



NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
ADOPTED FEBRUARY 25, 2021



STATE FISCAL YEAR 2021-2022
UNIFIED PLANNING
WORK PROGRAM
APRIL 1, 2021 - MARCH 31, 2022

PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE

RESOLUTION #518

RECOMMENDATION OF THE DRAFT STATE FISCAL YEAR (SFY) 2021-2022
UNIFIED PLANNING WORK PROGRAM (UPWP) 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 CFR. 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 SFY April 1, 2021 through March 31, 2022 identifies planning activities proposed for federal and other funding; and

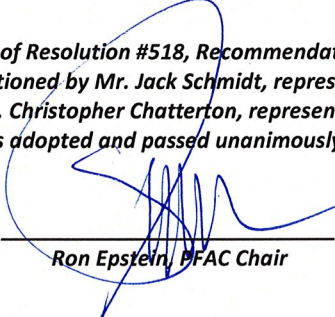
WHEREAS, NYMTC's staff has determined that sufficient funds will be available to undertake the planning projects specified in this draft SFY 2021-2022 UPWP during the upcoming program year.

NOW, THEREFORE, BE IT RESOLVED that the Program, Finance and Administration Committee hereby recommends that the Council adopt the draft SFY 2021-2022 UPWP.

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

ADOPTION: February 11, 2021

"I hereby certify that the above is a true copy of Resolution #518, Recommendation of the Draft State Fiscal Year 2021-2022 Unified Planning Work Program, and was motioned by Mr. Jack Schmidt, representing the New York City Transportation Coordinating Committee and seconded by Mr. Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."



Ron Epstein, PFAC Chair

RESOLUTION #2021-1

ADOPTION OF STATE FISCAL YEAR (SFY) 2021-2022 UNIFIED PLANNING WORK PROGRAM

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 Title 23 CFR §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 SFY 2021-2022 UPWP, for the program year April 1, 2021 through March 31, 2022, 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 proposed in the draft SFY 2021-2022 UPWP during the upcoming program year; and

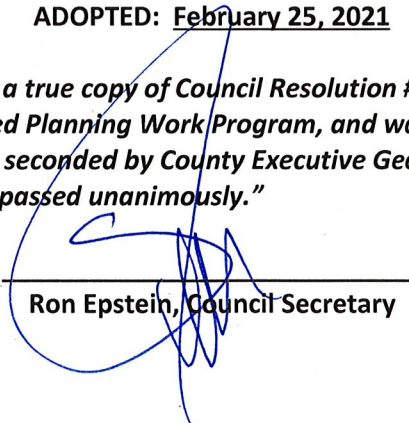
WHEREAS, NYMTC's Program, Finance and Administration Committee, at its February 11, 2021 meeting, recommended that this SFY 2021-2022 UPWP be adopted by the Council.

NOW, THEREFORE, BE IT RESOLVED, that the Council adopts the SFY 2021-2022 Unified Planning Work Program.

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

ADOPTED: February 25, 2021

"I hereby certify that the above is a true copy of Council Resolution #2021-1, Council Adoption of the State Fiscal Year 2021-2022 Unified Planning Work Program, and was motioned by County Executive Steve Bellone, Suffolk County and seconded by County Executive George Latimer, Westchester County. This Resolution was adopted and passed unanimously."



Ron Epstein, Council Secretary

Disclaimer

The preparation of this report has been financed through the U.S. Department of Transportation's (USDOT) Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). This document is disseminated under the sponsorship of the New York Metropolitan Transportation Council (NYMTC) in the interest of information exchange. The contents of this report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FTA, FHWA or the State of New York. This report does not constitute a standard, specification or regulation.

Title VI Statement

The NYMTC is committed to compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order (EO) 12898 on Environmental Justice (EJ) and all related nondiscrimination statutes, rules, regulations and executive orders.

NYMTC assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination through the federally-mandated metropolitan transportation planning process undertaken by NYMTC, whether the activities are federally funded or not.

It is also the policy of NYMTC to ensure that all its plans, programs, procedures, policies, and activities do not have disproportionate adverse effects on minority and low-income populations. Minority and low-income communities, as identified through the United States Census, will be engaged to facilitate their full and fair participation in the metropolitan transportation planning process. In addition, NYMTC will provide meaningful access to services for persons with limited English proficiency.

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Abbreviations and Acronyms

Abbreviation	Description
AA	Alternatives Analysis
ACS	American Community Survey
AMPO	Association of Metropolitan Planning Organizations
AQ	Air Quality
AVAIL	Albany Visualization and Informatics Lab
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development
BY	Base Year
CAAA-1990	Clean Air Act Amendments of 1990
CBD	Central Business District
CBTC	Communications-based Train Control
CHFP	Cross Harbor Freight Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
COVID-19	Coronavirus disease 2019
DMV	Department of Motor Vehicles
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	US Environmental Protection Agency
EV	Electric Vehicle
FAST Act	<i>Fixing America's Surface Transportation Act</i>
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FWG	Forecasting Working Group
GHG	Greenhouse gases
GIS	Geographic Information Systems
GPS	Global Positioning System
HSIP	Highway Safety Improvement Program
ICG	Interagency Consultation Group
INFRA	Infrastructure for Rebuilding American
IOS	Initial Operating Segment
ITS	Intelligent Transportation Systems
LAP	Language Access Program
LIRR	Long Island Railroad

LPA	Locally Preferred Alternative
MAP	Metropolitan Area Planning
MHSTCC	Mid-Hudson South Transportation Coordinating Committees
MNR	Metro-North Railroad
MOVES	Motor Vehicle Emission Simulator
MPOs	Metropolitan planning organizations
MTA	Metropolitan Transportation Authority
N/S TCC	Nassau/Suffolk Transportation Coordinating Committees
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NJIT	New Jersey Institute of Technology
NJT	New Jersey Transit
NJTPA	North Jersey Transportation Planning Authority
NOI	Notice of Intent
NPMRDS	National Performance Management Research Data Set
NYBPM	New York Best Practice Model
NYC	New York City
NYCT	New York City Transit
NYCTCC	New York City Transportation Coordinating Committees
NYMTC	New York Metropolitan Transportation Council
NYSAMPO	New York State Association of Metropolitan Planning Organizations
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
O/D	Origin / Destination
OHD	Off-Hour Deliveries
PANYNJ	Port Authority of New York and New Jersey
PFAC	Program Finance and Administration Committee
PHED	peak hour excessive delay
PIMS	Project Information Management System
PIP	Public Involvement Plan
PPS	Post Processor Software
RDP	Recovery Data Partnership
RFP	Request for Proposals
RHES	Regional Household and Establishment Survey
ROD	Record of Decision
RTP	Regional Transportation Plan
SED	Socioeconomic and Demographic
SFY	State Fiscal Year
SOV	Single Occupancy Vehicles

SPR	State Planning and Research
STIP	Statewide Transportation Improvement Program
SUP	Shared Use Path
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAP	Transportation Alternative Program
TAZ	Transportation Analysis Zones
TCC	Transportation Coordinating Committee
TDM	Transportation Demand Management
TIG	Transportation Information Gateway
TIP	Transportation Improvement Program
TPM	Transportation Performance Management
TRANSCOM	Transportation Operations Coordinating Committee
UAB	Urban Area Boundary
UPWP	Unified Planning Work Program
USDOT	U.S. Department of Transportation's
USPS	United States Postal Service
UTRC	University Transportation Research Center
UZA	Urbanized Area
VMT	Vehicle Miles Traveled
WestCOG	Western Connecticut Council of Governments

Change Log

- Added NYSDOT in-kind service match to budget tables.
- Added Preliminary Report for Shore Parkway Over Shell Road to “Related Planning Activities Funded through Other Studies” section.

Overview of the UPWP

Unified Planning Work Program (UPWP)

Current Federal transportation legislation, entitled the *Fixing America's Surface Transportation Act* or "FAST Act", authorizes funding for transportation improvements across the nation. To be eligible to use this funding, metropolitan regions must undertake the metropolitan transportation planning process specified in related federal planning regulations. Under these regulations, metropolitan regions, functioning through their metropolitan planning organizations (MPOs), work in cooperation with their states and operators of publicly-owned transit services to annually develop and adopt UPWPs to carry out mandated planning activities.

New York Metropolitan Transportation Council (NYMTC)

NYMTC is the designated MPO for New York City (NYC), suburban Long Island and the lower Hudson Valley. NYMTC is a regional council comprised of the departments of Transportation and City Planning in NYC; 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 (NYSDOT) and the Metropolitan Transportation Authority (MTA). NYMTC also includes several advisory members, including the Port Authority of New York and New Jersey (PANYNJ), New Jersey Transit (NJT) and the North Jersey Transportation Planning Authority (NJTPA), FTA, FHWA, US Environmental Protection Agency (EPA), and New York State Department of Environmental Conservation (NYSDEC).

In recognition of the complexity of its region, NYMTC is comprised of three committees organized by geographic area. These Transportation Coordinating Committees (TCCs), provide 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 - Mid-Hudson South TCC (MHSTCC), one for NYC (NYCTCC), and one for suburban Long Island – Nassau/Suffolk TCC (N/STCC). NYMTC provides staff resources to operate each of these TCCs and maintains a Central Staff which supports planning and related activities at the regional level, as well as assisting the TCCs.

Each of its annual programs present NYMTC's planning priorities and activities, catalogues other transportation-related planning activities in its planning area and indicates how federal funding has been programmed to finance planning activities.

NYMTC's Mission, Shared Goals and Strategic Framework

Along with the national transportation goals specified in current federal transportation legislation (see below), NYMTC's annual program is built around the organization's mission and its shared vision of the region's future as presented in its Federal Fiscal Years (FFYs) 2018-2045 Regional Transportation Plan (RTP) Plan 2045.

NYMTC's Mission is Fourfold:

- To serve as the region's collaborative forum to address transportation-related issues from a regional perspective.
- To facilitate informed decision-making within the Council by providing sound technical analyses.
- To ensure that the region is positioned to capture the maximum amount of available Federal funds to achieve the goals described in the Plan.
- To focus the collective planning activities of all Council members to achieve a shared regional vision.

NYMTC Seeks to Achieve its Mission by:

- Providing leadership in defining key issues.
- Implementing a proactive public involvement process.
- Using current, accurate data and state-of-the-art analytical tools.
- Articulating a shared regional vision in the plan which is implemented collectively through the work program and through the Transportation Improvement Program (TIP).

NYMTC develops a new RTP every four years per regulatory requirements, which guides the development of its annual work program. NYMTC's members have defined the following shared goals and desired outcomes in Plan 2045 to serve as overall strategic framework for the region's transportation planning process:

Goal: Enhance the Regional Environment

NYMTC's members are committed to selecting transportation projects and programs and encouraging land use policies that, in the aggregate, continue efforts to reduce the negative impacts of transportation on the natural environment and human health.

Desired Outcomes

NYMTC will continue to work in a collaborative fashion to achieve these outcomes:

- Reduced traffic congestion and improved air quality;
- Reduced greenhouse gas emissions;
- Improved water quality; and
- Preservation of open space, especially wetlands.

Goal: 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 that will create employment opportunities and support the local tax base.

Desired Outcomes

The goal of sustainable economic growth 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 (see Coordinated Development Emphasis Areas below); and
- Improved regional mobility for people and goods.

Goal: Improve the Regional Quality of Life

NYMTC's members must work together to coordinate regional transportation, land use and zoning to provide a high quality of life for all residents of the region, thereby attracting and retaining people and businesses in the region.

Desired Outcomes

By considering 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 externalities of transportation in the design, construction, and operation of the system (i.e., noise, emissions, viewsheds, safety, etc.);
- Increased ability to safely enjoy walking, bicycling, and the use of public space;
- Help create/sustain vibrant communities through placemaking; and
- Improve transportation access and mode choice options for the elderly, persons with disabilities, and other population groups that may have special transportation needs.

Goal: Provide Convenient, Flexible Transportation Access within the Region

NYMTC's members provide mobility and transportation options, to maximize individuals' opportunities to participate in society, regardless of income level, residence, access to transit, age, or ability. NYMTC's members also must provide for the efficient movement of freight to, from and through the region.

Desired Outcomes

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

- A sufficient array of transportation choices;
- Expanded connections, particularly across modes and between communities;
- Increased reliability for passenger and freight trips; and
- Increased transit ridership.

Goal: Enhance the Safety and Security of the Transportation System

NYMTC's members will work to reduce the rate and severity of transportation-related crashes in the region and make the transportation system safer for all users. Members will also strive to increase the security of the transportation system, and support emergency management response and recovery efforts.

Desired Outcomes

The following outcomes will be the goal of all the NYMTC members:

- Reduced rate of annual injuries and fatalities on the region's transportation systems;
- Promulgation of advanced safety and security measures throughout the region;
- Enhanced coordination, data, and information sharing among members and other stakeholders; and
- Promotion of safety and security improvements in all aspects of transportation planning and implementation.

Goal: Build the Case for Obtaining Resources to Implement Regional Investments

NYMTC's members and the 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 support the position that these investments are a shared priority and are of strategic importance to this region and to the nation.

Desired Outcomes

NYMTC will continue to work in a collaborative fashion to achieve these outcomes:

- Coordinated long-term planning;
- Developing 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;
- Obtain 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 as feasible.

Goal: Improve the Resiliency of the Regional Transportation System

NYMTC's members will continue to plan for improving the resiliency of the transportation system so that the system can better resist disruptions to services and facilities and recover from them when they occur. Greater resiliency will help mitigate the adverse impacts of disruptions on the movement of people and goods due to weather, climate, or other acts of nature.

Desired Outcomes

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

- Member-defined adaptation measures for critical components of the transportation system to accommodate variable and unexpected conditions without catastrophic failure;
- Greater resiliency of the regional supply chain by identifying options for goods movement during and after events; and
- Cooperative partnerships with federal, state, local agencies, and other stakeholders to adapt the transportation system and improve recovery from disruptions.

Goal: Preserve the Existing Transportation System

NYMTC members will continue to maximize the service life of the existing transportation system with the resources available by systematically and strategically maintaining and replacing transportation assets based on need. Using asset management principles and data-driven decision-making will result in a sustainable approach to programming that considers the relative and cumulative value of transportation assets as they benefit the public, economy and environment.

Desired Outcomes

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

- Making the investments necessary to maximize the useful life of existing assets and to manage these assets in the most cost-effective manner through preventive maintenance and other measures;
- Keeping existing federal-aid eligible and local roadway systems – pavement, bridges and tunnels – safe and functioning as intended;
- Keeping the existing transit infrastructure and equipment safe and functioning as intended;
- Keeping the existing pedestrian and bicycle facilities safe and functioning as intended;
- Protecting the existing freight network; and
- Promoting and sustaining asset management and operations activities for the regional transportation system.

National Performance Goals

The FAST Act features a program transformation to a performance- and outcome-based approach to achieve certain national performance goals:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition - To maintain the infrastructure asset system in a state of good repair
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
- System Reliability - To improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

NYMTC's Core Planning Priorities

The federal regulations which govern the metropolitan transportation planning process establish the mandated products and analyses which constitute the process. Under these regulations, NYMTC is required to produce a long-range RTP and a medium-range TIP at least every four years. In addition, NYMTC must also develop and adopt an annual UPWP.

Beyond these three core products; NYMTC is mandated to produce a regional emissions analysis of its Plan and TIP for Transportation Conformity under the Clean Air Act Amendments of 1990 (CAAA-1990) and an analysis of regional traffic congestion for the Congestion Management Process (CMP).

Taken together, the development of these required products and analyses within the context of the national transportation goals and NYMTC's strategic framework is the core of NYMTC's planning program, including the maintenance and application of various technical tools, forecasts and databases needed to complete the required products and analyses.

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

The discretionary component of NYMTC's UPWP is derived from Plan 2045, and from the national transportation goals. When taken together, the Plan's strategic framework, along with the national performance goals, expand both the parameters of the planning process and the strategic priorities for planning activities and projects.

Plan 2045 was adopted in June 2017 and it 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 public, and various stakeholders. It includes the following major components:

- Plan 2045 lays out the region's transportation needs and desires from a regional perspective, including highways, streets, public transit, ridesharing and demand management, bicycles, pedestrian facilities, goods movement and special needs transportation.
- Plan 2045 proposes strategic transportation investments and initiatives which are tied to a shared vision for sustainable growth in the NYMTC planning area. This vision forms the foundation of Plan 2045 and of the regional planning process. The shared vision rests on the shared goals defined by NYMTC's members.
- Plan 2045 defines key priorities of NYMTC's UPWP within this framework and it establishes the preeminence of maintaining and operating the vast and aging transportation infrastructure in NYMTC's planning area while defining subregional planning needs in each of NYMTC's ten constituent counties.

NYMTC's discretionary planning priorities, drawn as they are from both Plan 2045 and the national performance goals, are as follows:

- Planning activities related to the near-term actions identified in Plan 2045's shared vision:
 - Enhancing programs and activities related to demand management and mobile source emissions reductions;
 - Advancing Bus Rapid Transit (BRT) and managed-use lane projects as part of a regional system;
 - Planning for multi-modal access to ports and airports;
 - Planning for multi-modal goods movement and distribution improvements;
 - Implementing programmed strategic improvements and initiatives;
 - Advancing the Pedestrian and Bicycle Element and implementing pedestrian and bicycle projects;
 - Advancing planning in the designated Community Development Emphasis Areas and building local planning capacity through community planning workshops;
 - Planning for transportation sector clean fuels expansion;
 - Selecting projects and initiatives from the Coordinated Public-Transit Human Services Transportation Plan;
 - Planning for ferry service enhancements and station access improvements;
 - Planning for the impacts of future changes likely to impact transportation;
 - Enhancing access to safety-related data;
 - Implement safety improvements and enhancements; and
 - Planning for the use of alternative methods of financing transportation investments to supplement existing Federal and State funding sources.
- Planning activities related to subregional planning needs; specifically, subarea studies and planning projects identified in the Plan or related to Plan 2045's shared goals, desired outcomes, land use designations and near-term actions and/or congested locations and corridors from the CMP.
- Planning activities related to a performance- and outcome-based approach to achieve the national goals established by the FAST Act.

Building NYMTC's UPWP

The development of the State Fiscal Year (SFY) 2021-2022 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, national performance goals and Plan 2045 to provide a multi-year context for the development of UPWPs.

Assembling the UPWP: Program Building

The SFY 2021-2022 program was built by the staff and by the member agencies, using the national performance goals and Plan 2045 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 2021-2022 program. This preliminary definition included core projects, and new and previously-programmed strategic performance projects, to be carried forward from the previous program.

Assessing the UPWP: Peer Review – after program building, the preliminary SFY 2021-2022 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 strategic performance project proposals and estimated project costs in the context of anticipated resources for the program. The result of the peer review process was an agreement on a final draft SFY 2021-2022 program, pending federal review and public comment.

Assessing the UPWP: Public Review – the draft SFY 2021-2022 program is released for a thirty-day public comment period, and on-line public review sessions are organized to explain the UPWP and gather additional comments. All comments are considered by NYMTC’s relevant members prior to finalizing the UPWP for adoption.

Major Milestones for the 2021 – 2022 Program

June 2021:

- Preliminary development of the 2023-2027 TIP begins
- Regional Freight Plan component of Plan 2050 completed
- Coordinated Public Transit-Human Services component of Plan 2050 completed
- CMP Status Report completed

August 2021:

- Transportation Conformity Determination for Plan 2050 and 2020-2024 TIP adopted

September 2021:

- Plan 2050, CMP Status Report, and Plan 2050's specialized elements adopted

October 2021:

- Plan 2050 is effective as of October 1, 2021

December 2021:

- FFY 2020-2021 Annual Listing of Obligated Projects released
- 2019 Hub-Bound Report released

February 2022:

- Council adoption of SFY 2022-2023 UPWP

March 2022

- 2020 Regional Transportation Statistical Data Tables released
- 2019 Public Involvement Plan (PIP), 2018 Title VI program, and Language Access Program (LAP) updates completed

NYMTC Five Year Planning Projection Table

	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>	<u>SFY 2025-2026</u>
<u>CATEGORY: Regional Planning</u>					
Plan 2045	Conclude <i>Plan 2045</i> Maintenance	N/A	N/A	N/A	N/A
Plan 2050	Adopt Plan 2050 by 10.1.21; begin Plan 2050 maintenance	Plan 2050 maintenance continues	Plan 2050 maintenance continues	Plan 2050 maintenance continues	Plan 2050 maintenance concludes on 9.30.25
Plan 2055	Initial preparation for Plan 2055 cycle toward development by 10.1.25	Plan 2055 development cycle begins toward adoption by 10.1.25	Plan 2055 development cycle continues toward adoption by 10.1.25	Plan 2055 development cycle continues toward adoption by 10.1.25	Adopt Plan 2055 by 10.1.25; Begin Plan 2055 maintenance
Plan 2060	N/A	N/A	N/A	N/A	Begin initial preparation for PLAN 2060 development. PLAN 2060 to be adopted by 10.1.2029

	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>	<u>SFY 2025-2026</u>
CMP Status Report	Adopt CMP Status Report to accompany Plan 2050 by 10.1.21	CMP Status Report development cycle for Plan 2055 begins toward adoption by 10.1.25	CMP Status Report development cycle for Plan 2055 continues toward adoption by 10.1.25	CMP Status Report development cycle for Plan 2055 continues toward adoption by 10.1.25	Adopt CMP Status Report to accompany Plan 2055 by 10.1.25
Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)	Adopt Coordinated Plan as part of Plan 2050 by 10.1.21	Initial preparation for development of Coordinated Plan as part of Plan 2055 begins.	Development of Coordinated Plan as part of Plan 2055 continues	Development of Coordinated Plan as part of Plan 2055 continues	Adopt Coordinated Plan to accompany Plan 2055 by 10.1.25
Freight Plan	Adopt Freight Plan as part of Plan 2050 by 10.1.21	Initial preparation for development of Freight Plan as part of Plan 2055 begins	Development of Freight Plan as part of Plan 2055 continues	Development of Freight Plan as part of Plan 2055 continues	Adopt Freight Plan as part of Plan 2055 by 10.1.25
Transportation Performance Management (TPM) Performance Measures	Complete development of TPM System Performance Report for inclusion in Plan 2050 by 10.1.21	Revise TPM System Performance Report in Plan 2050 as needed	Begin development of TPM System Performance Report for inclusion in Plan 2055 by 10.1.25	Continue development of TPM System Performance Report for inclusion in Plan 2055 by 10.1.25	Complete development of TPM System Performance Report. Adopt Report for inclusion in Plan 2055 by 10.1.25
TPM Input Data	Continue collection and compilation of necessary data				

	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>	<u>SFY 2025-2026</u>
TPM Analytics	Complete analysis for TPM System Performance Report toward adoption within Plan 2050 by 10.1.21. Continue development TIP effects documentation toward adoption of the 23-27 TIP by 10.1.22	Complete TIP effects documentation toward adoption of 23-27 TIP by 10.1.22	Begin development TIP effects documentation toward adoption of 26-30 TIP by 10.1.25	Begin analysis for TPM System Performance Report toward adoption within Plan 2055 by 10.1.25. Continue development TIP effects documentation toward adoption of the 26-30 TIP by 10.1.25	Complete analysis for TPM System Performance Report as part of Plan 2055 adoption by 10.1.25. Complete TIP effects documentation as part of adoption of the 26-30 TIP by 10.1.25
TPM Agreements/Procedures	Amend metropolitan planning agreement and relevant MPO operating procedures as needed				
TPM Training	Provide training as needed.				
<u>CATEGORY: Programming and Analysis</u>					
FFYs 2020-24 TIP	Continue FFYs 2020-24 TIP maintenance until 10.1.22	Conclude FFYs 2020-24 TIP maintenance until 9.30.22	N/A	N/A	N/A
FFYs 2023-27 TIP	Begin development of the FFYs 2023-27 TIP on 6.1.21	Develop FFYs 2023-27 TIP for adoption on 10.1.22	Continue FFYs 23-27 TIP maintenance until 10.1.25	Continue FFYs 23-27 TIP maintenance until 10.1.25	Conclude FFYs 23-27 TIP maintenance on 9.30.25

	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>	<u>SFY 2025-2026</u>
FFYs 2026-30 TIP	N/A	N/A	N/A	Begin development of the FFYs 2026-30 TIP on 6.1.24	Develop FFYs 2026-30 TIP for adoption on 10.1.25
Annual Listing of Obligated Projects	Develop visualized Annual Listing by the end of each calendar year				
Transportation Conformity -- Programmatic and Analytical Elements	Develop and adopt a Transportation Conformity Determination as needed				
Grant Program Solicitations	Carry out program solicitations for CMAQ, Transportation Alternative Program (TAP) and enhanced Section 5310 programs as needed; provide support for Highway Safety Improvement Program (HSIP), Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure for Rebuilding American (INFRA) solicitations				
CMAQ (Congestion Mitigation and Air Quality) Performance Plan	Start development of a new CMAQ Performance Plan	Complete new CMAQ Performance Plan by Sep. 2022	Start development of a new CMAQ Performance Plan	Complete new CMAQ Performance Plan by Sep. 2024	Start development of a new CMAQ Performance Plan
<u>CATEGORY: Planning Program</u>					
Annual UPWPs	Maintain current UPWP and develop a program for the next SFY. Complete UPWP Web Application redevelopment.	Maintain current UPWP and develop a program for the next SFY			

