)	110,000			110,000	
		PTCS11B13	SED Forecasts for Conformity Analysis (11-12)	50,000			50,000	
		PTCS10C14	Transportation Modeler Services Year 3 (10-11) (100T-147) C000779	10,000			8,000	2,000
PTCS13D00.B06	CMAQ Performance Planning:							
		PTCS13B15	Development Support (13-14)		50,000		50,000	
Planning Program								
PTCS13D00.C02	2013-14 Unified Planning Work Program Development:							
		PTCS12C11	UPWP Tool Development with Microsoft Software (12-13)	50,000			50,000	

**NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
SFY 2013-14 UNIFIED PLANNING WORK PROGRAM
PROGRAMMED IN PRIOR YEARS (MATCHED)**

DRAFT

	PROGRAMMED IN PRIOR YEARS	Prior Years' FTA MPP	Prior Years' FHWA PL	Prior Years' MATCH*
Central Staff/ TCC Staff:				
programmed funds -consultant studies	\$ 13,066,000	\$ -	\$ 12,874,600	\$ 191,400
Subtotal Central Staff / TCC Staff	\$ 13,066,000	\$ -	\$ 12,874,600	\$ 191,400
Members:				
MTA	\$ 250,001	\$ 200,001	\$ -	\$ 50,000
Nassau	\$ 291,788	\$ 62,127	\$ 171,303	\$ 58,358
NYCDCP	\$ -	\$ -	\$ -	\$ -
NYCDOT	\$ 1,288,236	\$ 274,291	\$ 756,298	\$ 257,647
Putnam	\$ -	\$ -	\$ -	\$ -
Rockland	\$ 30,000	\$ 6,388	\$ 17,612	\$ 6,000
Suffolk	\$ 600,931	\$ 127,950	\$ 352,795	\$ 120,186
Westchester	\$ -	\$ -	\$ -	\$ -
Subtotal Members	\$ 2,460,956	\$ 670,757	\$ 1,298,008	\$ 492,191
Total Central Staff, TCC & Members	\$ 15,526,956	\$ 670,757	\$ 14,172,608	\$ 683,591

Agrees to Council
Budget - Total Carryover

2/8/2013

*Central Staff - State IKS Match; Members - Local Match

* Central Staff consultant contracts executed after 4/1/12 are matched by toll credits approved by FHWA.

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
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