	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>	<u>SFY 2025-2026</u>
UPWP Reporting	During each year, complete quarterly UPWP progress reports; UPWP annual expenditure reports and annual/biennial Title VI reports				
CATEGORY: <i>Analytical Tools and Forecasting</i>					
Socioeconomic and Demographic (SED) Forecasts	Begin development of 2060 SED forecasts for Plan 2055. Collect development inventory. Plan 2055 to be adopted by 10.1.25	Continue development of 2060 SED forecasts for Plan 2055.	Continue development of 2060 SED forecasts for Plan 2055	Adopt 2060 SED forecasts by 10.1.2024	Begin development of 2065 SED forecasts for PLAN 2060. Collect development inventory. PLAN 2060 to be adopted by 10.1.28
New York Best Practice Model (NYBPM) BY	Release NYBPM 2019 BY with all the updates and enhancements and begin the RFP for the development of NYBPM 2022 BY	Execution of the NYBPM 2022 BY contract and start the development of the NYBPM 2022 Base Update	Continue working on the development of the NYBPM 2022 Base Update	Continue development of NYBPM 2022 BY	Testing and Release of NYBPM 2022 BY with all the updates and enhancements and begin the RFP for the development of NYBPM 2027 BY
	Maintain and update the Project Information Management Systems (PIMS) and the Post Processor Software for Air Quality (PPS-AQ) and the Post Processor Software for the Congestion Management Process (PPS-CMP) for conformity and planning analyses				

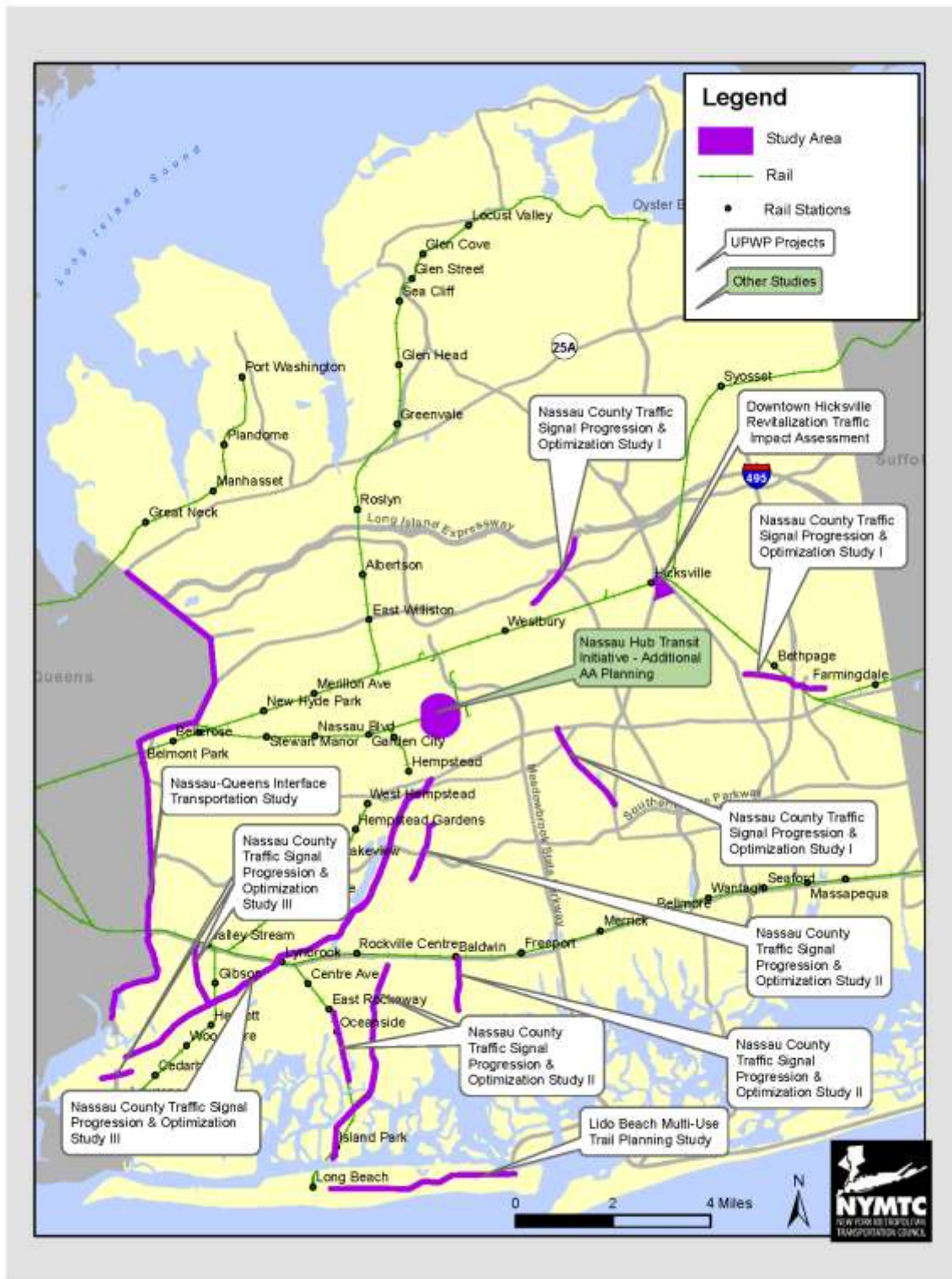
	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>	<u>SFY 2025-2026</u>
Model Applications	Run model applications at member's request and respond to data requests				
<u>CATEGORY: Data Collection</u>					
Regional Surveys	Complete Smartphone Travel Survey Pilot Study Initial preparation for Regional Household Travel and Establishment Survey (RHTES)	Begin RHTES	Continue RHTES	Conclude RHTES	N/A
Data Collection	Annual data collection for the NYBPM and for TPM				
Metropolitan Planning Area Boundary Review per 2020 Census	N/A	NYMTC receives new UAB (Urban Area Boundaries) and MPO boundaries lists from NYSDOT, based on 2020 census. Member agencies begin review	Adoption of UAB and MPO boundaries lists by Program Finance and Administration Committee (PFAC) after member agencies’ review completed, comments addressed	N/A	N/A
<u>CATEGORY: MPO Operations</u>					
Transportation Information Gateway (TIG)	TIG maintenance, updates and enhancement as necessary				

	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>	<u>SFY 2025-2026</u>
Title VI Program	Adopt and initiate 2021 program	Continue 2021 program	Continue 2021 program; begin development of 2024 program	Initiate and Adopt 2024 program	Continue 2024 program
Language Access	Continue language access support services				
Council, PFAC, TCCs Working Groups and Study Committees	Continue NYMTC’s day-to-day operations in the implementation of the metropolitan transportation planning process; activities of the Council, and the TCCs, activities of the Council’s committees and subcommittees and other ad-hoc working groups				
Public information	Enhance website capabilities; public affairs, fulfillment; social media maintenance and expansion				
Federal Certification Reviews	N/A	Prepare for 2022-2023 Certification Review	Address recommendations from 2022-2023 Certification Review	Prepare for 2026-2027 Certification Review	Prepare for 2026-2027 Certification Review
Public Involvement Plan (PIP)	Evaluate 2018 PIP and adopt updated PIP by 03.31.22	Implement 2021 PIP	Maintain 2021 PIP; Evaluate	Evaluate 2022 PIP	Consider updates to the 2022 PIP
Administration	Support functions related to development, management, and administration of the organization's activities, facilities, and equipment; liaison with NYSDOT as NYMTC staff's administration host				
<u>CATEGORY: Strategic Performance Planning Projects</u>					

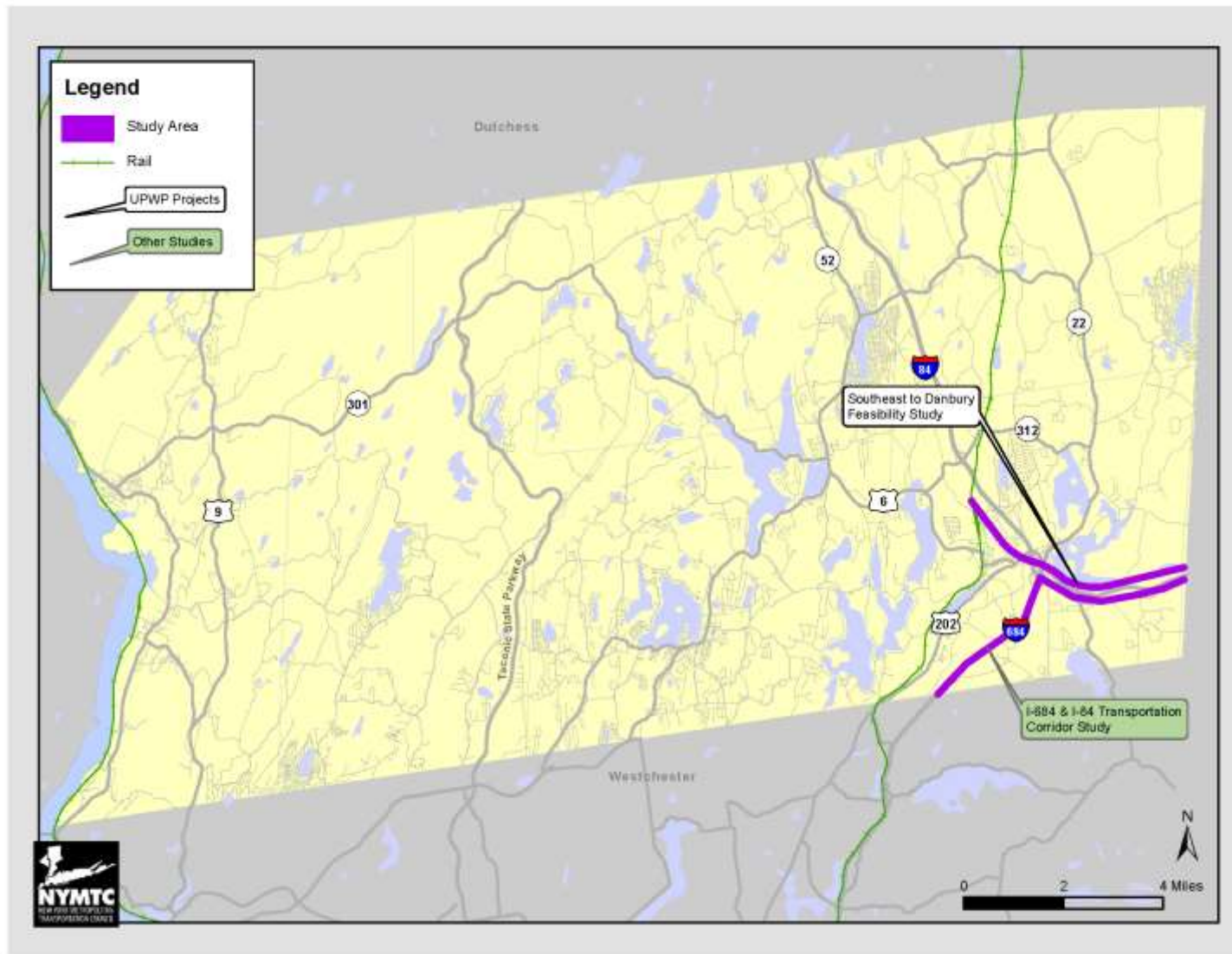
	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>	<u>SFY 2025-2026</u>
Discretionary Projects	CMP-related activities, near term activities and other specifically identified activities in Plan, on-going sustainable community activities, including community planning workshops; on-going September 11 memorial program				

Planning Project Locations

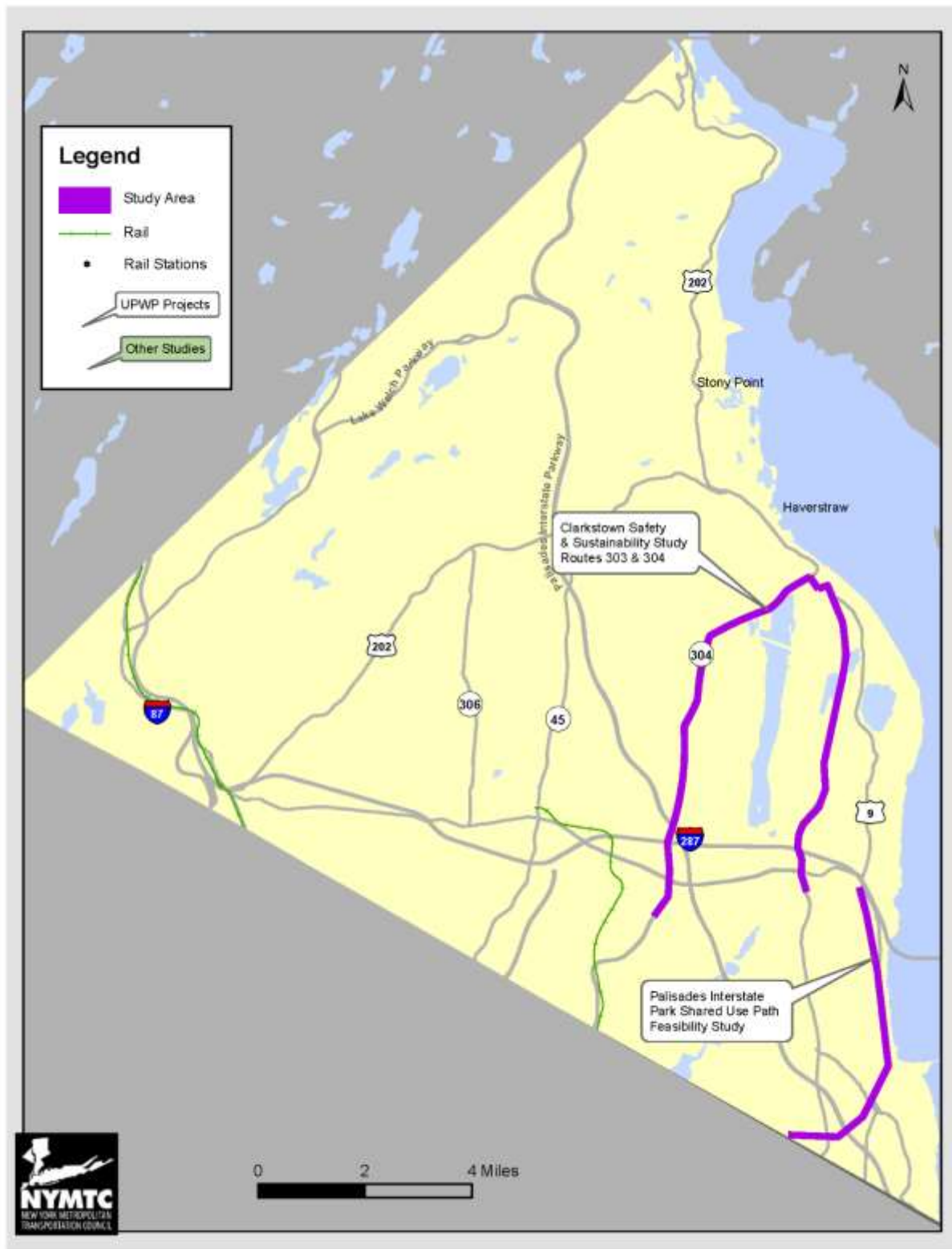
Long Island – Nassau County



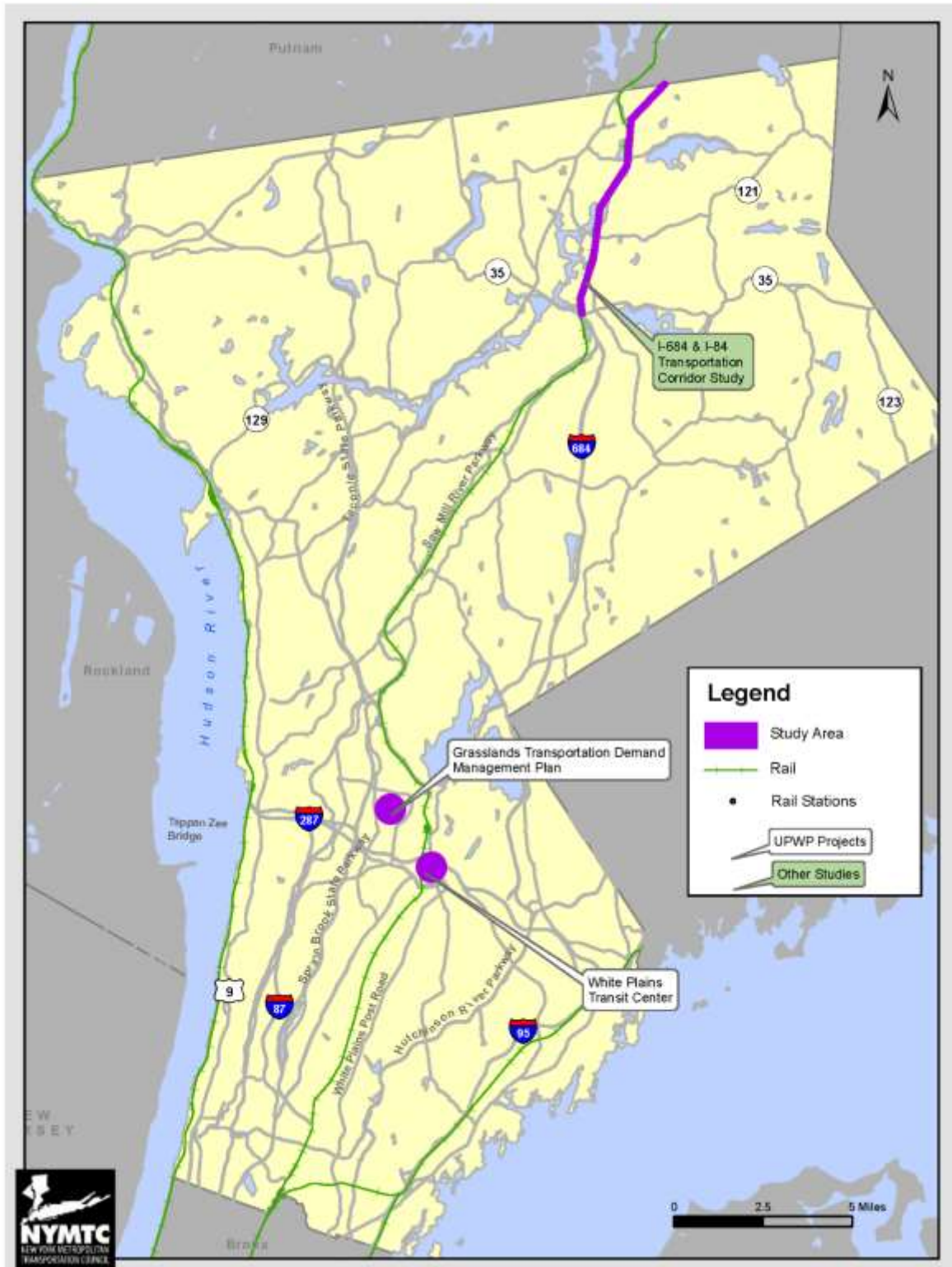
Mid-Hudson South – Putnam County



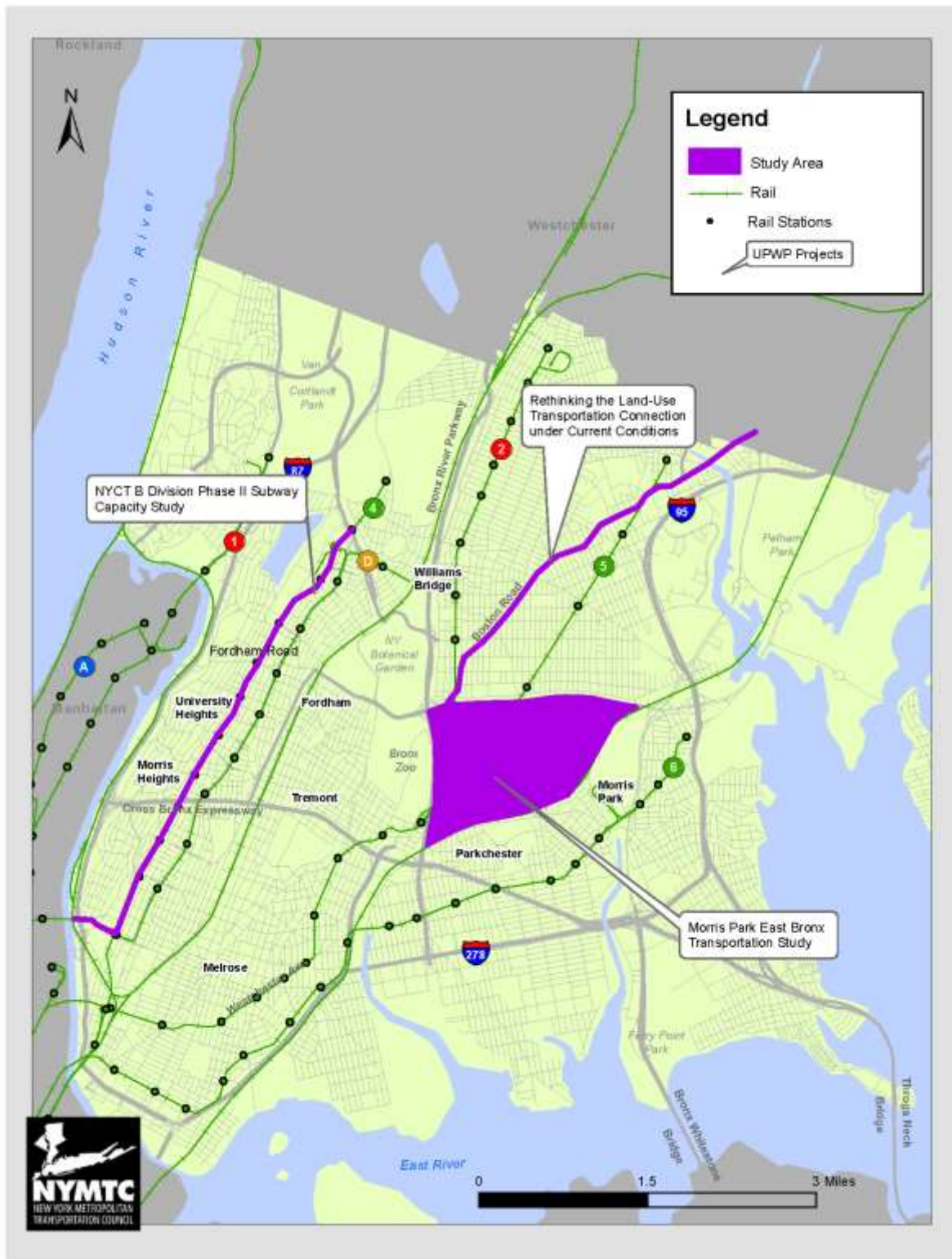
Mid-Hudson South – Rockland County



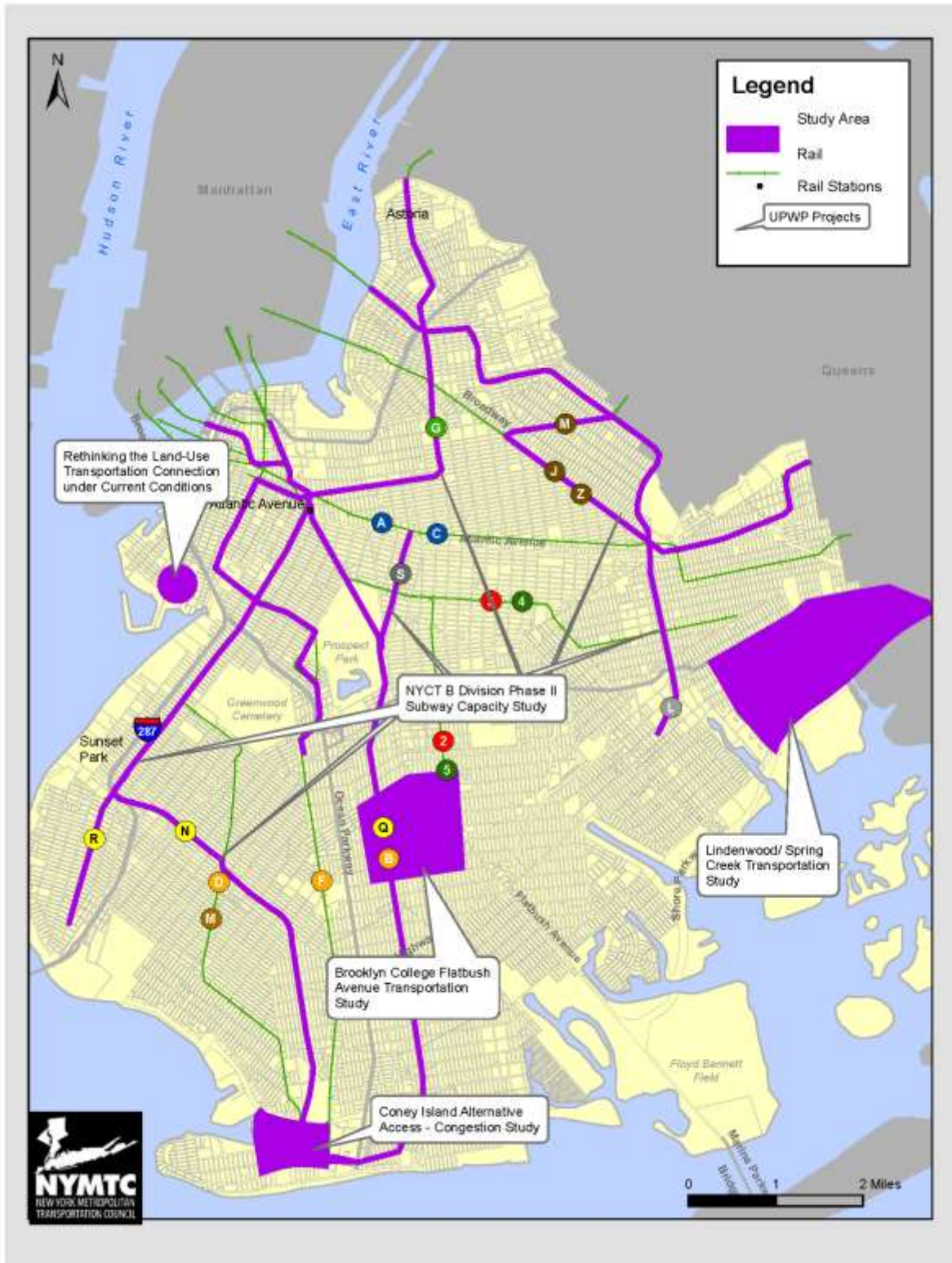
Mid-Hudson South – Westchester County



New York City - Bronx



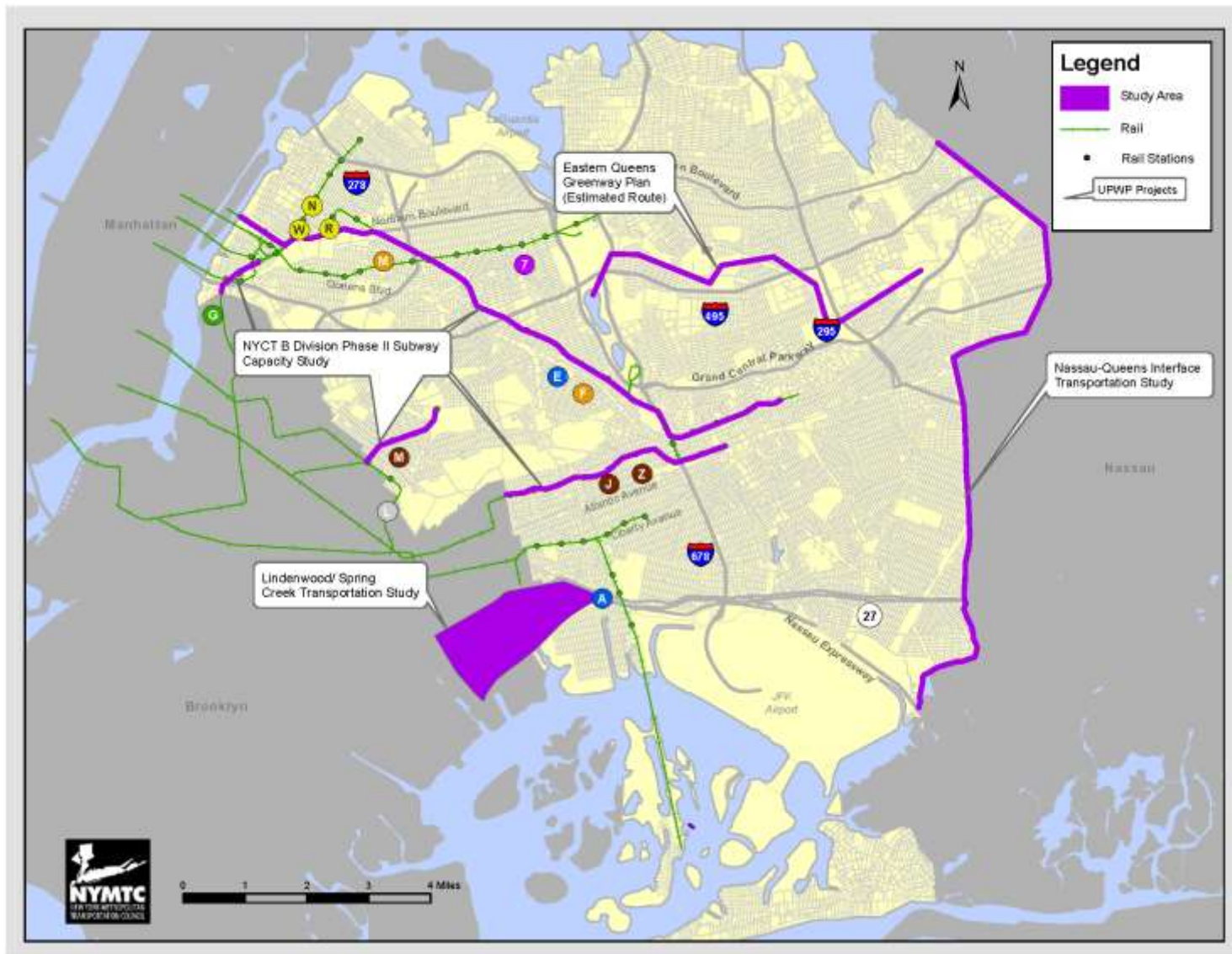
New York City - Brooklyn



New York City - Manhattan



New York City – Queens



New York City - Staten Island



Core Program Categories and Projects

Category A: Regional Planning

This category includes planning projects and activities related to the maintenance and updating of the RTP and other, related long-range planning activities in NYMTC's planning area. The RTP is a federally mandated product of the metropolitan planning process which provides a long-range, minimum twenty-year framework for transportation planning and federal investments in NYMTC's planning area.

Transportation improvement projects and transportation planning activities which are to be funded federally must have a basis in the RTP 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.

This category also includes planning activities which will develop the programmatic elements of a performance-based management process for NYMTC in compliance with federal surface transportation authorization legislation and related federal rulemaking. This process will help NYMTC prioritize projects, make annual updates to the TIP, determine which project should be eligible to receive federal funding and consider how investment decisions can achieve the targets, measures and objectives of the RTP.

Highlights for the SFY 2021-2022 Program:

- Plan 2045 will be maintained and updated through September 30, 2021;
- Plan 2050, including each of its specialized components, will be completed and adopted in September 2021;
- Maintenance of the revised Coordinated Public Transit-Human Services component of Plan 2050 will begin on October 1, 2021;
- Regional Freight Plan component of Plan 2050 will be completed in June 2021 and adopted September 2021;
- 2021 CMP status report will be completed in June 2021 and adopted September 2021; and
- Development of various programmatic elements under the federal TPM requirements continues per final federal rulemakings.

Recent Accomplishments for this Category:

- NYMTC has concluded a robust public outreach program including public workshops, focus groups, and development of an online public engagement platform to gather public input for Plan 2050; and
- Plan 2045 amendments were processed to maintain and update the RTP.

Category A: Regional Planning
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2021-22</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$1,135,542	\$300,000	\$1,435,542
MHSTCC Staff	\$126,204	\$0	\$126,204
NSTCC Staff	\$168,553	\$0	\$168,553
NYCTCC Staff	\$242,947	\$0	\$242,947
NYMTC Staff Subtotal	\$1,673,246	\$300,000	\$1,973,246
MTA	\$60,660	\$0	\$60,660
Nassau County	\$134,022	\$0	\$134,022
NYCDCP	\$58,610	\$0	\$58,610
NYCDOT	\$0	\$70,044	\$70,044
Putnam County	\$33,807	\$0	\$33,807
Rockland County	\$66,044	\$0	\$66,044
Suffolk County	\$26,987	\$0	\$26,987
Westchester County	\$259,377	\$0	\$259,377
Members Subtotal	\$639,507	\$70,044	\$709,551
SDOT REG 08	\$61,990	\$0	\$61,990
SDOT REG 10	\$23,618	\$0	\$23,618
SDOT REG 11	\$37,398	\$0	\$37,398
NYSDOT Main Office	\$9,948	\$0	\$9,948
NYSDOT Subtotal	\$132,954	\$0	\$132,954
Category Total:	\$2,445,707	\$370,044	\$2,815,751

A01: Plan 2045 Maintenance / Plan 2050 Development

Expected Status as of April 1, 2021

Plan 2045 and the 2017 CMP Status Report were adopted in June 2017. Per federal requirement, the next Plan and CMP status report must be adopted before October 1, 2021. The Plan 2050 development process is underway. NYMTC has developed a new shared vision for regional transportation within its planning area. NYMTC has held focus groups, public workshops, and used various virtual engagement tools to gather public input for Plan 2050. The draft Plan 2050, and each of its specialized elements such as the Freight Plan, Coordinated Plan, and the Pedestrian-Bicycle Plan, are nearly completed and NYMTC is preparing for its public review.

Planning Assumptions for the SFY 2021-2022 Program

NYMTC will cumulatively process approximately fifteen amendments to Plan 2045 or Plan 2050 during the program year to maintain and update various sections. Plan 2050 and its specialized elements such as the Freight Plan, Coordinated Plan, and Pedestrian-Bicycle will be adopted in September 2021.

Project Description

Amendments will be processed to maintain Plan 2045 and Plan 2050 as accurate and working planning documents for NYMTC's transportation planning process and as a basis for establishing this process's fiscal constraint. Plan 2050, the accompanying CMP Status Report and other special elements will be finalized and adopted.

Project Tasks for NYMTC Staff

1. Process various amendments to Plan 2045 or Plan 2050, as needed;
2. Facilitate meetings with the RTP Subcommittee and other sub-committees;
3. Conduct a formal public review period for Plan 2050 and address all comments received;
4. Finalize draft Plan 2050 and its various elements;
5. Submit adopted Plan 2050 for federal review;
6. Facilitate debriefing sessions with member agencies to discuss the Plan 2050 development process;
7. Develop recommendations for the next RTP cycle; and
8. Develop timeline and process for the next RTP cycle, including possible preliminary development of an RFP for the next RTP.

Project Tasks for NYMTC Member Agencies

1. Review all amendments proposed for Plan 2045 or Plan 2050;
2. Participate in RTP Subcommittee and other sub-committee meetings;
3. Assist with review and finalization of all products for all components of Plan 2050 and the CMP Status Report;
4. Support Plan 2050's and CMP public review activities and consider / address comments received;
5. Participate in debriefing sessions to discuss the Plan 2050 and CMP development process; and
6. Contribute recommendations for the next RTP development cycle.

Project Deliverables for NYMTC Staff

1. Technical memo with recommendations for the next RTP cycle (Q4).

Project Deliverables for NYMTC Member Agencies and Staff

1. Plan 2045 or Plan 2050 Amendments (Q1-Q4);
2. Adopted Plan 2050 including specialized elements (Q2); and
3. Public involvement presentations and activity reports (Q1-Q2).

Related Professional Services Contracts:**NYMTC Staff Contracts**

1) Development of NYMTC's 2022-2050 Regional Transportation Plan (Plan 2050)

<u>PIN:</u>	PTCS.18.A11	<u>FHWA PL #:</u>	100T-239
<u>Start Date:</u>	11/01/2019	<u>End Date:</u>	12/31/2021
<u>Cost:</u>	\$1,019,095	<u>Funds Obligated as of 3/31/2021</u>	\$1,019,095
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$300,000	<u>Unobligated Funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC Staff: 2-4; Corresponding deliverables for staff and member agencies: 2			
This contract will retain professional services to help develop Plan 2050.-.			

Previously Programmed Funds:

NYMTC Staff: \$300,000

New York State procurement rules require funds to be fully programmed before contracts can be solicited. Unspent funds are being carried over to the current program.

NYC DOT: \$50,079

Several projects from the previous program were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

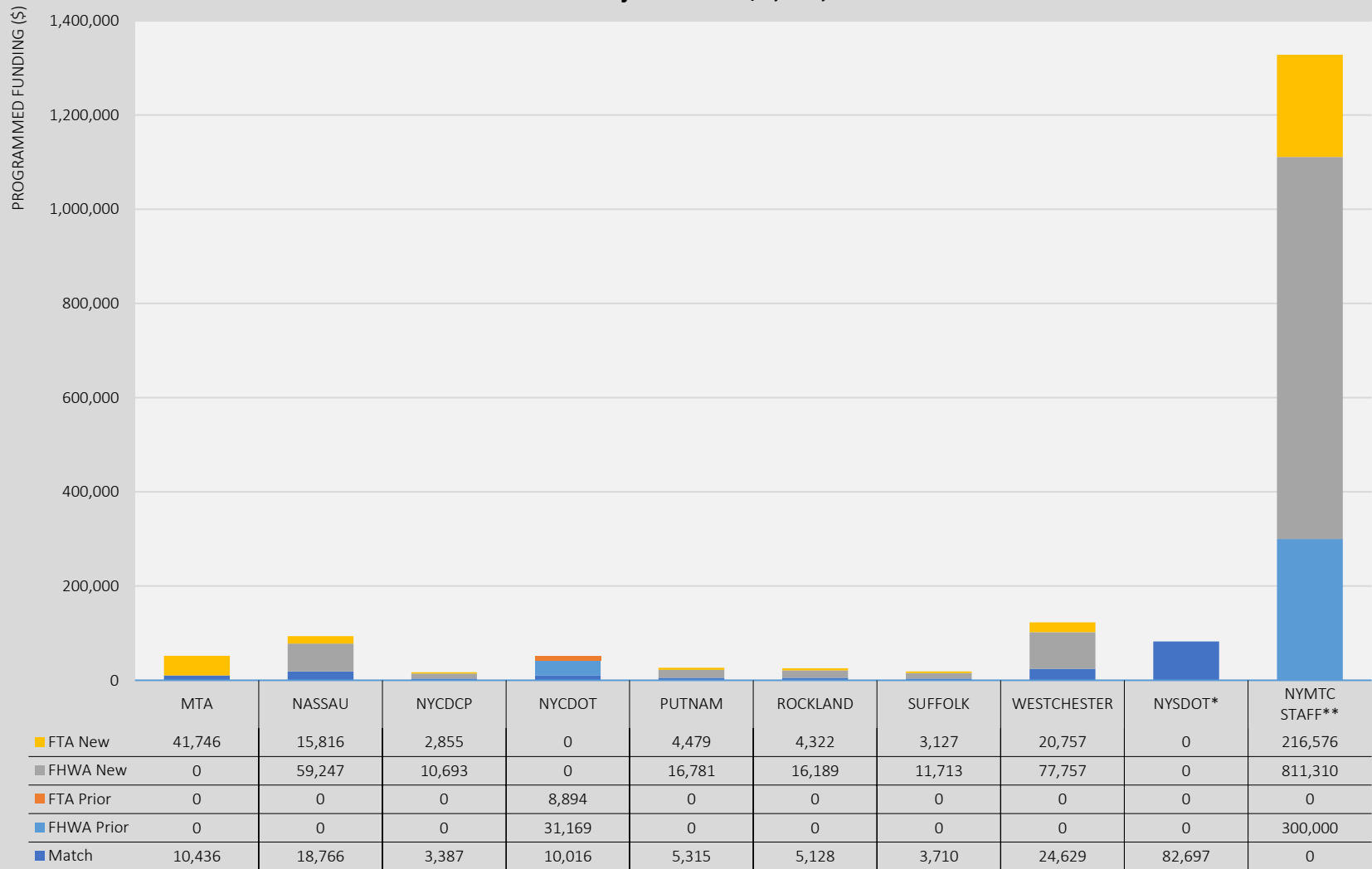
Summary of Project Funding:

See next pages.

A01 - Plan 2045 Maintenance / Plan 2050 Development

SFY 2021-2022

Total Project Funds: \$1,817,513



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project A01 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$629,001	\$7,000	\$300,000	\$300,000	\$636,001	\$936,001
MHSTCC Staff	\$67,911	\$0	\$0	\$0	\$67,911	\$67,911
NSTCC Staff	\$144,837	\$0	\$0	\$0	\$144,837	\$144,837
NYCTCC Staff	\$179,137	\$0	\$0	\$0	\$179,137	\$179,137
NYMTC Staff Subtotal	\$1,020,886	\$7,000	\$300,000	\$300,000	\$1,027,886	\$1,327,886
MTA	\$52,182	\$0	\$0	\$0	\$52,182	\$52,182
Nassau County	\$93,828	\$0	\$0	\$0	\$93,828	\$93,828
NYCDOP	\$16,685	\$250	\$0	\$0	\$16,935	\$16,935
NYCDOT	\$50,079	\$0	\$0	\$50,079	\$0	\$50,079
Putnam County	\$26,575	\$0	\$0	\$0	\$26,575	\$26,575
Rockland County	\$25,638	\$0	\$0	\$0	\$25,638	\$25,638
Suffolk County	\$18,550	\$0	\$0	\$0	\$18,550	\$18,550
Westchester County	\$121,943	\$1,200	\$0	\$0	\$123,143	\$123,143
Members Subtotal	\$405,480	\$1,450	\$0	\$50,079	\$356,851	\$406,930
SDOT REG 08	\$45,970	\$0	\$0	\$0	\$45,970	\$45,970
SDOT REG 10	\$6,478	\$0	\$0	\$0	\$6,478	\$6,478
SDOT REG 11	\$20,300	\$0	\$0	\$0	\$20,300	\$20,300
NYSDOT Main Office	\$9,948	\$0	\$0	\$0	\$9,948	\$9,948
NYSDOT Subtotal	\$82,697	\$0	\$0	\$0	\$82,697	\$82,697
Project Total:						<u>\$1,817,513</u>

A02: Congestions Management Process – Monitoring and Implementation Plan

Expected Status as of April 1, 2021

The 2017 CMP Status Report was adopted in June 2017 and will be updated during the Plan 2050 development cycle. Model based congestion estimates and forecasts have been developed using new population and employment assumptions and the updated CMP will be adopted with Plan 2050 in September 2021.

Planning Assumptions for the SFY 2021-2022 Program

The CMP performance measures, and congested corridors identified in the CMP Status Report will continue to help member agencies mitigate congestion in the NYMTC planning area.

Project Description

A CMP is a systematic and regionally accepted approach for managing congestion that provides accurate and up-to-date information on transportation system performance. It also assesses alternative strategies for congestion management that meet state and local needs.

The CMP Status Report contains performance measures and identifies highly congested corridors based on these performance measures. It also includes strategies that could be used to address congestion in these corridors and congested corridors identified by member agencies from discretionary studies. This project will monitor the performance measures and congested corridors so that the member agencies can track congestion levels and institute strategies to mitigate congestion as needed.

Project Tasks for NYMTC Staff

1. Finalize CMP Status Report;
2. Update CMP dashboard for visual presentation of selected performance measures to help member agencies track congestion; and
3. Prepare quarterly corridor congestion reports.

Project Tasks for NYMTC Member Agencies

1. Review draft CMP Status Report;
2. Assist in addressing public comments received during public review period; and
3. Review congestion reports.

Project Deliverables for NYMTC Staff

1. CMP monitoring tool/dashboard (Q1-Q4); and
2. Congestion reports (Q1-Q4).

Project Deliverables for NYMTC Member Agencies and Staff

1. Adopt CMP Status Report (Q2).

Related Professional Services Contracts:

None

Previously Programmed Funds:

NYC DOT: \$10,027

Several projects from the previous program were completed for less cost than anticipated.
Balance of unspent funds is available for reprogramming.

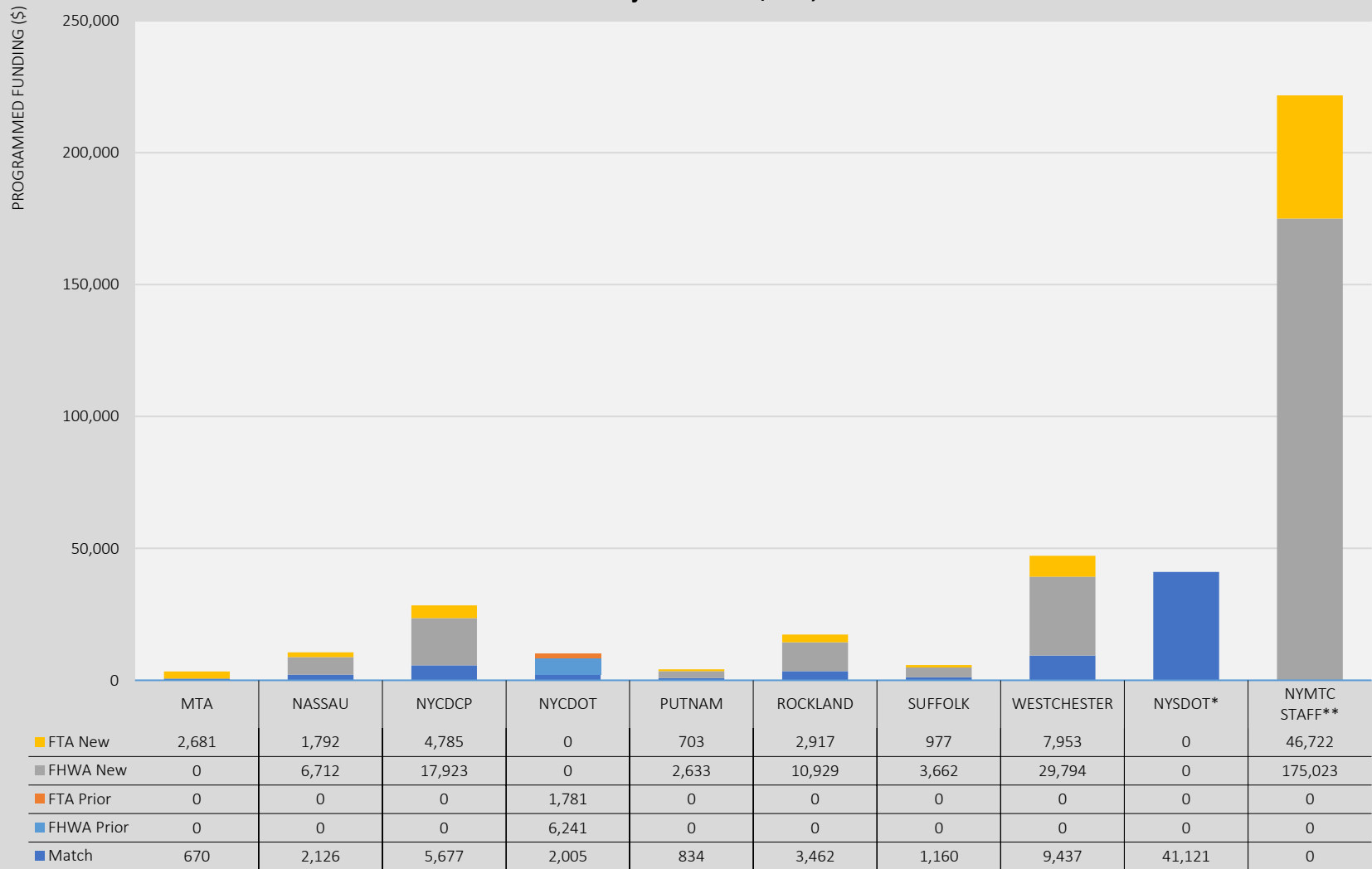
Summary of Project Funding:

See next pages.

A02 - Congestion Management Process – Monitoring and Implementation Plan

SFY 2021-2022

Total Project Funds: \$389,719



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project A02 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$161,951	\$0	\$0	\$0	\$161,951	\$161,951
MHSTCC Staff	\$41,952	\$0	\$0	\$0	\$41,952	\$41,952
NSTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYCTCC Staff	\$17,842	\$0	\$0	\$0	\$17,842	\$17,842
NYMTC Staff Subtotal	\$221,745	\$0	\$0	\$0	\$221,745	\$221,745
MTA	\$3,351	\$0	\$0	\$0	\$3,351	\$3,351
Nassau County	\$10,629	\$0	\$0	\$0	\$10,629	\$10,629
NYCDOP	\$28,135	\$250	\$0	\$0	\$28,385	\$28,385
NYCDOT	\$10,027	\$0	\$0	\$10,027	\$0	\$10,027
Putnam County	\$4,170	\$0	\$0	\$0	\$4,170	\$4,170
Rockland County	\$17,308	\$0	\$0	\$0	\$17,308	\$17,308
Suffolk County	\$5,799	\$0	\$0	\$0	\$5,799	\$5,799
Westchester County	\$47,184	\$0	\$0	\$0	\$47,184	\$47,184
Members Subtotal	\$126,603	\$250	\$0	\$10,027	\$116,826	\$126,853
SDOT REG 08	\$8,002	\$0	\$0	\$0	\$8,002	\$8,002
SDOT REG 10	\$16,021	\$0	\$0	\$0	\$16,021	\$16,021
SDOT REG 11	\$17,098	\$0	\$0	\$0	\$17,098	\$17,098
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$41,121	\$0	\$0	\$0	\$41,121	\$41,121
Project Total:						<u>\$389,719</u>

A03: Transportation Performance Management

Expected Status as of April 1, 2021

All performance targets and plans have been set and are in effect:

- Safety, infrastructure, system performance targets
- CMAQ Improvement Program Performance Plan
- Transit Asset Management (TAM) plans
- Transit Safety Plans

TIP impact assessment and the System Performance Report have been developed and included in the TIP and RTP, respectively. All required TPM planning agreements are in place.

Planning Assumptions for the SFY 2021-2022 Program

TPM requirements are fully effective and both the RTP and TIP need to be in full compliance. NYMTC has chosen to support the State's targets for safety, infrastructure, and system performance by programming projects in support of these targets. Relevant targets, plans, and reports will be updated, as required.

Project Description

TPM is a federally required strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. This project will support the development or update of the performance targets, CMAQ performance plan, performance measurements and reports which will comply with federal requirements.

Project Tasks for NYMTC Staff

1. Update TPM Dashboard or other visual presentation of the performance measures.
2. Facilitate meetings with the TPM subcommittee as needed, with up to four meetings held.
3. Participate in UZA (Urbanized Area) Coordination meetings on Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicles (SOV) performance measures.
4. Finalize TPM chapter, which includes System Performance Report, for inclusion in Plan 2050.

Project Tasks for NYMTC Member Agencies

1. Help update required reports and targets, as needed;
2. Participate in up to four TPM subcommittee meetings, as needed; and
3. Help finalize TPM chapter for inclusion in Plan 2050.

Project Tasks for NYMTC Member Agencies and Staff

1. Update safety targets by February 2022.

Project Deliverables for NYMTC Member Agencies and NYMTC Staff:

1. Updated System Performance Report for inclusion in Plan 2050 (Q2);
2. Final Plan 2050 TPM chapter/section (Q2); and
3. Updated Baseline and Targets for Performance Measures, as needed (Q3-Q4).

Related Professional Services Contracts:

None

Previously Programmed Funds:

NYCDOT: \$9,938

Several projects from the previous program were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

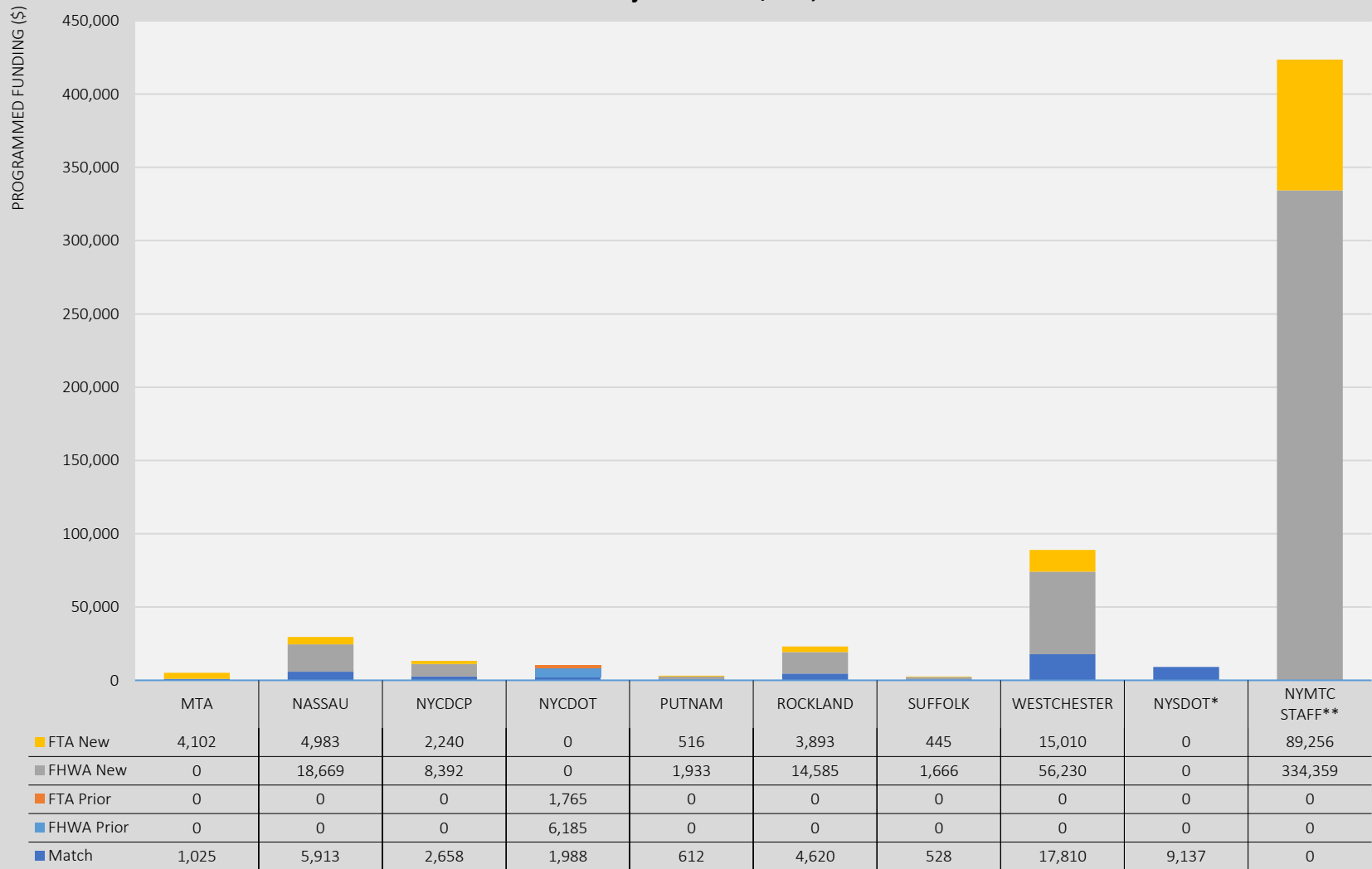
Summary of Project Funding:

See next pages.

A03 - Transportation Performance Management

SFY 2021-2022

Total Project Funds: \$608,520



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project A03 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$337,590	\$0	\$0	\$0	\$337,590	\$337,590
MHSTCC Staff	\$16,341	\$0	\$0	\$0	\$16,341	\$16,341
NSTCC Staff	\$23,716	\$0	\$0	\$0	\$23,716	\$23,716
NYCTCC Staff	\$45,968	\$0	\$0	\$0	\$45,968	\$45,968
NYMTC Staff Subtotal	\$423,615	\$0	\$0	\$0	\$423,615	\$423,615
MTA	\$5,127	\$0	\$0	\$0	\$5,127	\$5,127
Nassau County	\$29,565	\$0	\$0	\$0	\$29,565	\$29,565
NYCDCP	\$13,040	\$250	\$0	\$0	\$13,290	\$13,290
NYCDOT	\$9,938	\$0	\$0	\$9,938	\$0	\$9,938
Putnam County	\$3,062	\$0	\$0	\$0	\$3,062	\$3,062
Rockland County	\$23,098	\$0	\$0	\$0	\$23,098	\$23,098
Suffolk County	\$2,638	\$0	\$0	\$0	\$2,638	\$2,638
Westchester County	\$89,050	\$0	\$0	\$0	\$89,050	\$89,050
Members Subtotal	\$175,518	\$250	\$0	\$9,938	\$165,830	\$175,768
SDOT REG 08	\$8,019	\$0	\$0	\$0	\$8,019	\$8,019
SDOT REG 10	\$1,118	\$0	\$0	\$0	\$1,118	\$1,118
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$9,137	\$0	\$0	\$0	\$9,137	\$9,137
Project Total:						<u>\$608,520</u>

Category B: Programming and Analysis

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 is a five-year program of transportation improvement projects in NYMTC's planning area. Improvement projects which will use federal funding must appear in an adopted TIP to be eligible for that funding. Additionally, improvement projects to be funded through non-federal sources are often shown in the TIP for information purposes.

Category B also includes planning projects that will carry out solicitations for specific federal grant programs, including the enhanced Section 5310 program, CMAQ program, and TAP.

Finally, planning projects to carry out regional emissions analyses and Transportation Conformity Determinations for the TIP and Plan are included in this category.

Highlights for the SFY 2021-2022 UPWP:

- TIP amendments and administrative modifications will be processed as needed to maintain the TIP as an eligible program of projects for federal funding;
- Project proposals will be solicited and evaluated for the Section 5310, TAP and/or CMAQ programs, as needed;
- An Annual Listing of Obligated Projects will be published;
- The CMAQ Performance Plan will be maintained under the TPM requirements;
- A regional emissions analysis will be undertaken, and related Transportation Conformity Determination adopted; and
- Preliminary development of the FFYs 2023-2027 TIP will begin.

Recent Accomplishments for this Category:

- A fiscally constrained TIP for Federal Fiscal Years (FFYs) 2020-2024 has been maintained and advanced;
- Solicitations and subsequent project selection for the Transportation Alternatives Program and for the Section 5310 program were completed and programed;
- An Annual Listing of Obligated Projects and its visualization was posted by December 31, 2020; and
- A Transportation Conformity Determination was developed to incorporate the 2020-2024 MTA's Capital Program.

Category B: Programming and Analysis
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2021-22</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$1,344,410	\$450,000	\$1,794,410
MHSTCC Staff	\$396,920	\$0	\$396,920
NSTCC Staff	\$636,539	\$0	\$636,539
NYCTCC Staff	\$529,767	\$0	\$529,767
NYMTC Staff Subtotal	\$2,907,636	\$450,000	\$3,357,636
MTA	\$5,127	\$0	\$5,127
Nassau County	\$78,736	\$0	\$78,736
NYCDCP	\$40,292	\$0	\$40,292
NYCDOT	\$0	\$360,016	\$360,016
Putnam County	\$157,388	\$0	\$157,388
Rockland County	\$44,312	\$0	\$44,312
Suffolk County	\$50,731	\$0	\$50,731
Westchester County	\$84,349	\$0	\$84,349
Members Subtotal	\$460,935	\$360,016	\$820,951
SDOT REG 08	\$19,161	\$0	\$19,161
SDOT REG 10	\$57,650	\$0	\$57,650
SDOT REG 11	\$7,700	\$0	\$7,700
NYSDOT Main Office	\$35,950	\$0	\$35,950
NYSDOT Subtotal	\$120,460	\$0	\$120,460
Category Total:	\$3,489,031	\$810,016	\$4,299,047

B01: Program Management

Expected Status as of April 1, 2021

Non-exempt amendments to the FFYs 2020-2024 TIP were adopted in December 2020. Subsequent non-exempt amendments to the FFYs 2020-2024 TIP are being prepared for the Conformity Determination that will accompany the adoption of Plan 2050, NYMTC's next RTP, which will be adopted in September 2021.

Planning Assumptions for the SFY 2021-2022 Program

Non-exempt amendments to the FFYs 2020-2024 TIP will be prepared to accompany the adoption of Plan 2050, NYMTC's next RTP, to be adopted in September 2021. Up to 125 amendments and up to 150 administrative modifications of the FFYs 2020-2024 TIP will be adopted or processed. Statewide program solicitations for the TAP and Section 5310 program will be supported. Support will also be provided for federal discretionary program solicitations such as the HSIP, BUILD, INFRA, CMAQ, and Section 5339 discretionary programs, as needed. Preliminary development of the FFYs 2023-2027 TIP, which is scheduled for adoption in September 2022, will begin during the second quarter of the program year.

Project Description

This project will support the development, adoption, and management of the TIP, as well as the solicitation and evaluation of project proposals for inclusion in the TIP under specific funding programs.

Project Tasks for NYMTC Staff

1. Process up to 275 TIP actions;
2. Quarterly updates of TIP visualization and project listings;
3. Support statewide solicitations for the TAP and Section 5310 programs, as required;
4. Support federal and statewide CMAQ, HSIP, BUILD, INFRA, Section 5339 discretionary solicitations and other federal discretionary solicitations, as required;
5. Monitor obligations of projects in FFYs 2021 and 2022 of the TIP monthly for regional funding management and Statewide Transportation Improvement Program (STIP) performance;
6. Produce the Annual Listing of Obligated Projects; and
7. Begin the development process for the FFYs 2023-2027 TIP.

Project Tasks for NYMTC Member Agencies

1. Submit requests for monthly TIP actions and support processing, as needed;
2. Support updates to the FFYs 2020-2024 TIP visualization, as needed;
3. Participate in the review and evaluation of project proposals submitted through statewide solicitations for TAP and section 5310 programs;
4. Support the development of project proposals for federal and statewide CMAQ, HSIP, BUILD, INFRA, Section 5339 discretionary solicitations and other federal solicitations, as needed;
5. Support project obligations monitoring in FFY 2021 and FFY 2022 of the TIP; and
6. Support development of the Annual Listing of Obligated Projects.

Project Deliverables for NYMTC Staff

1. Score carding and monthly obligations tracking (Q1-Q4).

Project Deliverables for NYMTC Member Agencies and Staff:

1. Adopted TIP actions (Q1-Q4);
2. Quarterly TIP listing and visualization (Q1-4);
3. Project selection for discretionary funding programs as required (Q1 - Q4); and
4. Annual Listing of Obligated Projects (Q3).

Related Professional Services Contracts:**NYMTC Staff Contracts**

- 1) Transportation Improvement Program Financial Management System

<u>PIN:</u>	PN22.05.881	<u>FHWA PL #:</u>	PN22058
<u>Start Date:</u>	11/01/2021	<u>End Date:</u>	12/31/2022
<u>Estimated Cost:</u>	\$250,000	<u>Funds Obligated as of 3/31/2021</u>	\$0
<u>Estimated Unexpended Balance as of 04/01/2021</u>	N/A	<u>Unobligated Funds Programmed in 2021-2022 Program</u>	\$250,000
Corresponding tasks for NYMTC Staff: 1-6; Corresponding deliverables for staff and member agencies: 1-4			
This contract will retain professional services to help develop an interim Financial Management System for the TIP.			

Previously Programmed Funds:

NYMTC Staff: \$250,000

Projects from previous program were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

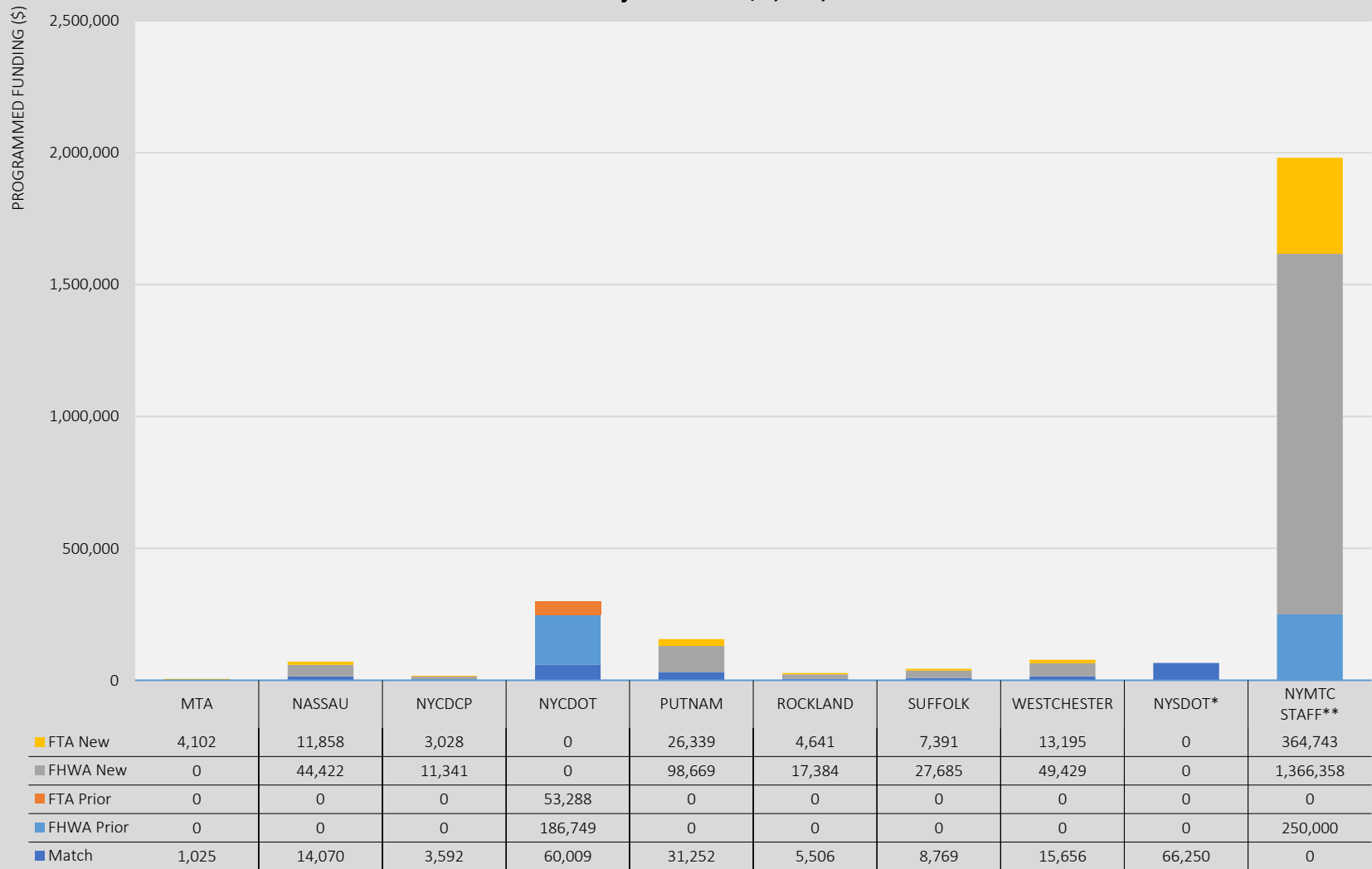
NYCDOT: \$300,047

Projects from previous program were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

Summary of Project Funding:

See next pages.

**B01 - Program Management
SFY 2021-2022
Total Project Funds: \$2,746,753**



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project B01 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$771,549	\$0	\$250,000	\$250,000	\$771,549	\$1,021,549
MHSTCC Staff	\$228,302	\$0	\$0	\$0	\$228,302	\$228,302
NSTCC Staff	\$350,366	\$0	\$0	\$0	\$350,366	\$350,366
NYCTCC Staff	\$380,884	\$0	\$0	\$0	\$380,884	\$380,884
NYMTC Staff Subtotal	\$1,731,101	\$0	\$250,000	\$250,000	\$1,731,101	\$1,981,101
MTA	\$5,127	\$0	\$0	\$0	\$5,127	\$5,127
Nassau County	\$70,350	\$0	\$0	\$0	\$70,350	\$70,350
NYCDCP	\$17,711	\$250	\$0	\$0	\$17,961	\$17,961
NYCDOT	\$300,047	\$0	\$0	\$300,047	\$0	\$300,047
Putnam County	\$156,261	\$0	\$0	\$0	\$156,261	\$156,261
Rockland County	\$27,531	\$0	\$0	\$0	\$27,531	\$27,531
Suffolk County	\$43,845	\$0	\$0	\$0	\$43,845	\$43,845
Westchester County	\$77,080	\$1,200	\$0	\$0	\$78,280	\$78,280
Members Subtotal	\$697,952	\$1,450	\$0	\$300,047	\$399,355	\$699,402
SDOT REG 08	\$11,684	\$0	\$0	\$0	\$11,684	\$11,684
SDOT REG 10	\$35,259	\$0	\$0	\$0	\$35,259	\$35,259
SDOT REG 11	\$7,700	\$0	\$0	\$0	\$7,700	\$7,700
NYSDOT Main Office	\$11,606	\$0	\$0	\$0	\$11,606	\$11,606
NYSDOT Subtotal	\$66,250	\$0	\$0	\$0	\$66,250	\$66,250
Project Total:						<u>\$2,746,753</u>

B02: Regional Emissions Analysis and Transportation Conformity

Expected Status as of April 1, 2021

Non-exempt amendments to the FFYs 2020-2024 TIP were adopted in December, 2020. Subsequent non-exempt amendments to the FFYs 2020-2024 TIP are being prepared for the Conformity Determination that will accompany the adoption of Plan 2050, NYMTC's next RTP, which will be adopted in September 2021.

Planning Assumptions for the SFY 2021-2022 Program

A Conformity Analysis will be underway for non-exempt amendments to the FFYs 2020-2024 TIP which will accompany the adoption of Plan 2050. Preparation for a subsequent Conformity Analysis for non-exempt amendments to the FFYs 2020-2024 TIP will begin for adoption in September 2022. Preliminary development of the FFYs 2023-2027 TIP, which is scheduled for adoption in September 2022, will begin during the second quarter of the program year.

Project Description

This project will undertake the regional emissions analyses and Transportation Conformity Determinations prepared for projects or revisions to projects which are non-exempt under the CAAA-1990 and included in the TIP and the fiscally constrained element of the RTP.

Project Tasks for NYMTC Staff

1. Code project information into the NYBPM;
2. Run NYBPM for all the required milestone years with non-exempt projects and regionally significant projects;
3. Run the Post Processor Software (PPS) – Air Quality (AQ) and conduct off-model analysis to calculate required pollutant emissions; and
4. Coordinate with the Interagency Consultation Group (ICG), as needed.

Project Tasks for NYMTC Member Agencies and Staff

- 1) Collect and review the following data as part of the non-exempt amendments to the FFYs 2020-2024 TIP:
 - a) Non-exempt projects for the regional emissions analysis
 - b) “Regionally significant” non-federal, non-exempt projects
 - c) Transit operational service changes
 - d) Roadway operational changes
 - e) Geo-spatial information for the above, if applicable
- 2) Conclude Plan 2050 project data collection effort, working with the member agencies through the TCCs.
- 3) Develop draft and final Transportation Conformity Determination documentation for non-exempt amendments to the FFYs 2020-2024 TIP.
- 4) Support public comment and review periods.
- 5) Initiate data collection for next Transportation Conformity Determination of non-exempt amendments to the TIP following adoption of Plan 2050, as appropriate.

Project Deliverables for NYMTC Member Agencies and Staff

1. Transportation Conformity Determination documentation for non-exempt amendments to the FFYs 2020-2024 TIP (Q2)

Related Professional Services Contracts:**NYMTC Staff Contracts**

1) Model Application Contractor Support for Conformity Determination

<u>PIN:</u>	PTCS.17.B11	<u>FHWA PL #:</u>	100T-233
<u>Start Date:</u>	3/1/2019	<u>End Date:</u>	7/4/2022
<u>Cost:</u>	\$694,440	<u>Funds Obligated as of 3/31/2021</u>	\$694,440
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$200,000	<u>Additional Funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 1-3; corresponding deliverables for staff and members: 1.			
This contractor will participate in development of draft and final Transportation Conformity Determination documentation for non-exempt amendments to the FFYs 2020-2024 TIP and other conformity runs, as needed.			

Previously Programmed Funds:

NYMTC Staff: \$200,000

The above is a multi-year contract.

NYCDOT: \$59,969

Several projects from the previous program were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

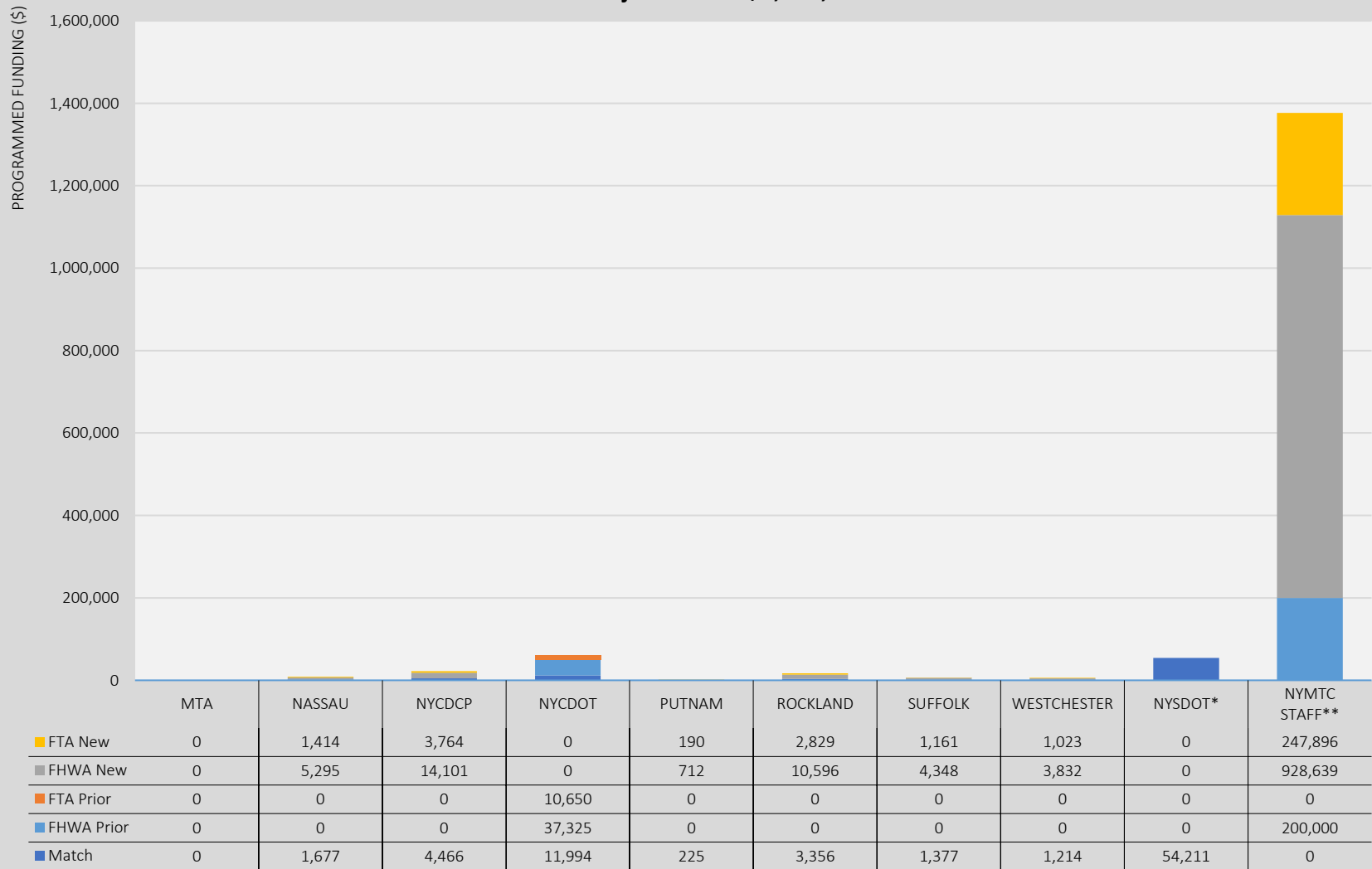
Summary of Project Funding:

See next pages.

B02 - Transportation Conformity – Programmatic Element

SFY 2021-2022

Total Project Funds: \$1,552,295



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project B02 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$557,861	\$15,000	\$200,000	\$200,000	\$572,861	\$772,861
MHSTCC Staff	\$168,618	\$0	\$0	\$0	\$168,618	\$168,618
NSTCC Staff	\$286,173	\$0	\$0	\$0	\$286,173	\$286,173
NYCTCC Staff	\$148,883	\$0	\$0	\$0	\$148,883	\$148,883
NYMTC Staff Subtotal	\$1,161,535	\$15,000	\$200,000	\$200,000	\$1,176,535	\$1,376,535
MTA	\$0	\$0	\$0	\$0	\$0	\$0
Nassau County	\$8,386	\$0	\$0	\$0	\$8,386	\$8,386
NYCDCP	\$22,081	\$250	\$0	\$0	\$22,331	\$22,331
NYCDOT	\$59,969	\$0	\$0	\$59,969	\$0	\$59,969
Putnam County	\$1,127	\$0	\$0	\$0	\$1,127	\$1,127
Rockland County	\$16,781	\$0	\$0	\$0	\$16,781	\$16,781
Suffolk County	\$6,886	\$0	\$0	\$0	\$6,886	\$6,886
Westchester County	\$6,069	\$0	\$0	\$0	\$6,069	\$6,069
Members Subtotal	\$121,299	\$250	\$0	\$59,969	\$61,580	\$121,549
SDOT REG 08	\$7,476	\$0	\$0	\$0	\$7,476	\$7,476
SDOT REG 10	\$22,391	\$0	\$0	\$0	\$22,391	\$22,391
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$24,343	\$0	\$0	\$0	\$24,343	\$24,343
NYSDOT Subtotal	\$54,211	\$0	\$0	\$0	\$54,211	\$54,211
Project Total:						<u>\$1,552,295</u>

Category C: Planning Programs

This category includes planning project related to the development and management of the annual UPWP. The UPWP is a federally-mandated product of the metropolitan planning process that defines an annual program of transportation planning activities in NYMTC's planning area. Planning projects which are to be federally funded must appear in an adopted UPWP to be eligible for that funding. Additionally, planning projects that are or will be funded in other ways are catalogues for information and coordination purposes.

Highlights for the SFY 2021-2022 Program:

- Reporting mechanisms will be maintained to provide information on the status, progress and accomplishments of specific planning project tasks and deliverables listed in the program;
- The SFY 2021-2022 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;
- Progress reports will be developed and submitted for the SFY 2021-2022 UPWP as required;
- Program building, and peer review will be conducted to develop a draft of the SFY 2022-2023 UPWP for federal and public review;
- The reporting system will be maintained as required by Title VI of the Civil Rights Act of 1964 and EO 12898 on EJ; and
- Professional services will be hired to upgrade NYMTC's budgeting system.

Recent Accomplishments for this Category:

- The SFY 2020-2021 program was prepared, adopted and executed per federal planning requirements;
- Progress reports have been developed and submitted, as required;
- Various amendments and administrative modifications to the program were processed as needed;
- The progress and accomplishments of specific planning project tasks and deliverables listed in the program were monitored and reviewed; and
- Progress reports and payment vouchers were reviewed and processed.

Category C: Planning Program
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2021-22</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$1,915,830	\$97,655	\$2,013,485
MHSTCC Staff	\$25,265	\$0	\$25,265
NSTCC Staff	\$15,558	\$0	\$15,558
NYCTCC Staff	\$22,074	\$0	\$22,074
NYMTC Staff Subtotal	\$1,978,727	\$97,655	\$2,076,382
MTA	\$45,187	\$0	\$45,187
Nassau County	\$65,636	\$0	\$65,636
NYCDCP	\$181,764	\$0	\$181,764
NYCDOT	\$0	\$160,000	\$160,000
Putnam County	\$21,112	\$0	\$21,112
Rockland County	\$33,969	\$0	\$33,969
Suffolk County	\$22,164	\$0	\$22,164
Westchester County	\$67,393	\$0	\$67,393
Members Subtotal	\$437,225	\$160,000	\$597,225
SDOT REG 08	\$1,390	\$0	\$1,390
SDOT REG 10	\$1,338	\$0	\$1,338
SDOT REG 11	\$5,035	\$0	\$5,035
NYSDOT Main Office	\$26,006	\$0	\$26,006
NYSDOT Subtotal	\$33,769	\$0	\$33,769
Category Total:	\$2,449,721	\$257,655	\$2,707,376

C01: Annual Unified Planning Work Program Development and Program Reporting

Expected Status as of April 1, 2021

The SFY 2021-2022 UPWP was adopted by the Council in February 2021. The SFY 2020-2021 UPWP was amended during the program year, as needed.

Planning Assumptions for the SFY 2021-2022 Program

The current program will be maintained, and a new one developed for SFY 2022-2023. The program budgeting application will be expanded to support more of NYMTC's administrative functions. Quarterly program progress reports will be completed. Semi-annual UPWP reports and the annual expenditure report will be submitted to NYSDOT. Title VI reports will be completed as needed.

Project Description

This project manages and maintains the SFY 2021–2022 program and completes the necessary program reporting. Amendments and administrative modifications to its programmatic structure will be executed as needed. The SFY 2022-2023 UPWP will be developed through coordination with NYMTC's member agencies and staff. Available planning funds will be used for planning projects that address the region's needs, support the regional planning process, and are consistent with the RTP. Quarterly progress reports and payment vouchers will be submitted by member agencies and reviewed by staff. Title VI reports will be submitted as required.

Project Tasks for NYMTC Staff

1. Maintain and manage the SFY 2021-2022 program;
2. Develop the SFY 2022-2023 UPWP guidance package;
3. Facilitate the development of SFY 2022-2023 program;
4. Develop project information, including staffing and direct costs, for projects to be undertaken by NYMTC staff for the SFY 2022-2023 program;
5. Develop new discretionary projects, to be reviewed and selected by NYMTC member agencies;
6. Review project submissions and provide feedback to member agencies and NYMTC staff;
7. Prepare the SFY 2022-2023 UPWP document;
8. Organize a public comment period for the draft SFY 2022-2023 program;
9. Develop a new content management system to manage the program and other, related, NYMTC administrative functions;
10. Review and compile the member agencies' program progress submittals, along with the NYMTC staff's submittals, and review and process quarterly payment vouchers
11. Coordinate procurement requirements and submissions as required; and
12. Prepare reporting as required by Title VI of the Civil Rights Act of 1964 and Executive Order (EO) 12898 on Environmental Justice (EJ), as well as the related guidance by the FTA.

Project Tasks for NYMTC Member Agencies

1. Review program amendments/modifications;
2. Review draft guidance package for the development of the SFY 2022-2023 program;
3. Develop staffing and direct costs for mandatory core projects in the SFY 2022-2023 program;
4. Develop project information for new discretionary projects;
5. Submit a catalogue of non-UPWP funded transportation related planning studies that are expected to be active during SFY 2022-2023 for inclusion in program;
6. Participate in the selection process for new discretionary projects;
7. Support the SFY 2022-2023 UPWP public comment period;
8. Compile and submit program progress reports and quarterly payment vouchers;
9. Submit program deliverables, including draft and final reports, for federal review as they become available throughout the program year; and
10. Prepare reporting as required by Title VI of the Civil Rights Act of 1964 and EO 12898 on EJ, as well as the related guidance by FTA.

Project Deliverables for NYMTC Staff

1. Guidance package for the SFY 2022-2023 program (Q2);
2. Expenditure report (Q3); and
3. Semi-annual reports summarizing activities of NYMTC staff and member agencies (Q2, Q4).

Project Deliverables for NYMTC Member Agencies

1. Quarterly payment vouchers (Q1-Q4); and
2. Quarterly progress reports (Q1- Q4);

Project Deliverables for NYMTC Member Agencies and Staff

1. Completed amendments/administrative modifications to the program (Q1-Q4);
2. Adopted SFY 2022-2023 UPWP (Q4); and
3. Title VI reports (Q4).

Related Professional Services Contracts:**NYMTC Staff Contracts**

1) Contract Name: NYMTC UPWP Web Application Project

<u>PIN:</u>	PN22.02.881	<u>FHWA PL #:</u>	PN22028
<u>Start Date:</u>	07/01/2021	<u>End Date:</u>	07/01/2026
<u>Estimated Cost:</u>	\$450,000	<u>Funds Obligated as of 3/31/2021</u>	\$0
<u>Estimated Unexpended Balance as of 04/01/2021</u>	N/A	<u>Unobligated Funds Programmed in 2021-2022 Program</u>	\$450,000
Corresponding tasks for NYMTC staff: 9			
This contract will hire professional services to redevelop NYMTC UPWP budget web application.			

Previously Programmed Funds:

NYMTC-Staff: \$97,655

Projects from previous program were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming

NYCDOT: \$160,000

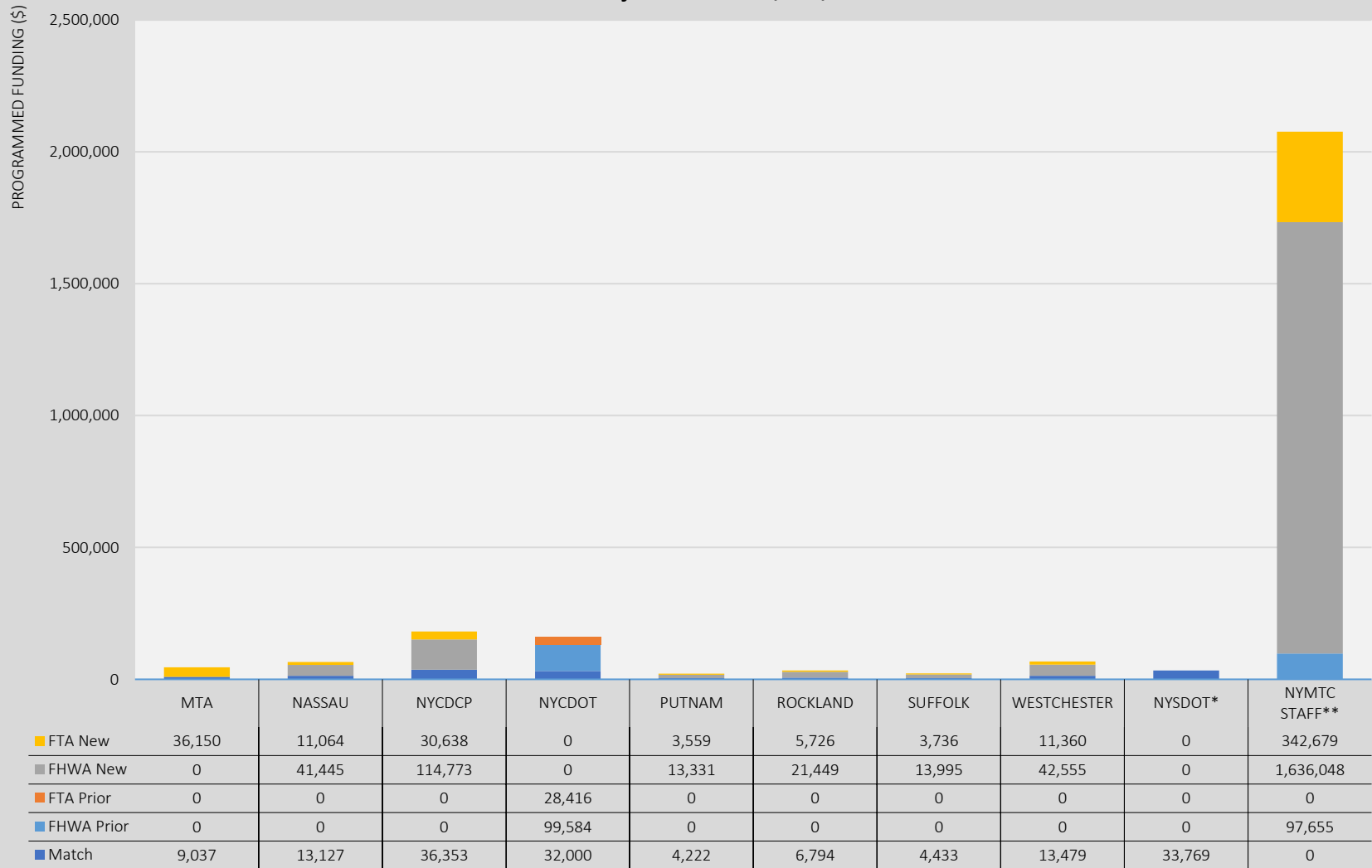
Several projects from the previous program were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

Summary of Project Funding:

See next pages.

**C01 - Annual Unified Planning Work Program (UPWP) Development and Program Reporting
SFY 2021-2022**

Total Project Funds: \$2,707,376



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project C01 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$1,563,485	\$0	\$450,000	\$97,655	\$1,915,830	\$2,013,485
MHSTCC Staff	\$25,265	\$0	\$0	\$0	\$25,265	\$25,265
NSTCC Staff	\$15,558	\$0	\$0	\$0	\$15,558	\$15,558
NYCTCC Staff	\$22,074	\$0	\$0	\$0	\$22,074	\$22,074
NYMTC Staff Subtotal	\$1,626,382	\$0	\$450,000	\$97,655	\$1,978,727	\$2,076,382
MTA	\$45,187	\$0	\$0	\$0	\$45,187	\$45,187
Nassau County	\$65,636	\$0	\$0	\$0	\$65,636	\$65,636
NYCDCP	\$181,264	\$500	\$0	\$0	\$181,764	\$181,764
NYCDOT	\$160,000	\$0	\$0	\$160,000	\$0	\$160,000
Putnam County	\$21,112	\$0	\$0	\$0	\$21,112	\$21,112
Rockland County	\$33,969	\$0	\$0	\$0	\$33,969	\$33,969
Suffolk County	\$22,164	\$0	\$0	\$0	\$22,164	\$22,164
Westchester County	\$67,393	\$0	\$0	\$0	\$67,393	\$67,393
Members Subtotal	\$596,725	\$500	\$0	\$160,000	\$437,225	\$597,225
SDOT REG 08	\$1,390	\$0	\$0	\$0	\$1,390	\$1,390
SDOT REG 10	\$1,338	\$0	\$0	\$0	\$1,338	\$1,338
SDOT REG 11	\$5,035	\$0	\$0	\$0	\$5,035	\$5,035
NYSDOT Main Office	\$26,006	\$0	\$0	\$0	\$26,006	\$26,006
NYSDOT Subtotal	\$33,769	\$0	\$0	\$0	\$33,769	\$33,769
Project Total:						<u>\$2,707,376</u>

Category D: Analytical Tools and Forecasting

This category includes planning projects which seek to maintain, operate and upgrade NYMTC's analytical tools, simulation models and post-processors. These include the NYBPM, NYMTC's regional travel demand forecasting model. Analytical and forecasting capabilities are essential to the production of NYMTC's federally mandated forecasts of socioeconomic characteristics, traffic congestion and motor vehicle emissions. Projects to update and allocate needed socioeconomic data are also found in this category.

Highlights for the SFY 2021-2022 Program

- Development of 2060 SED forecasts for Plan 2055;
- The 2012 BY NYBPM update will be completed, with the fully validated model ready for use in regional planning applications;
- Contractual process almost complete and the next model update NYBPM 2017 will begin;
- Update and enhancement of Project Information Management System (PIMS) will continue;
- Post-processor software will be upgraded to integrate the latest version of EPA's Motor Vehicle Emission Simulator (MOVES) software;
- CMP tool enhancements will continue; and
- Requests for NYBPM outputs and forecasts will be fulfilled.

Recent Accomplishments for this Category:

- County level 2055 Population and Employment forecasts were adopted by PFAC;
- Final SED forecasts at the TAZ-(Transportation Analysis Zones) level were prepared for the Forecasting Working Group's (FWG) review;
- A draft final version of the 2012 BY NYBPM is available and being used;
- Training for NYBPM 2012 was held for NYMTC staff and member agencies;
- PPS-AQ has been tested for consistency and reasonableness with MOVES guidelines and validated for emission pollutants including greenhouse gases (GHG);
- PPS-CMP has been tested vigorously for consistency and reasonableness with observed flow volumes; and
- A total of 48 data requests were provided including origin-destination (O/D) trip tables, installation CDs, TAZ shape files, highway and transit networks.

Category D: Analytical Tools and Forecasting
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2021-22</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$2,233,982	\$4,886,756	\$7,120,738
MHSTCC Staff	\$21,023	\$0	\$21,023
NSTCC Staff	\$14,058	\$0	\$14,058
NYCTCC Staff	\$9,133	\$0	\$9,133
NYMTC Staff Subtotal	\$2,278,196	\$4,886,756	\$7,164,952
MTA	\$101,056	\$0	\$101,056
Nassau County	\$83,141	\$50,000	\$133,141
NYCDCP	\$160,541	\$0	\$160,541
NYCDOT	\$0	\$62,035	\$62,035
Putnam County	\$14,997	\$0	\$14,997
Rockland County	\$52,236	\$0	\$52,236
Suffolk County	\$10,591	\$0	\$10,591
Westchester County	\$49,829	\$0	\$49,829
Members Subtotal	\$472,391	\$112,035	\$584,426
SDOT REG 08	\$12,508	\$0	\$12,508
SDOT REG 10	\$2,847	\$0	\$2,847
SDOT REG 11	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0
NYSDOT Subtotal	\$15,356	\$0	\$15,356
Category Total:	\$2,765,943	\$4,998,791	\$7,764,734

D01: Model Development, Enhancement, and Applications

Expected Status as of April 1, 2021

The NYBPM 2012 BY model is now available for use in performing regional emissions analyses, Plan 2050, and the updated Congestion Management Process (CMP) status reports, and other analyses. NYMTC has selected a consultant to support the NYBPM 2019 BY Update project. The PIMS is being updated to meet transportation data collection needs and to improve user experience. The PPS-AQ and PPS-CMP have been updated with the most recent inputs from NYSDOT. NYMTC now produces a GHG Emissions Inventory Report following the completion of each Transportation Conformity Determination. Congestion estimates and forecasts maps have been prepared for the Plan 2050.

Planning Assumptions for the SFY 2021-2022 Program

The NYBPM 2012 BY Model is fully implemented and has replaced the NYBPM 2010 BY Model. NYBPM 2019 BY development will begin. NYMTC will update and maintain the PPS-AQ and PPS-CMP and modify the PIMS tool for data collection for regional emissions analysis. NYMTC will supply input and output data, upon request, from member agencies and the public. NYMTC staff may conduct special analysis for member agencies, as requested. A GHG Emissions Inventory Report will be prepared following adoption of the Transportation Conformity Determination that will be adopted alongside Plan 2050.

Project Description

This project will maintain NYMTC's NYBPM and other tools needed to meet federal requirements for the planning assumptions that must be used for the RTP, CMP, regional emissions analyses, and other planning products.

NYMTC will respond to data requests from member agencies, stakeholders, and the public, and conduct special analyses as needed. NYMTC will continue to maintain PIMS and improve its efficiency through enhancements such as more user-friendly interfaces, simpler data extraction into PIMS, and Geographic Information Systems (GIS) to visualize projects.

Project Tasks for NYMTC Staff

1. Initiate the NYBPM BY 2019 Update project;
2. Update the PPS-AQ to integrate the most current version of MOVES consistent with USEPA's version;
3. Incorporate current input data and ensure consistency with NYBPM 2012 BY Update;
4. Update the PPS-CMP to be consistent with the PPS-AQ;
5. Maintain and enhance the PIMS for project data collection for the regional emissions analysis;
6. Respond to all NYBPM-related data requests;
7. Provide support to member agencies in running the NYBPM and conducting analyses in response to special requests from the member agencies; and
8. Produce GHG Emissions Inventory Report following completion of each Transportation Conformity Determination.

Project Tasks for NYMTC Member Agencies

1. Support the implementation of NYBPM 2012 BY Update; and
2. Support NYBPM 2019 BY Update development, including steering committee meetings and reviewing technical memos.

Project Deliverables for NYMTC Staff

1. Greenhouse Gas Emissions Inventory Report (Q3);
2. Updated PPS-AQ (Q4);
3. Updated PPS-CMP (Q4); and
4. Data requests catalogue (Q4).

Related Professional Services Contracts:

NYMTC Staff Contracts

1) Project Information Management System (PIMS) Data Collection Tool Upgrades

<u>PIN:</u>	PN21.12.881	<u>FHWA PL #:</u>	PN21128
<u>Start Date:</u>	9/15/2021	<u>End Date:</u>	3/31/2023
<u>Cost:</u>	\$491,500	<u>Funds Obligated as of 3/31/2021</u>	\$491,500
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$491,500	<u>Unobligated Funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 5;			
NJIT will enhance the PIMS application by adding new technologies and functionalities. Also, new features and functionalities that enhance the user experience will be implemented.			

2) PIMS Hosting & Maintenance

<u>PIN:</u>	PN22.03.881	<u>FHWA PL #:</u>	PN22038
<u>Start Date:</u>	07/01/2021	<u>End Date:</u>	06/30/2026
<u>Estimated Cost:</u>	\$1,000,000	<u>Funds Obligated as of 3/31/2021</u>	\$0
<u>Estimated Unexpended Balance as of 04/01/2021</u>	N/A	<u>Unobligated Funds Programmed in 2021-2022 Program</u>	\$600,000
Corresponding tasks for NYMTC staff: 5;			
NJIT will continue to host and maintain the PIMS application.			

3) Model Development Technical Support Contractor I

<u>PIN:</u>	PTCS.17.D11	<u>FHWA PL #:</u>	100T-224
<u>Start Date:</u>	12/05/2018	<u>End Date:</u>	07/04/2022
<u>Cost:</u>	\$1,158,259	<u>Funds Obligated as of 3/31/2021</u>	\$1,158,259
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$450,000	<u>Unobligated Funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 1-8; corresponding deliverables: 1-4			
An on-site contractor to provide continuous assistance in NYBPM update and improvement including networks update, implement and test new and improved version of NYBPM 2012 Base Update and NYBPM 2019 Update. Also, aid in the development of other NYMTC tools and in the analysis of NYMTC data.			

4) Model Development Technical Support Contractor II

<u>PIN:</u>	PTCS.18.D13	<u>FHWA PL #:</u>	100T-237
<u>Start Date:</u>	10/15/2018	<u>End Date:</u>	07/04/2022
<u>Cost:</u>	\$733,147	<u>Funds Obligated as of 3/31/2021</u>	\$733,147
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$300,000	<u>Unobligated Funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 1-8; corresponding deliverables: 1-4			
An on-site contractor to provide continuous assistance in NYBPM update and improvement including networks update, implement and test new and improved version of NYBPM 2012 Base Update and NYBPM 2019 Update. Also, aid in the development of other NYMTC tools and in the analysis of NYMTC data.			

5) Model Software Technical Assistance and Model Extensions

<u>PIN:</u>	PTCS.19.D11	<u>FHWA PL #:</u>	100T-232
<u>Start Date:</u>	12/05/2018	<u>End Date:</u>	07/04/2022
<u>Cost:</u>	\$620,358	<u>Funds Obligated as of 3/31/2021</u>	\$620,358
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$200,000	<u>Unobligated Funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 2-7; corresponding deliverables: 1-3			
Consultant team to advise and support the development, update and implementation of its PPS-AQ and PPS-CMP with respect to both the functionality of the NYBPM and its current PPS and MOVES. Also includes support services to provide ongoing technical assistance, procedures modifications and model extensions, testing and model user support for the existing and the newly deployed NYBPM, as may be needed for regional planning and other non-Conformity related model applications.			

6) Support for NYBPM 2019 BY Update

<u>PIN:</u>	PN21.11.881	<u>FHWA PL #:</u>	PN21118
<u>Start Date:</u>	11/9/2020	<u>End Date:</u>	11/8/2022
<u>Cost:</u>	\$845,256	<u>Funds Obligated as of 3/31/2021</u>	\$845,256
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$845,256	<u>Unobligated Funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 2-7; corresponding deliverables: 1-4			
To meet TIP and RTP requirements, the NYBPM is updated every three to four years. The next update will be for 2019. Work will include assembling and updating traffic and transit data for highway and transit networks and incorporating the latest planning assumptions. The update will also undertake calibration and validation of the NYBPM 2019 BY for use in TIP and RTP AQ Conformity Analysis.			

7) PPS-AQ and PPS-CMP Hosting, Maintenance, and Technical Support

<u>PIN:</u>	PN22.01.881	<u>FHWA PL #:</u>	PN22018
<u>Start Date:</u>	05/01/2021	<u>End Date:</u>	4/30/2026
<u>Cost:</u>	\$2,400,414	<u>Funds Obligated as of 3/31/2021</u>	\$0
<u>Estimated Unexpended Balance as of 04/01/2021</u>	N/A	<u>Unobligated Funds Programmed in 2021-2022 Program</u>	\$ 1,100,000
Corresponding tasks for NYMTC staff: 2; 4; corresponding deliverables: 2-3			
Cornell University's scope of work consists of tasks on two parallel tracks for the two post processor software packages, PPS-AQ and PPS-CMP, respectively. Each track includes development, improvement, updates, changes, and testing of the application to meet the mandated requirements, technical support and assistance for transferring the application from the development server to the application server at NYMTC, as well as associated troubleshooting.			

Previously Programmed Funds:

NYMTC Staff: \$2,866,756

Several of above contracts are multi-year contracts. New York State procurement rules require funds to be fully programmed before contracts can be solicited.

NYCDOT \$52,066

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

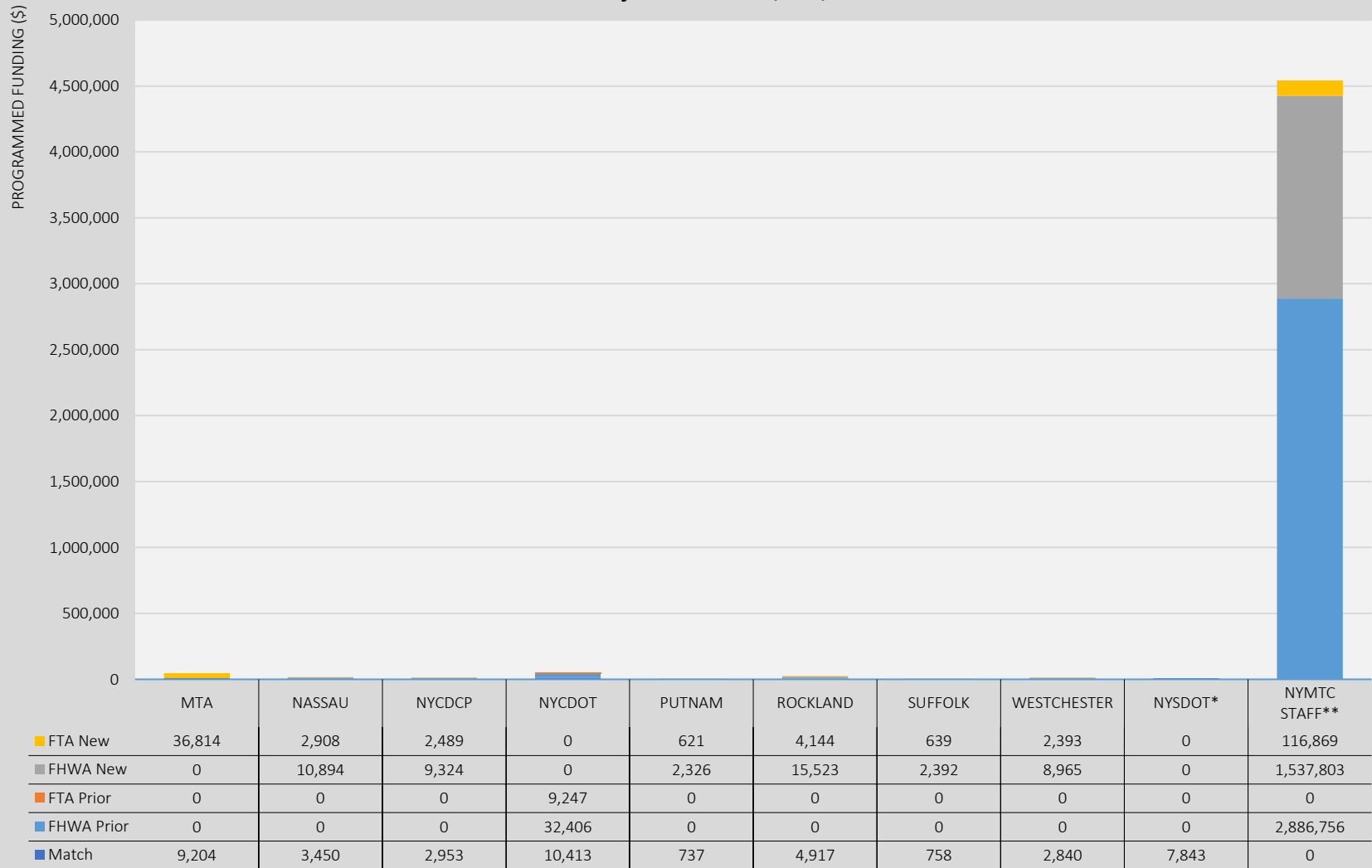
Summary of Project Funding:

See next pages.

D01 - Model Development, Enhancement, and Applications

SFY 2021-2022

Total Project Funds: \$4,725,628



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project D01 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$523,855	\$21,000	\$3,986,756	\$2,886,756	\$1,644,855	\$4,531,611
MHSTCC Staff	\$2,828	\$0	\$0	\$0	\$2,828	\$2,828
NSTCC Staff	\$6,989	\$0	\$0	\$0	\$6,989	\$6,989
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$533,672	\$21,000	\$3,986,756	\$2,886,756	\$1,654,672	\$4,541,428
MTA	\$46,018	\$0	\$0	\$0	\$46,018	\$46,018
Nassau County	\$17,252	\$0	\$0	\$0	\$17,252	\$17,252
NYCDCP	\$14,517	\$250	\$0	\$0	\$14,767	\$14,767
NYCDOT	\$50,066	\$2,000	\$0	\$52,066	\$0	\$52,066
Putnam County	\$3,684	\$0	\$0	\$0	\$3,684	\$3,684
Rockland County	\$24,584	\$0	\$0	\$0	\$24,584	\$24,584
Suffolk County	\$3,788	\$0	\$0	\$0	\$3,788	\$3,788
Westchester County	\$14,198	\$0	\$0	\$0	\$14,198	\$14,198
Members Subtotal	\$174,107	\$2,250	\$0	\$52,066	\$124,291	\$176,357
SDOT REG 08	\$4,996	\$0	\$0	\$0	\$4,996	\$4,996
SDOT REG 10	\$2,847	\$0	\$0	\$0	\$2,847	\$2,847
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$7,843	\$0	\$0	\$0	\$7,843	\$7,843
Project Total:						<u>\$4,725,628</u>

D02: Socioeconomic and Demographic (SED) Forecasts and Census Data

Expected Status as of April 1, 2021

NYMTC has adopted final SED 2055 county-level forecasts for the 31-county forecast area and NYMTC has developed a zonal allocation process for the 28-county NYBPM modeling area. 2020 Decennial Census activities have concluded. An RFP for consultant support for the SED 2060 forecast effort has been released.

Planning Assumptions for the SFY 2021-2022 Program

Preliminary development of the 2060 SED forecasts is underway; these forecasts will inform NYMTC's next RTP and will be adopted by NYMTC by September 2024. A new development inventory will be collected from member agencies to inform the 2060 SED forecast development process.

Project Description

This project will develop the 2060 SED forecasts at the county and TAZ levels. NYMTC will receive and distribute materials for the NYS Data Center. SED data and analysis will be provided to support the maintenance of NYMTC's analytical tools and planning products including Plan 2050.

Project Tasks for NYMTC Staff

1. Organize and participate in up to four meetings of the FWG during the program year to oversee the development of the 2060 forecasts.
2. Organize and participate in 2060 SED forecast project team meetings during the program year to oversee the development of the 2060 county- and TAZ- level forecasts.
3. Prepare data for use in analytical tools, including the NYBPM, as needed.
4. Respond to SED-related data requests.

Project Tasks for NYMTC Member Agencies

1. Participate in up to four meetings of the FWG to guide development of the 2060 SED forecasts.
2. Prepare development inventory and land use/zoning database for area of jurisdiction (NYSDOT and NYC DOT are excluded from this task).

Project Deliverables for NYMTC Staff

1. Development inventory and land use/zoning database for the NYMTC modeling area.

Project Deliverables for NYMTC Member Agencies (Excluding NYC DOT and NYSDOT):

1. An inventory of development projects and land use/zoning database for area of jurisdiction (Q4).

NYMTC Staff Contracts

NYMTC Staff Contracts:

- 1) Socio Economic Demographic Forecast (In-house) Contractor

<u>PIN:</u>	PTCS.18.D17	<u>FHWA PL #:</u>	100T-227
<u>Start Date:</u>	07/05/2018	<u>End Date:</u>	07/04/2022
<u>Cost:</u>	\$887,033	<u>Funds Obligated as of 3/31/2021</u>	\$887,033
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$350,000	<u>Additional Funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 1-4; corresponding deliverables: 1			
Under this contract an in-house contractor will be hired to work on SED forecasts. This include conducting research and analysis, maintaining/updating 2050 SED Forecasts for RTP and provide support in the development of the 2055/2060 SED forecasts.			

- 2) 2050 Socioeconomic and Demographic Models Enhancements and Development of The Future Forecasts

<u>PIN:</u>	PTCS.17.D15	<u>FHWA PL #:</u>	100T-226
<u>Start Date:</u>	07/01/2021	<u>End Date:</u>	07/04/2022
<u>Estimated Cost:</u>	\$503,629	<u>Funds Obligated as of 3/31/2021</u>	\$403,629
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$50,000	<u>Additional Funds Programmed in 2021-2022 Program</u>	\$100,000
Corresponding tasks for NYMTC staff: 1-2;			
Contract to development new 2050 SED forecasts and associated zonal allocations.			

- 3) 2060 SED Forecast and Zonal Allocation Project

<u>PIN:</u>	TBD	<u>FHWA PL #:</u>	TBD
<u>Estimated Start Date:</u>	07/01/2022	<u>End Date:</u>	06/30/2027
<u>Estimated Cost:</u>	\$1,500,000	<u>Funds Obligated as of 3/31/2021</u>	\$0
<u>Estimated Unexpended Balance as of 04/01/2021</u>	N/A	<u>Additional Funds Programmed in 2021-2022 Program</u>	\$1,500,000
Corresponding tasks for NYMTC staff: 1-2;			
Contract to develop new 2060 SED forecasts and associated zonal allocations.			

Nassau County Contracts

Contract Name: Analytics Consultant

Estimated contract cost: \$50,000

This contract will provide analytical support for 2020 Census issues in support of Plan 2050.

Previously Programmed Funds:

NYMTC Staff: \$2,000,000

NYMTC contracts shown above are multi-year contracts. New York State procurement rules require funds to be fully programmed before contracts can be solicited.

Nassau County: \$50,000

Contract start date has been delayed.

NYCDOT: \$9,969

Several projects from the previous program were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

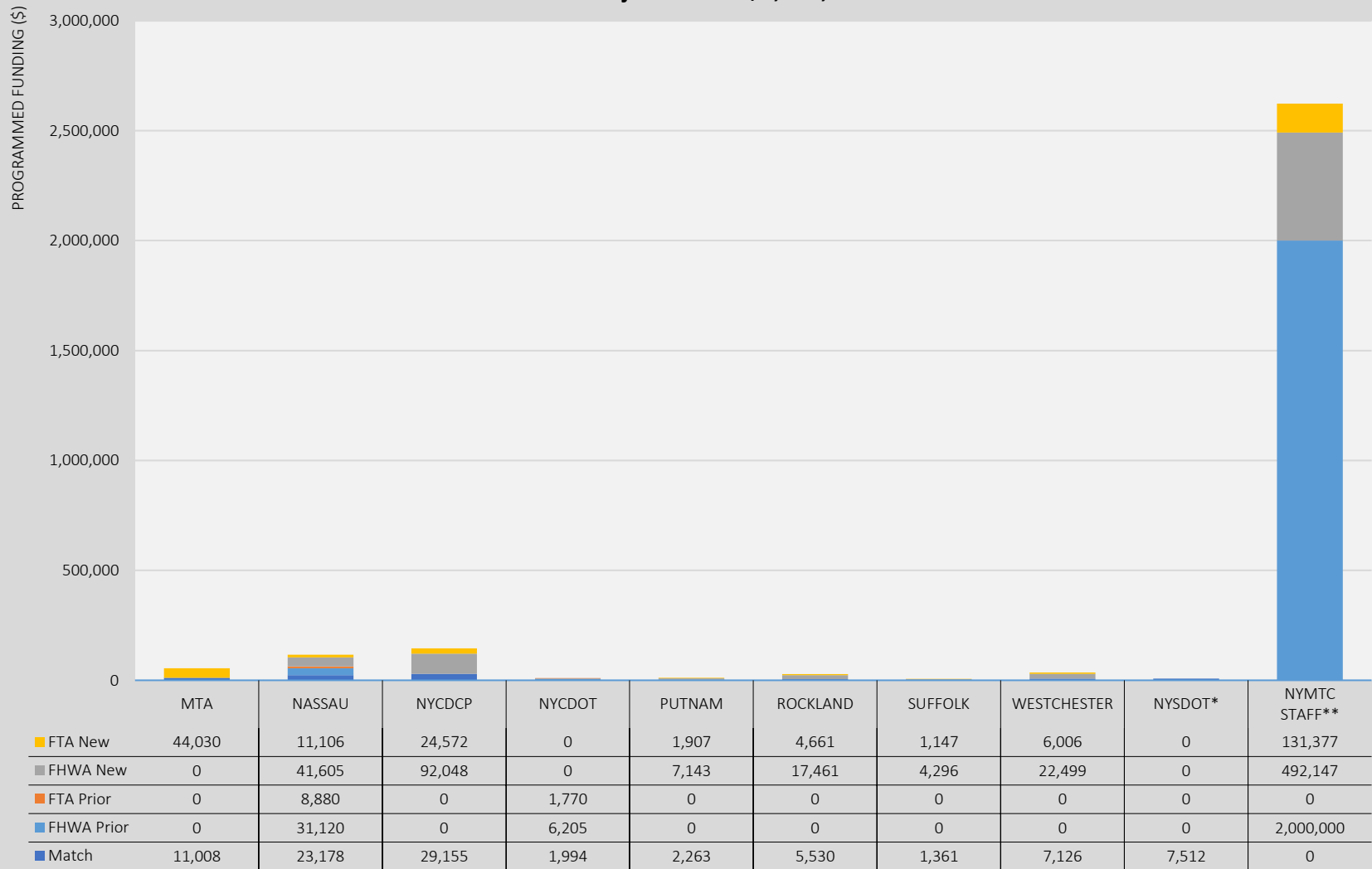
Summary of Project Funding:

See next pages.

D02 - Socioeconomic and Demographic (SED) Forecasts and Census Data

SFY 2021-2022

Total Project Funds: \$3,039,105



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project D02 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$586,127	\$3,000	\$2,000,000	\$2,000,000	\$589,127	\$2,589,127
MHSTCC Staff	\$18,195	\$0	\$0	\$0	\$18,195	\$18,195
NSTCC Staff	\$7,069	\$0	\$0	\$0	\$7,069	\$7,069
NYCTCC Staff	\$9,133	\$0	\$0	\$0	\$9,133	\$9,133
NYMTC Staff Subtotal	\$620,524	\$3,000	\$2,000,000	\$2,000,000	\$623,524	\$2,623,524
MTA	\$55,038	\$0	\$0	\$0	\$55,038	\$55,038
Nassau County	\$65,889	\$0	\$50,000	\$50,000	\$65,889	\$115,889
NYCDCP	\$145,774	\$0	\$0	\$0	\$145,774	\$145,774
NYCDOT	\$9,969	\$0	\$0	\$9,969	\$0	\$9,969
Putnam County	\$11,313	\$0	\$0	\$0	\$11,313	\$11,313
Rockland County	\$27,652	\$0	\$0	\$0	\$27,652	\$27,652
Suffolk County	\$6,803	\$0	\$0	\$0	\$6,803	\$6,803
Westchester County	\$35,631	\$0	\$0	\$0	\$35,631	\$35,631
Members Subtotal	\$358,069	\$0	\$50,000	\$59,969	\$348,100	\$408,069
SDOT REG 08	\$7,512	\$0	\$0	\$0	\$7,512	\$7,512
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$7,512	\$0	\$0	\$0	\$7,512	\$7,512
Project Total:						<u>\$3,039,105</u>

Category E: Data Collection

This category includes planning projects which seek to collect data required to maintain NYMTC's analytical and forecasting tools. Data sources include the decennial Census and various Census estimates, regional travel surveys, traffic volume and vehicle classification counts, commodity flow data, transit service levels, transit ridership and O/D data.

Highlights for the SFY 2021-2022 Program:

- Traffic volume and vehicle classification counts will be collected at screenline locations throughout the region for the calibration and validation of the NYBPM;
- Transit ridership and transit service changes information will be collected for the calibration and validation of the NYBPM;
- Planning assumptions will be updated for regional emission analyses used in Transportation Conformity Determinations under the CAAA-1990;
- Major river crossings and Hub-bound data compilations will be continued and used to enhance the NYBPM;
- Maintain and enhance the TIG application throughout the program year;
- Smartphone Pilot Study will be completed in designing including all associated deliverables and final report;
- Resume NYCDOT/NYMTC Establishment Study Phase IV project which was on hold due to Coronavirus disease 2019 (COVID-19); and
- Prepare draft scope of Regional Household and Establishment Survey (RHES).

Recent Accomplishments for this Category:

- Traffic volume and vehicle classification counts were collected at screenline locations throughout the region as part of an on-going program to support the calibration and validation of the NYBPM;
- Planning assumptions for regional emission analyses used in Transportation Conformity Determinations under the CAAA-1990 were updated as needed;
- To support NYMTC's planning efforts and to update its trip generation model, NYCDOT, in coordination with NYMTC, conducted the NYMTC Regional Establishment Survey Phase III, a survey of 30 hotels across NYC's five boroughs to better understand hotel guests travel behavior. The survey was completed, and final report released in September 2019;
- 2019 Hub-Bound Travel Report was released;
- Released Quarterly Travel Pattern data that summarizes average weekday ridership on the NYMTC area's buses, rail, subways, and ferries along with the vehicular traffic crossing the area's waterway bridges; and
- The 2018 Regional Transportation Statistics Report was released.

Category E: Data Collection
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2021-22</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$1,262,397	\$3,561,000	\$4,823,397
MHSTCC Staff	\$12,100	\$0	\$12,100
NSTCC Staff	\$22,431	\$0	\$22,431
NYCTCC Staff	\$0	\$0	\$0
NYMTC Staff Subtotal	\$1,296,928	\$3,561,000	\$4,857,928
MTA	\$50,143	\$0	\$50,143
Nassau County	\$39,978	\$300,000	\$339,978
NYCDCP	\$31,513	\$0	\$31,513
NYCDOT	\$175,458	\$484,576	\$660,034
Putnam County	\$425,619	\$0	\$425,619
Rockland County	\$33,284	\$0	\$33,284
Suffolk County	\$84,271	\$0	\$84,271
Westchester County	\$191,755	\$0	\$191,755
Members Subtotal	\$1,032,021	\$784,576	\$1,816,597
SDOT REG 08	\$8,184	\$0	\$8,184
SDOT REG 10	\$126,762	\$0	\$126,762
SDOT REG 11	\$13,049	\$0	\$13,049
NYSDOT Main Office	\$0	\$0	\$0
NYSDOT Subtotal	\$147,995	\$0	\$147,995
Category Total:	\$2,476,944	\$4,345,576	\$6,822,520

E01: Regional Surveys

Expected Status as of April 1, 2021

The Smartphone Travel Survey pilot study has commenced and is about halfway completed. Initial development of an RFP for the RHES are underway with consideration given to other data sources that may complement or supplement traditional travel survey methodologies. The RFP will be informed by the results of the Smartphone Travel Survey and research on other available Passive Data.

Planning Assumptions for the SFY 2021-2022 Program

One of the pilot studies recommended by the Innovative Data Collection project is underway. This effort, in addition to continuing review of Big Data and other survey platforms, will inform the development of the scope of work and RFP for the next RHETS which will be initiated during the 2022-2023 program year.

Project Description

This project supports the development and implementation of various travel surveys that provide data to support the NYBPM.

Project Tasks for NYMTC Staff

1. Research available Passive Data;
2. Develop RFP for the RHETS;
3. Collect information as needed from member agencies and other sources for the execution of these surveys throughout the program year;
4. Continue to evaluate Big Data and other platforms and seek opportunities for their use in the transportation planning processes;
5. Review survey data as it becomes available throughout the program year;
6. Collect and organize information on past and current travel surveys performed in the region for the travel surveys inventory; and
7. Respond to data requests and perform analysis related to various surveys, as needed.

Project Tasks for NYMTC Member Agencies

1. Participate in researching Passive Data; and
2. Provide data and information about survey projects being conducted throughout the region.

Project Tasks for NYMTC Member Agencies and Staff

1. Review and provide comments on technical memos as appropriate.

Project Deliverables for NYMTC Staff

1. Final report and data on the Smartphone Travel Survey pilot study (Q4).

Project Deliverables for NYMTC Member Agencies and Staff

1. Updated travel survey inventory (Q4).

Related Professional Services Contracts:

NYMTC Staff Contracts

- 1) Evaluating Alternative Data for Activity Generation in NYBPM

<u>PIN:</u>	PN22.04.881	<u>FHWA PL #:</u>	PN22048
<u>Estimated Start Date:</u>	07/01/2021	<u>End Date:</u>	12/31/2022
<u>Cost:</u>	\$200,000	<u>Funds Obligated as of 3/31/2021</u>	\$0
<u>Estimated Unexpended Balance as of 04/01/2021</u>	N/A	<u>Unobligated funds Programmed in 2021-2022 Program</u>	\$200,000
Corresponding tasks for NTMTC staff: 4;			
Research to assess the impacts of using existing data sources as proxies or as supplements to the Regional Household Travel Survey (RHETS) to generate inputs for population synthesis and activity generation frameworks used in the New York Best Practices Model (NYBPM). The Research will test a variety of available data sources in the NYBPM chain, provide a statistical comparison of the results, and provide a set of recommendations for next steps in regard to deployment of the RHETS.			

- 2) Smartphone Travel Survey Pilot study

<u>PIN:</u>	PTCS.18.E12	<u>FHWA PL #:</u>	100T-238
<u>Start Date:</u>	9/27/2019	<u>End Date:</u>	09/30/2022
<u>Cost:</u>	\$299,933	<u>Funds Obligated as of 3/31/2021</u>	\$299,933
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$60,000	<u>Unobligated funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 1; Corresponding Deliverable 1			
The Smartphone Travel Survey Pilot study will be conducted to design and develop a proof-of-concept smartphone app for NYMTC's future RHETS and conduct a pilot study for the NY metro area.			

- 3) Regional Household and Establishment Travel Survey

<u>PIN:</u>	TBD	<u>FHWA PL #:</u>	TBD
<u>Estimated Start Date:</u>	01/01/2023	<u>End Date:</u>	06/30/2024
<u>Estimated Cost:</u>	\$2,560,000	<u>Funds Obligated as of 3/31/2021</u>	\$0
<u>Estimated Unexpended Balance as of 04/01/2021</u>	N/A	<u>Unobligated funds Programmed in 2021-2022 Program</u>	\$2,560,000
Corresponding tasks for NYMTC staff: 2;			
The RHETS will provide and in-depth understanding of the travel behavior of households and support the estimation, calibration, and validation of the NYBPM.			

Previously Programmed Funds:

NYMTC Staff: \$2,770,000

Contracts shown above are multi-year contracts. Funds for them were programmed in previous UPWPs. New York State procurement rules require funds to be fully programmed before contracts can be solicited.

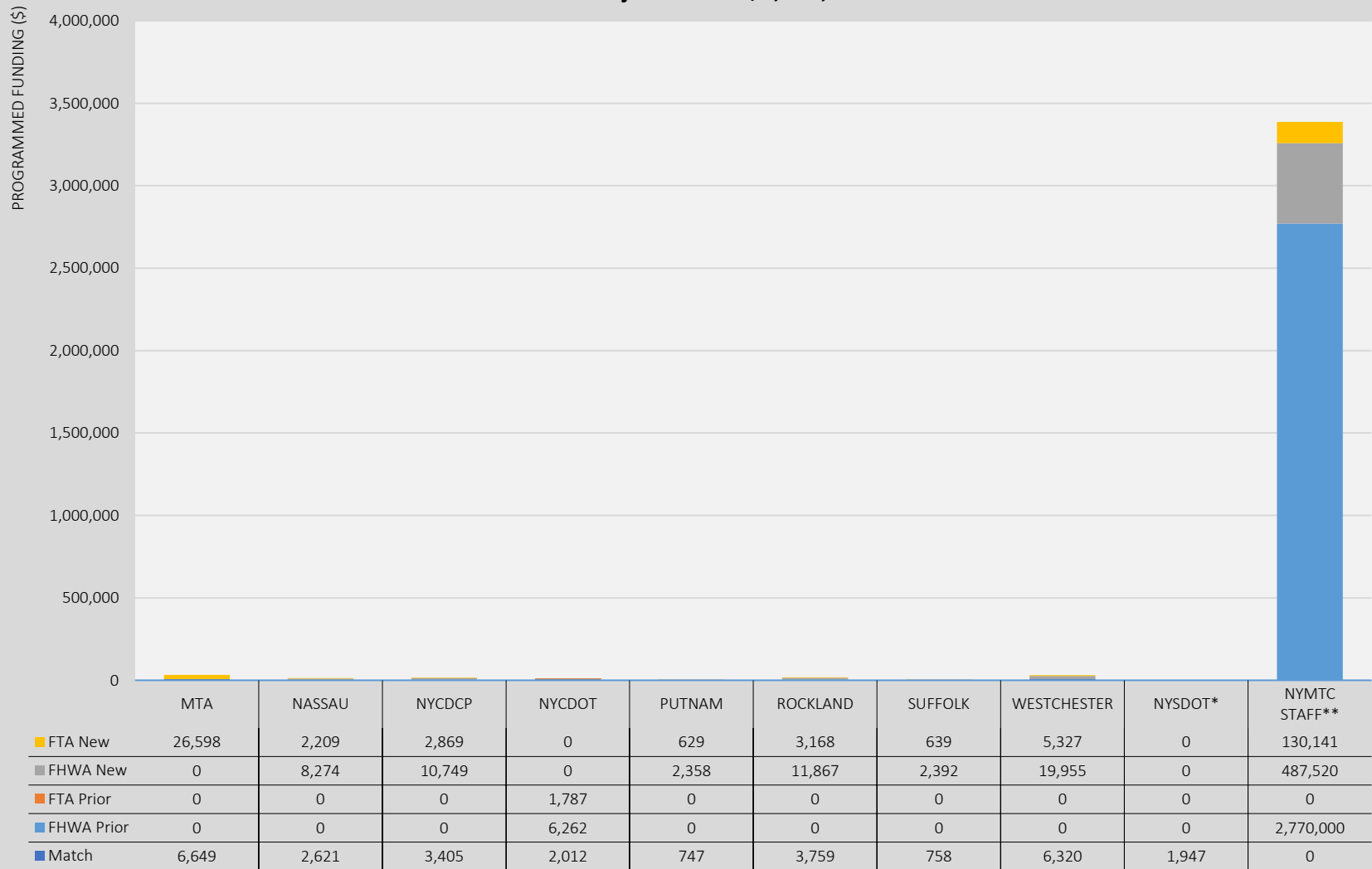
NYCDOT: \$10,061

Several projects from the previous program were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

Summary of Project Funding:

See next pages.

**E01 - Regional Surveys
SFY 2021-2022
Total Project Funds: \$3,520,961**



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project E01 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$610,592	\$0	\$2,770,000	\$2,770,000	\$610,592	\$3,380,592
MHSTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NSTCC Staff	\$7,069	\$0	\$0	\$0	\$7,069	\$7,069
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$617,661	\$0	\$2,770,000	\$2,770,000	\$617,661	\$3,387,661
MTA	\$33,247	\$0	\$0	\$0	\$33,247	\$33,247
Nassau County	\$13,104	\$0	\$0	\$0	\$13,104	\$13,104
NYCDCP	\$16,773	\$250	\$0	\$0	\$17,023	\$17,023
NYCDOT	\$10,061	\$0	\$0	\$10,061	\$0	\$10,061
Putnam County	\$3,734	\$0	\$0	\$0	\$3,734	\$3,734
Rockland County	\$18,794	\$0	\$0	\$0	\$18,794	\$18,794
Suffolk County	\$3,788	\$0	\$0	\$0	\$3,788	\$3,788
Westchester County	\$31,602	\$0	\$0	\$0	\$31,602	\$31,602
Members Subtotal	\$131,103	\$250	\$0	\$10,061	\$121,292	\$131,353
SDOT REG 08	\$1,947	\$0	\$0	\$0	\$1,947	\$1,947
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$1,947	\$0	\$0	\$0	\$1,947	\$1,947
Project Total:						<u>\$3,520,961</u>

E02: Data Management

Expected Status as of April 1, 2021

Development of NYBPM BY 2012 Update has concluded and preliminary development of the NYBPM BY 2017 Update has begun. NYMTC is working with all member agencies to comply with TPM rules. Various datasets including National Performance Management Research Data Set (NPMRDS) and University at Albany Visualization and Informatics Lab (AVAIL) will be used to support TPM reporting per federal requirements. Annual traffic count activity completed.

Planning Assumptions for the SFY 2021-2022 Program

Datasets including Big Data platforms that may support the regional metropolitan transportation planning process continue to be explored and evaluated. The following data will be collected:

1. Transit ridership data by mode by service line by time-period for each transit service provider in the NYMTC planning area
2. Transit service changes for each transit service provider in the NYMTC planning area
3. Hub-Bound Report data
4. MetroCard station O/D trip tables and bus on-board survey data for the hub-bound survey
5. Traffic volume counts on at least 30% of the total screen line locations and vehicle classification counts on at least 10% of the total screen line locations in each suburban county and each borough of the City of New York
6. Bridge and tunnel crossing data for all major bridges, tunnels in the NYMTC planning area
7. Condition data for local-jurisdiction roads and bridges that are on the Federal-Aid System

The collected data will be processed, reviewed for quality control, and tabulated. The screenline database contains observed traffic volume data and vehicle classification data for use in calibration and validation of the NYBPM; the database consists of about 2,200 highway network link records and covers the ten counties that comprise the NYMTC planning area, and all interstate crossings between Connecticut, New York and New Jersey.

Project Description

This project will undertake annual data collection activities to maintain and enhance NYMTC's analytical capacity, including NYBPM support and TPM reporting.

Project Tasks for NYMTC Staff

1. Review data collection plans submitted by member agencies;
2. Review member agency data submissions and prepare for use in the NYBPM;
3. Collect data for 2021-2022 Quarterly Travel Pattern brochures and prepare the 2020 Hub-Bound Report;
4. Collect ridership and major river crossings traffic data for NYBPM validation;
5. Collect and organize data and information related to regional transportation systems operations and planning;
6. Update data related to the mandated products and analyses as they become available;
7. Maintain and enhance the TIG application throughout the program year;
8. Create various maps for planning products and analyses, as needed;
9. Download, aggregate, and upload NPMRDS and Transportation Operations Coordinating Committee (TRANSCOM) data on to the TIG (monthly); and
10. Collect transit service change data from various transit service operators (monthly).

Project Tasks for NYMTC Member Agencies

1. Provide a traffic volume and class data collection plan for the NYBPM screenline locations (NYCDOT);
2. Provide MetroCard station to station O/D data (MTA);
3. Provide data for the Hub-Bound Report; and
4. Provide transit ridership, bridge/tunnel crossings data.

Project Tasks for NYMTC Member Agencies and Staff

1. Review Hub-Bound data tables and Report; and
2. Review Quarterly Travel Pattern brochures.

Project Deliverables for NYMTC Staff

1. 2020- Hub-Bound Report (Q3);
2. Quarterly Travel Pattern brochure (Q4);
3. Assembled traffic volume and class data for NYBPM (Q4); and
4. 2020- Regional Transportation Statistical Data Tables (Q4).

Project Deliverables for NYMTC Member Agencies

1. Data collection plan (NYCDOT) (Q1)
2. Assembled Traffic Volume/Class database in GIS file format (NYC DOT) (Q4);
3. Assembled MetroCard Station to Station (O/D) ridership data (MTA) (Q4);
4. Hub-Bound data including traffic volume data, relevant bicycle, and ferry data (NYCDOT) (Q4); and
5. Transit ridership, bridge/tunnel crossings data (Q1-Q4).

Related Professional Services Contracts:**NYMTC Staff Contracts**

1) GIS Support Contractor

<u>PIN:</u>	PTCS.17.E13	<u>FHWA PL #:</u>	100T-225
<u>Start Date:</u>	08/01/2017	<u>End Date:</u>	07/04/2022
<u>Cost:</u>	\$1,016,046	<u>Funds Obligated as of 3/31/2021</u>	\$1,016,046
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$350,000	<u>Unobligated funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 8			
Continuation of on-site consultant providing GIS support services.			

2) TIG Hosting, Support and Enhanced Maintenance

<u>PIN:</u>	PN21.13.881	<u>FHWA PL #:</u>	PN22138
<u>Start Date:</u>	4/01/2021	<u>End Date:</u>	03/31/2024
<u>Estimated Cost:</u>	\$441,000	<u>Funds Obligated as of 3/31/2021</u>	\$441,000
<u>Estimated Unexpended Balance as of 04/01/2021</u>	N/A	<u>Unobligated funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 4;			
Continuation of TIG Hosting, Support and Enhanced Maintenance			

NYC DOT Contracts:

Contract Name: NYBPM Data Collection and Quality Assurance / Quality Control

Contract Start Date: April 2021 Contract End Date: March 2022

Estimated contract cost: \$500,000

Annual count program. Collect traffic data for update of NYBPM. Conduct quality assurance/ quality check on data collection practices in the field.

Nassau County Contracts:

Contract Name: Traffic Counts

Contract Start Date: April 2020 Contract End Date: March 2022

Estimated contract cost: \$300,000

This effort will primarily focus on NYMTC's screenline counts.

Suffolk County Contracts:

Contract Name: Traffic Counts

Contract Start Date: April 2021 Contract End Date: March 2022

Estimated contract cost: \$60,000

Annual count program. This effort will primarily focus on NYMTC's screenline locations counts.

Putnam County Contracts:

Contract Name: Traffic Counts and Pavement Management Data Collection

Contract Start Date: April 2021 Contract End Date: March 2022

Estimated contract cost: \$400,000

Annual count program. This effort will primarily focus on NYMTC's screenline locations counts.

Previously Programmed Funds:

NYMTC Staff: \$791,000

Several of above contracts are multi-year contracts. Funds for them were programmed in previous program years. New York State procurement rules require funds to be fully programmed before contracts can be solicited.

Nassau County: \$300,000

Funds were programmed in previous year for multiyear contract and were not fully utilized.

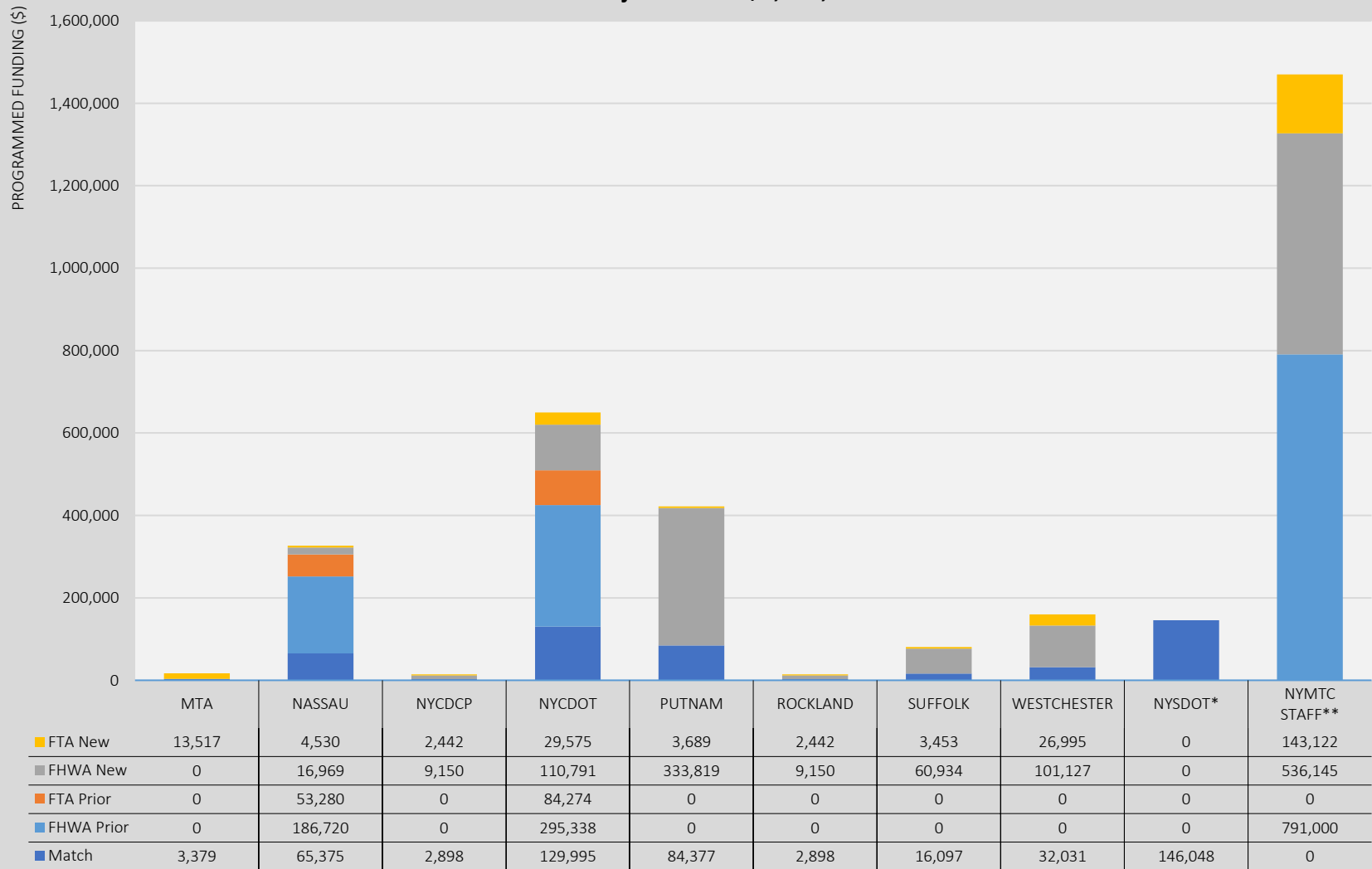
NYCDOT: \$474,515

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

Summary of Project Funding:

See next pages.

**E02 - Data Management
SFY 2021-2022
Total Project Funds: \$3,301,559**



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project E02 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$637,305	\$14,500	\$791,000	\$791,000	\$651,805	\$1,442,805
MHSTCC Staff	\$12,100	\$0	\$0	\$0	\$12,100	\$12,100
NSTCC Staff	\$15,362	\$0	\$0	\$0	\$15,362	\$15,362
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$664,767	\$14,500	\$791,000	\$791,000	\$679,267	\$1,470,267
MTA	\$16,896	\$0	\$0	\$0	\$16,896	\$16,896
Nassau County	\$26,874	\$0	\$300,000	\$300,000	\$26,874	\$326,874
NYCDCP	\$14,240	\$250	\$0	\$0	\$14,490	\$14,490
NYCDOT	\$149,973	\$0	\$500,000	\$474,515	\$175,458	\$649,973
Putnam County	\$21,885	\$0	\$400,000	\$0	\$421,885	\$421,885
Rockland County	\$14,490	\$0	\$0	\$0	\$14,490	\$14,490
Suffolk County	\$20,483	\$0	\$60,000	\$0	\$80,483	\$80,483
Westchester County	\$155,953	\$4,200	\$0	\$0	\$160,153	\$160,153
Members Subtotal	\$420,794	\$4,450	\$1,260,000	\$774,515	\$910,729	\$1,685,244
SDOT REG 08	\$6,237	\$0	\$0	\$0	\$6,237	\$6,237
SDOT REG 10	\$126,762	\$0	\$0	\$0	\$126,762	\$126,762
SDOT REG 11	\$13,049	\$0	\$0	\$0	\$13,049	\$13,049
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$146,048	\$0	\$0	\$0	\$146,048	\$146,048
Project Total:						<u>\$3,301,559</u>

Category F: MPO Operations

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 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 2021-2022 UPWP:

- An updated PIP will be adopted;
- The 2018 Title VI Program will continue to be supported and updated;
- The Language Access Program (LAP) will be updated;
- The day-to-day operations of NYMTC will be supported, administered and managed;
- The activities of NYMTC's Council principals, PFAC and the three TCCs will continue to be supported;
- The activities of advisory working groups and PFAC and/or TCC subcommittees created for various aspects of the planning process will continue to be supported;
- The activities of the Metropolitan Area Planning (MAP) Forum and its Multi-State Freight Working Group will continue to be supported;
- The activities of the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and its various working groups will continue to be supported;
- Hardware and software capabilities for analysis tools, database management, content management and information sharing, public information and visualization will be maintained and improved where needed; and
- NYMTC social media outlets will be supported and enhanced and periodic electronic newsletters will be distributed.

Recent Accomplishments for this Category:

- A new PIP was adopted in May 2019;
- A new Title VI Program was adopted in September 2018;
- The Language Access operating procedures have been supported;
- The day-to-day operations of NYMTC continued;
- The activities of NYMTC's Council principals, PFAC and the three TCCs continued; and
- The operation of various working groups, committees and subcommittees was maintained, including:
 - Metropolitan Mobility Network;
 - Lower Hudson Valley Mobility Advisory Forum;
 - Safety Advisory Working Group;
 - Forecasting Working Group;
 - PFAC Freight Subcommittee;
 - PFAC Plan Subcommittee and its Shared Vision Task Force;
 - PFAC TPM Subcommittee.

Category F: MPO Operations
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2021-22</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$1,373,679	\$450,000	\$1,823,679
MHSTCC Staff	\$84,509	\$0	\$84,509
NSTCC Staff	\$69,116	\$0	\$69,116
NYCTCC Staff	\$204,042	\$0	\$204,042
NYMTC Staff Subtotal	\$1,731,346	\$450,000	\$2,181,346
MTA	\$15,382	\$0	\$15,382
Nassau County	\$75,980	\$0	\$75,980
NYCDCP	\$16,040	\$0	\$16,040
NYCDOT	\$0	\$50,008	\$50,008
Putnam County	\$8,279	\$0	\$8,279
Rockland County	\$42,188	\$0	\$42,188
Suffolk County	\$29,695	\$0	\$29,695
Westchester County	\$108,284	\$0	\$108,284
Members Subtotal	\$295,848	\$50,008	\$345,856
SDOT REG 08	\$7,361	\$0	\$7,361
SDOT REG 10	\$31,215	\$0	\$31,215
SDOT REG 11	\$18,024	\$0	\$18,024
NYSDOT Main Office	\$58,177	\$0	\$58,177
NYSDOT Subtotal	\$114,777	\$0	\$114,777
Category Total:	\$2,141,971	\$500,008	\$2,641,979

F01: MPO Operations and Management

Expected Status as of April 1, 2021

Updates of the 2019 Public Involvement Plan (PIP) and 2018 Title VI Program will be in development using the most recent information from the American Community Survey (ACS) and lesson learned from the Plan 2050 virtual outreach program. Information Technology (IT) and website capabilities are being maintained. Public affairs and fulfillment services have been maintained. NYMTC's social media presence and outreach are being maintained. Update of LAP's census analysis will be in development using the most recent ACS data.

Planning Assumptions for the SFY 2021-2022 Program

The 2019 PIP, 2018 Title VI Program and the LAP will be updated. NYMTC will assess the effectiveness of its virtual public outreach program undertaken for *Plan 2050*. The local partners recruited for the Plan 2050 outreach program will be organized as an on-going public engagement mechanism. Hardware/software upgrades will be considered for on-going virtual outreach efforts, as well as for additional flexibility for remote staff operation.

Project Description

This project supports the required elements of NYMTC's day-to-day operations in the implementation of the metropolitan transportation planning process. These elements include the on-going implementation of, and updates to, the Public Involvement Plan, Title VI Program, and LAP. NYMTC's Information Technology capabilities will be maintained and enhanced where practical. The activities of the Council, of PFAC, and of the TCCs will be supported. Activities of the Council's, PFAC's and the TCC's committees and subcommittees, advisory working groups, and other ad-hoc working groups will be supported. Committees and advisory bodies related to studies funded through NYMTC's UPWP will be supported. NYMTC's activities in the multi-state MAP Forum, NYSAMPO, the Association of Metropolitan Planning Organizations (AMPO) and the National Association of Regional Councils (NARC) will be supported.

Project Tasks for NYMTC Staff

1. Track Federal activity related to FAST ACT reauthorization, as needed
2. Update the 2019 PIP using lessons learned from the Plan 2050 virtual outreach program
3. Update the 2018 Title VI Program using the most recent ACS data and lessons learned from the Plan 2050 virtual outreach program
4. Update the LAP using the most recent ACS data
5. Support NYMTC and its committees and subcommittees, formal and informal working groups and study committees, as well as the multi-state MAP Forum and NYSAMPO
6. Maintain, assess, and enhance IT and website capabilities, as well as hardware and software
7. Prepare for the next certification review

Project Task for NYMTC Member Agencies

1. Support update of the 2019 Public Involvement Plan
2. Support the update of the 2018 Title VI Program
3. Support update of the LAP
4. Participate in NYMTC Council, PFAC, and TCC meetings
5. Review and comment on documents for NYMTC Council, PFAC and TCC meetings
6. Participate in public outreach activities as needed
7. Participate in preparations for the next certification review

Project Deliverables for NYMTC Member Agencies & Staff

1. Updated PIP (Q4)
2. Updated Title VI Program (Q4)
3. Updated LAP (Q4)

Related Professional Services Contracts:**NYMTC Staff Contracts**

- 1) Public Involvement Plan Development Support Contractor

<u>PIN:</u>	PTCS.16.F14	<u>FHWA PL #:</u>	100T-229
<u>Start Date:</u>	05/08/2018	<u>End Date:</u>	07/04/2022
<u>Cost:</u>	\$1,062,379	<u>Funds Obligated as of 3/31/2021</u>	\$1,062,379
<u>Estimated Unexpended Balance as of 04/01/2021</u>	\$450,000	<u>Additional Funds Programmed in 2021-2022 Program</u>	\$0
Corresponding tasks for NYMTC staff: 2; corresponding deliverables: 1			
Professional services are being utilized to develop and execute public outreach, and update PIP.			

Previously Programmed Funds:

NYMTC Staff: \$450,000

Above contract is a multi-year contract. Funds were programmed in previous programs. New York State procurement rules require funds to be fully programmed before contracts can be solicited.

NYC DOT: \$50,008

Several projects from the prior program were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

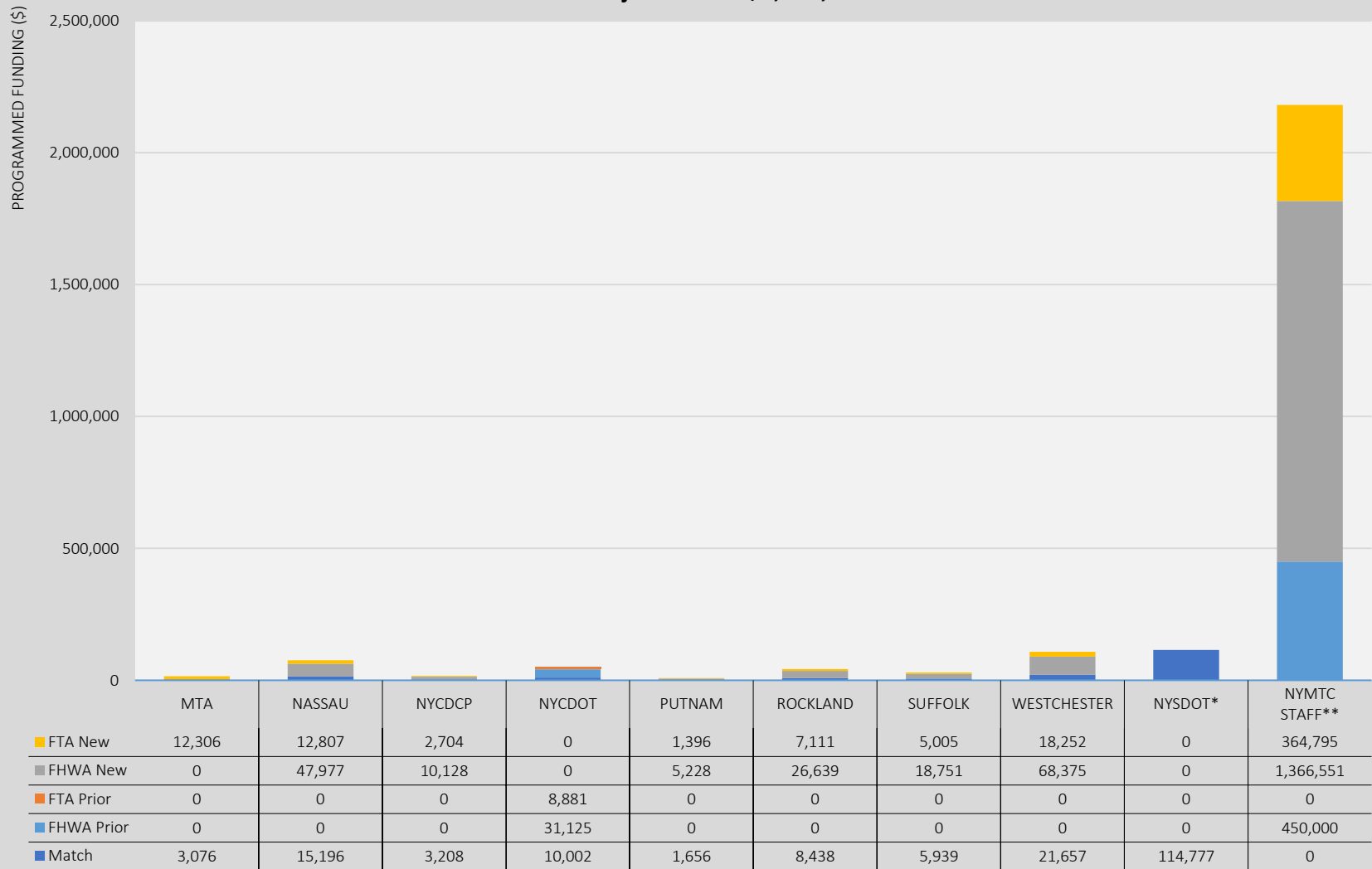
Summary of Project Funding:

See next pages.

F01 - MPO Operations and Management

SFY 2021-2022

Total Project Funds: \$2,641,979



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Project F01 Cost Summary
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$1,283,679	\$90,000	\$450,000	\$450,000	\$1,373,679	\$1,823,679
MHSTCC Staff	\$84,509	\$0	\$0	\$0	\$84,509	\$84,509
NSTCC Staff	\$69,116	\$0	\$0	\$0	\$69,116	\$69,116
NYCTCC Staff	\$204,042	\$0	\$0	\$0	\$204,042	\$204,042
NYMTC Staff Subtotal	\$1,641,346	\$90,000	\$450,000	\$450,000	\$1,731,346	\$2,181,346
MTA	\$15,382	\$0	\$0	\$0	\$15,382	\$15,382
Nassau County	\$75,980	\$0	\$0	\$0	\$75,980	\$75,980
NYCDOP	\$15,790	\$250	\$0	\$0	\$16,040	\$16,040
NYCDOT	\$50,008	\$0	\$0	\$50,008	\$0	\$50,008
Putnam County	\$8,279	\$0	\$0	\$0	\$8,279	\$8,279
Rockland County	\$42,188	\$0	\$0	\$0	\$42,188	\$42,188
Suffolk County	\$29,695	\$0	\$0	\$0	\$29,695	\$29,695
Westchester County	\$107,184	\$1,100	\$0	\$0	\$108,284	\$108,284
Members Subtotal	\$344,506	\$1,350	\$0	\$50,008	\$295,848	\$345,856
SDOT REG 08	\$7,361	\$0	\$0	\$0	\$7,361	\$7,361
SDOT REG 10	\$31,215	\$0	\$0	\$0	\$31,215	\$31,215
SDOT REG 11	\$18,024	\$0	\$0	\$0	\$18,024	\$18,024
NYSDOT Main Office	\$58,177	\$0	\$0	\$0	\$58,177	\$58,177
NYSDOT Subtotal	\$114,777	\$0	\$0	\$0	\$114,777	\$114,777
Project Total:						<u>\$2,641,979</u>

Discretionary Planning Activities

Category G: Special Studies

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
<u>Multi -Agency</u>								
Nassau-Queens Interface Study	X	X						
<u>NYMTC Staff</u>								
September 11th Memorial Program	Academic Research Program							
Clean Freight Corridor Planning Study	X	X						
Regional Freight Land Use Study	X	X						
Community Planning Workshops	X	X	X	X				
Palisades Interstate Park Shared Use Path Feasibility Study	X	X	X	X				
<u>MTA</u>								
MTA Post-Pandemic Stud			X	X				

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
NYCT B Division Phase II Subway Capacity Study	X	X	X	X				X
Geospatial Database	X	X	X	X				
<u>Nassau</u>								
Land Use-Transportation Element of Comprehensive Plan	X	X	X	X	X	X	X	X
Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury	X	X		X	X			
Nassau County Traffic Signal Progression and Optimization Study II - Oceanside	X	X		X	X			
Nassau County Traffic Signal Progression and Optimization Study III - Hewlett and Lynbrook	X	X		X	X			

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
Roadway Sustainability and Compliance Study					X			X
Lido Beach Multi-Use Trail Planning Study	X	X	X			X		
Nassau County Shared-Mobility Management Plan	X	X	X	X				
<u>NYC DOT</u>								
NYC Pedestrian Map	X	X	X	X	X	X		
Lindenwood/ Spring Creek Transportation Study	X	X	X		X			
NYC Mobility Report 2021					X	X		
NYC Mobility Report 2022					X	X		

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
Comprehensive Planning to Advance the RTP Ped-Bike Element	X	X	X					
Off-Hour Deliveries Program Expansion Evaluation Study	X	X	X					
Brooklyn College Flatbush Avenue Transportation Study	X	X	X	X		X		
Building Profile and Loading Dock Utilization Study		X						
Cargo Bicycle Operations Study	X	X						
Coney Island Alternative Access-Congestion Study Morris Park East Bronx Transportation Study	X	X	X					
Morris Park East Bronx Transportation Study	X	X	X					
Eastern Queens Greenway Plan	X	X	X					

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
Truck Route Network Expansion Effects & Communication Tools		X				X		
Impact of Long-term Teleworking on Vehicle Miles Traveled (VMT)		X		X				
Green Wave Comprehensive Transportation Plan	X	X	X					
<u>NYC DCP</u>								
Harnessing New Data and Technology to Better Understand Mobility	X	X	X					
Opportunities for Enhancing the Public Realm	X	X	X			X		
Rethinking the Land Use-Transportation Connection Under Current Conditions	X	X	X			X		
<u>Putnam</u>								
South-East to Danbury Land Use Study	X	X	X	X		X		
<u>Rockland</u>								

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
Clarkstown Safety and Sustainability Study for Route 303 & Route 304	X	X	X	X	X			
<u>Westchester</u>								
County Mobility and Redesign Study	X	X	X	X				
Grasslands Transportation Demand Management Plan	X	X	X					
Parking Management and Complete Streets Workshops	X	X	X					
White Plains TransCenter Conceptual Planning and Design	X	X	X					
Impacts of COVID-19 on Transit			X	X				

Category G: Strategic Performance Planning Projects
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2021-22</u>	<u>Previously</u> <u>Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$252,344	\$890,000	\$1,142,344
MHSTCC Staff	\$42,183	\$0	\$42,183
NSTCC Staff	\$0	\$0	\$0
NYCTCC Staff	\$25,961	\$0	\$25,961
NYMTC Staff Subtotal	\$320,488	\$890,000	\$1,210,488
MTA	\$3,224,624	\$1,200,000	\$4,424,624
Nassau County	\$377,723	\$2,477,246	\$2,854,969
NYCDCP	\$1,977,375	\$0	\$1,977,375
NYCDOT	\$1,413,757	\$1,148,034	\$2,561,791
Putnam County	\$0	\$1,160,000	\$1,160,000
Rockland County	\$0	\$830,000	\$830,000
Suffolk County	\$0	\$0	\$0
Westchester County	\$557,861	\$248,000	\$805,861
Members Subtotal	\$7,551,340	\$7,063,280	\$14,614,620
SDOT REG 08	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$7,871,828	\$7,953,280	\$15,825,108

Multi Agency

Nassau-Queens Interface Transportation Study

Lead Agency:

New York City Department of Transportation

Participating Agencies:

Nassau County

Project Description:

The Nassau-Queens Interface Transportation Study extends from Rockaway Turnpike in the south to Northern Boulevard in the north. There are many east/west crossings (Hillside/Braddock/Jamaica Avenues, Hempstead Avenue, Dutch Broadway/115th Avenue, Linden Boulevard, Merrick Boulevard, Francis Lewis Boulevard, and Rockaway Turnpike) that experience congestion during the peak periods. The east/west limits of the study will depend on the depth of the congestion on the major crossings, which a reconnaissance will reveal. The flows/congestion are generally linked to the Cross Island Parkway on/off ramps. In addition to the above locations, other border locations such as the Sheridan Boulevard/Bayview Avenue intersection will be analyzed. The study will focus on signal coordination, street geometry, roadway markings, and origin/destination flows.

This study will support the NYMTC RTP 2045 vision goals to reduce congestion, enhance the environment, and improve the regional economy and quality of life. Additionally, the study will contribute to meeting several OneNYC vision goals including improving safety, transit operation and reliability, and infrastructure management while examining measures to improve travel time reliability on major corridors. It will also support policy decisions to improve traffic flow and circulation on corridors linking Queens and Nassau County.

Nassau County's role in this study will be to work closely with NYCDOT on all Nassau County-related issues. More specifically, Nassau's efforts will focus on reviewing and commenting on key study documents and findings so that there's a clear understanding of how potential NYCDOT changes may affect traffic on County roads. Where needed, Nassau will bring a voice to NYCDOT's table when discussing how to mitigate negative impacts to County roads of recommended changes, including, but not limited to, identifying improvements to affected roads needed to maximize overall project benefits.

Begin Date: 2018Q1

End Date: 2021Q2

Project Tasks:

1. Conduct reconnaissance, literature search, and draft detailed scope of work;
2. Public outreach, establish Technical Advisory Committee (TAC) and conduct TAC meeting;
3. Conduct public meeting for community input (identification of issues and problem definition);
4. Data collection, conduct survey of existing conditions: traffic, parking, pedestrian, street geometry, crashes, etc.;
5. Draft existing conditions report;
6. Analysis of future conditions and draft report;
7. Conduct TAC and public meetings on preliminary recommendations;
8. Develop and evaluate improvement measures; and
9. Draft final report with recommendations.

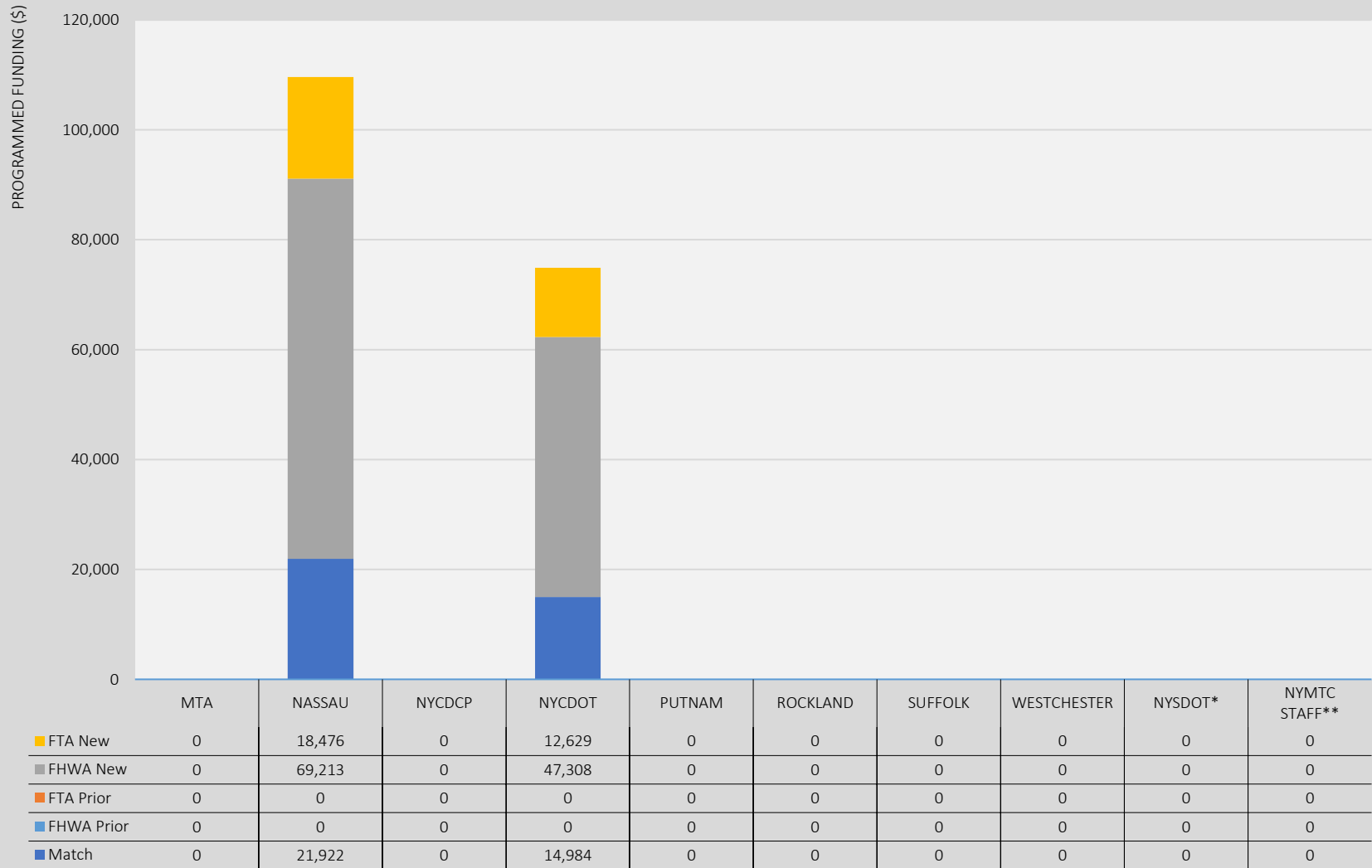
Project Deliverables:

1. Draft scope of work (2018Q2);
2. Data Collection Plan (2018Q2);
3. Analysis of Existing Conditions (2019Q4); and
4. Draft Final Report (2021Q2).

Nassau-Queens Interface Transportation Study

SFY 2021-2022

Total Project Funds: \$184,532



* NYSDOT INCLUDES SDOT REGION 08, 10, 11 AND NYSDOT MAIN OFFICE

** NYMTC STAFF INCLUDES MHSTCC, NSTCC, NYCTCC AND CENTRAL STAFF

Nassau-Queens Interface Transportation Study
SFY 2021-2022

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2021- 2022</u>	<u>Total Project Cost</u>
Central Staff	\$0	\$0	\$0	\$0	\$0	\$0
MHSTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NSTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
MTA	\$0	\$0	\$0	\$0	\$0	\$0
Nassau County	\$34,611	\$0	\$75,000	\$0	\$109,611	\$109,611
NYCDCP	\$0	\$0	\$0	\$0	\$0	\$0
NYCDOT	\$74,921	\$0	\$0	\$0	\$74,921	\$74,921
Putnam County	\$0	\$0	\$0	\$0	\$0	\$0
Rockland County	\$0	\$0	\$0	\$0	\$0	\$0
Suffolk County	\$0	\$0	\$0	\$0	\$0	\$0
Westchester County	\$0	\$0	\$0	\$0	\$0	\$0
Members Subtotal	\$109,532	\$0	\$75,000	\$0	\$184,532	\$184,532
SDOT REG 08	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$184,532

NYMTC-Staff

G01: September 11th Memorial Program 2021-2022 Academic Year

Project Description:

NYMTC has created a funding program to memorialize the contributions of the three NYMTC staff members who perished in the terrorist attacks of September 11, 2001. This program seeks to demonstrate our conviction that the best way to honor the victims of the September 11th attacks is to restore and improve what was destroyed that day. This project consists of the program's academic component which assists students completing their education in specific career fields related to transportation and transportation planning, with the hope that they will pursue careers in our organization. Work carried out by the student interns and research assistants will consist of transportation planning work eligible for inclusion in the UPWP.

Start Date: 2021Q1

End Date: 2021Q4

Project Tasks:

1. Convene and provide support to an evaluation and selection committee.
2. Participate with the committee in evaluating student intern and research assistant applications and proposals.
3. Convene an introduction meeting with selected students, project managers and UTRC.
4. Assist in coordinating members and selected student throughout program year.

Project Deliverables:

1. Committee developed rate and ranking process (2021Q1);
2. Final recommendation list of student interns and research assistants (2021Q2);
3. Technical Memo on progress to initiate successful proposals (2021Q2); and
4. Student research reports (2021Q4)

Project Costs:	\$168,843
New FHWA / FTA Funds:	\$28,483
Previously Programmed Funds:	\$140,000
Reason for Unspent Funds:	Multi-year program
Related Professional Services Contracts:	\$140,000
Stipends for selected students	

G02: Community Planning Workshops

Project Description:

This project will complete a series of up to ten half-day workshops targeted to community participants in the fields of municipal government, planning, engineering, law enforcement, education, business leaders, and interested citizens. Workshop topics will be established working with the relevant NYMTC member and local sponsors, with an emphasis on two major types of workshops: walkable community workshops and parking management workshops. Workshop locations will be selected by NYMTC's members in the context of Plan 2050's Community Development Emphasis Areas. These workshops provide planning assistance to local governments and are geared towards stakeholder participation in specific focus areas. The consultant facilitator will provide a presentation that includes guidance for evaluating and implementing improvements. It will be tailored to the specific situation observed in the focus area.

Start Date: 2021Q1

End Date: 2021Q4

Project Tasks:

1. Select workshop locations and local sponsors;
2. Review the sites identified as the focus of the workshops to identify key issues and concerns;
3. Develop presentations with elements specific to the workshop location;
4. Implement the workshops, virtually if necessary, and develop group recommendations;
5. Develop meeting summaries with recommendations; and
6. Maintain a web page of information about the workshops.

Project Deliverables:

1. Summary reports with recommendations for each workshop location. (Q4)

Project Costs:	\$188,335
New FHWA / FTA Funds:	\$38,335
Previously Programmed Funds:	\$150,000
Reason for Unspent Funds:	Project start date delayed due to COVID-19.
Related Professional Services Contracts:	\$150,000
Workshop development and execution.	

G03: Palisades Interstate Park Shared Use Path Feasibility Study

Project Description:

The newly-opened Shared Use Path (SUP) on the Governor Mario M. Cuomo Bridge creates the potential for a unique and desirable loop with the George Washington Bridge and the Empire State Trail on the east side of the Hudson River which could encourage greater use by residents Westchester County and Rockland County residents. The SUP's proximity to Palisades Interstate Park provides a potentially low-cost connection for cyclists, walkers and hikers between the George Washington Bridge path and the SUP. The purpose of this study is to initiate a feasibility and conceptual design study of a shared use path within the Palisades Park Right-of-Way on the west side of the Hudson River, as a connection to the shared use path on the Cuomo Bridge.

Start Date: 2021Q1

End Date: 2022Q3

Project Tasks:

1. Organize a TAC and Steering Committee for the study;
2. Develop a public outreach program and informational materials;
3. Assess existing conditions in the study area, including usage levels;
4. Develop a feasible concept plan for a shared use path in the Palisade Interstate Park; and
5. Develop a final concept plan with preliminary cost estimates.

Project Deliverables:

1. Public Outreach Program;
2. Public informational materials; and
3. Preliminary draft, final draft and final concept plan. (2022Q3)

Project Costs:	\$327,958
New FHWA / FTA Funds:	\$127,958
Previously Programmed Funds:	\$200,000
Reason for Unspent Funds:	Unspent funds from prior program years.
Related Professional Services Contracts:	\$200,000
Study support and public engagement	

G04: Clean Freight Corridor Planning Study

Project Description:

Per the recommendation of the Regional Freight Plan component of NYMTC's Plan 2045, this project will assess opportunities for Clean Freight Corridors in the NYMTC planning area that are integrated within the multi-state metropolitan region. The project will produce a plan for the development of Clean Freight Corridors to advance high-efficiency, low-emission alternative transportation technologies across all modes.

Start Date: 2019Q1	End Date: 2021Q4
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Project Tasks:

1. Engage the Freight Subcommittee of NYMTC's PFAC, augmented with interested representatives of the member metropolitan planning organizations and councils of government of the MAP Forum, as a TAC for the study;
2. Develop a Regional Assessment for Clean Freight Corridors in the NYMTC planning area in the context of the multi-state metropolitan region;
3. Scan clean fuels technologies currently in use for long-haul trucking; warehouse, interplant and distribution trips; and deliveries, as well as supporting infrastructure. Also, inventory existing infrastructure in the multi-state metropolitan region;
4. Analyze trends in and forecasts of commodity and vehicular flow; trip origin and destination; relevant safety information and trip type and modal choice throughout the multi-state metropolitan region as relevant characteristics for new corridor designations and, ultimately, investments in infrastructure;
5. Prioritize Clean Freight Corridor designations;
6. Identify appropriate clean transportation technologies and alternative fuels for identified/selected corridors;
7. Develop and carry out public outreach to inform the designation of Clean Freight Corridors;
8. Identify funding resources and potential public and private partnerships to support Clean Freight Corridor implementation; and
9. Amend the Regional Freight Plan to include the Clean Freight Corridors designations in the NYMTC planning area that is integrated with the larger multi-state metropolitan region.

Project Deliverables:

1. Technical memo describing the plan for engaging the project organizational bodies and meeting schedules for the duration of the study (2020Q2).
2. Geo-spatial representation of already designated alternative-fuel corridors and clean fuels infrastructure (2020Q3).
3. Preliminary draft, final draft and final Regional Assessment for Clean Freight Corridors (2021Q4).
4. Preliminary draft, final draft and final technical memo describing current clean fuels technologies scan and likely future development of these technologies (2021Q4).
5. Geo-spatial representation of existing infrastructure that would support additional corridor designations (2021Q4).
6. Preliminary draft, final draft and final technical memo summarizing relevant laws and regulations (2021Q4).
7. Preliminary draft, final draft and final geo-spatial representation of potential corridor designations that may connect, link or expand the existing clean corridor network, for the consideration of the SSC (2021Q4).

Project Costs:	\$267,431
New FHWA / FTA Funds:	\$67,431
Previously Programmed Funds:	\$200,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$200,000

G05: Regional Freight Land Use Study:

Project Description:

The Regional Freight Plan element of NYMTC's current Regional Transportation Plan recommends an "areawide" study of freight land use. This project will assess and determine the appropriate mix of land uses related to goods movement in the multi-state New York City metropolitan region and will focus and support the preservation of industrial uses where appropriate.

Start Date: 2020Q1	End Date: 2021Q4
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Project Tasks:

1. Engage a technical advisory group and study steering committee;
2. Collect freight-related and industrial land use and master planning information;
3. Describe the impacts of changing business models and development pressures on freight-related and industrial land uses; and
4. Develop alternative future freight-related and industrial land use scenarios.

Project Deliverables:

1. Preliminary draft, final draft and final technical memo describing a plan for the engagement of these bodies and meeting schedules for the duration of the study (2020Q2);
2. Preliminary draft, final draft and final geo-spatial visualization of current freight-related and industrial land uses in the multi-state metropolitan region (2020Q4);
3. Preliminary draft, final draft and final geo-spatial visualization of recent trends in these land uses in the multi-state metropolitan region (2020Q4);
4. Preliminary draft, final draft and final of a technical memorandum providing supporting information to the geo-spatial visualizations (2021Q4);
5. Preliminary draft, final draft and final geo-spatial visualizations of potential impacts on freight-related and industrial land uses in the multi-state region in the medium-term (next ten years) and long-term (Regional Freight Plan horizon year) (2021Q4);
6. Preliminary draft, final draft and final technical memorandum providing supporting information to the geo-spatial visualizations (2021Q4);
7. Preliminary draft, final draft and final geo-spatial visualizations of alternative future freight-related and industrial land use patterns for both current zoning and for potential future rezoning (2021Q4); and
8. Preliminary draft, final draft and final technical memorandum providing supporting information to the geo-spatial visualizations and presenting final alternative future scenarios (2021Q4).

Project Costs:	\$257,921
New FHWA / FTA Funds:	\$57,921
Previously Programmed Funds:	\$200,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$200,000
Consultant will support most aspects of this study	

MTA

G01: MTA Post-Pandemic Study

Project Description:

An MTA all agency-wide study (Metro North Railroad [MNR], Long Island Railroad [LIRR], NYCT Subway & Bus, and Bridges and Tunnels) that would allow the MTA to understand travel pattern shifts post pandemic of residents (not just customers) in the MTA region who travel to one of the five boroughs.

The primary objectives of the Post Pandemic survey are to:

- Identify pre- and post- pandemic travel mode shifts and changes in travel frequency among each MTA agency by mode and by sub region;
- Determine how residents of the MTA service area are modifying travel post pandemic to one of the five boroughs such as mode shift, telecommuting, frequency of travel to New York City for work and non-work purposes and recreational travel;
- Obtain resident employment shifts and health concerns (i.e. underlying conditions/high risk, social distancing) regarding travel on MTA services;
- Ascertain resident and customer perceptions of MTA communications and health measures that have helped them return to using MTA services and identify additional measures that could help overcome concerns regarding travel on MTA services;
- Determine impacts and changes in peak period travel among residents to allow for mandated social distancing guidelines;
- Determine impact of millennials moving home during COVID-19 and beyond; and
- Determine impacts and changes of pandemic on contactless OMNY and other fare payment options.

Start Date: 2021Q1

End Date: 2022Q4

Project Tasks:

1. Project Management/Client Meetings/Weekly Meetings/Field Reports
2. In Person or Phone Kick-off Meeting
3. Sample Design/Methodology/Implementation
4. Develop/Prepare/ Email Invitation and Online Questionnaires (5)
5. Programming/Testing programming Surveys for five (5) MTA modes/services
6. Conduct Pre-tests and Revise Surveys
7. Prepare weekly fielding updates by mode, customer type and county/borough
8. Prepare and send e-mail reminders (approved by MTA) to respondents on a weekly basis during fielding
9. Code/Tabulation/Clean/Edit/Weight or Smooth/ Cross tabulation/Banners/Data File
10. Weight or Smooth Data/Cross Tabulation/Banners/Data Files
11. Statistical/Multivariate Analysis/Weighting Scheme (Smoothing)
12. Provide Flash Report
13. Draft Report & Data files

1. Final Report / Revise Final Report

Project Deliverables:

1. Technical Appendix (2022Q4)
2. An electronic data file in both Excel and SPSS, including all respondent data and any weighting/smoothing formulas.
3. An Excel file of respondent names and addresses captured on the questionnaire, including selected data fields. Each respondents record should contain a key identifier for each completed questionnaire.
4. An updated coding instruction manual.
5. Banners/Tabulations/Reports.
6. Programmed questionnaire. Screenshots of programmed questionnaire to include all possible logic patterns and values.
7. Data file with tracking of customer emails (with contact information [name and identifier] for future research use) who were sent survey link, identifier for complete/incomplete survey, unresponsive (did not complete survey) as well as database of invalid emails, bounce backs, etc.

Project Costs:	\$1,907,107
New FTA Funds:	\$1,907,107
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$1,900,000
Contract will support all aspects of this study.	

G03: NYCT B Division Phase II Subway Capacity Study

Project Description:

MTA NYCT is proposing to conduct a study to comprehensively model and evaluate constraints on the B Division along the following corridors:

- Crosstown Corridor (G line)
- 63rd St and 6th Avenue Corridor (BDFM lines) and associated branches - West End, Culver, Hillside Av, and Concourse. (The trunk 6th Avenue corridor in Manhattan is being evaluated in a separate study.)
- 8th Av and Fulton Corridor (ACE lines)
From 59 St-Columbus Circle and 7 Av (53 St) in Manhattan to Euclid Av in Brooklyn and for the E line, Canal St to World Trade Center.
- Broadway Corridor (NQRW lines) associated branches - 4th Avenue, Sea Beach, Brighton, and Franklin Av. The trunk Broadway corridor in Manhattan and Queens is being evaluated in a separate study.
- Canarsie Corridor (L line).
- Broadway Junction Corridors (JMZ lines) From Myrtle Av-Broadway to Middle Village-Metropolitan Av and Jamaica Center.
- Queens Boulevard Line East (EFMR lines) From Jackson Heights-Roosevelt Av to Jamaica-179 St and Jamaica Center.

This study will complete the agency's B division rail simulation model and allow MTA NYCT to identify and evaluate the interrelated constraints and bottlenecks affecting line capacity over the next 30 years. The study will propose coordinated solutions, including operational improvements, under Communications-Based Train Control (CBTC) and under mixed wayside and CBTC operations. Additionally, the model will be used to analyze the impacts on capacity and service of capital construction work and general order service changes to better plan for customers.

This study plans for the agency's expected capacity needs by 2035. These lines have seen and will see many changes with the opening of the Second Avenue Line, implementation of CBTC signaling and projected long-term growth.

Although in the short term, the COVID-19 pandemic has negatively affected ridership, many of these corridors include some of the busiest lines in the NYC subway system whose peak period ridership volumes are still projected to be above guideline capacity by 2035. Key parts of the Canarsie (L) and Queens Boulevard (EFMR) corridors, for example, are projected to reach crowding of near 105% of guideline capacity by 2035.

Start Date: 2021Q1	End Date: 2022Q4
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Project Tasks:

This study will evaluate capacity constraints and potential improvements for the B Division corridors. The study consists of two tasks to support NYCT's comprehensive line evaluation:

1. Rail simulation and analysis of these corridors to identify other bottlenecks and constraints. Simulation should be based on both existing wayside signals and with new technology CBTC signals.
2. Identification and development of potential chokepoint alleviation concepts along the corridors.

Project Deliverables:

Final report, including:

1. Rail simulation for various operating scenarios along these corridors.
2. Narrative describing potential improvements and recommendations, including conceptual engineering design drawings of proposed modifications, conceptual constructability/phasing plans, drawings and schedules, and summaries of order-of-magnitude cost estimates, subway service impacts, and potential environmental/community impacts, with supporting back-up information.

Project Costs:	\$1,303,553
New FTA Funds:	\$1,303,553
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$1,300,000
Consultant will support all aspects of this study	

G04: Geospatial Database

Project Description:

The MTA and its operating agencies carry out periodic analysis of mobility in the New York City metropolitan area, including identification of origin and destination geographies, time of day and modal choices and preferred travel routes to identify potential operating changes and capital investments. Additionally, MTA and its agencies regularly conduct planning studies that call for both a baseline analysis of current personal mobility and traffic conditions and forecasts of passenger volume and modal choice against which to evaluate potential future transit improvements. Survey data of MTA customers to address these needs is time consuming and difficult to keep up to date. The collection of geospatial data by private sector entities from members of the public using smartphones, tablets, laptops and other mobility devices presents the potential a rich dataset of travel behaviors on a time of day, modal choice and geographic basis. MTA would like to have a geospatial database of travel records from within the NYC and MTA service region acquired and installed for use by MTA and operating agency staff and its consultants for a 12-month period beginning in December 2019, with an option for further extensions.

Database Requirements:

- Accurately represents the current resident population of the MTA service region (New York City, Nassau and Suffolk Counties on Long Island, and Westchester, Dutchess, Putnam, Rockland, and Orange Counties in the Mid-Hudson region)
- Accurately reflects current travel volumes and modal choice shares (auto/truck, public transportation, other)
- Database be updated no less frequently than every three months for the duration of the lease
- Data and data reports are exportable to TransCAD, SPSS or other third-party applications in use by the MTA
- Access to the data does not require specialized computer hardware, software or network configurations at MTAs expense

Start Date: 2019Q1	End Date: 2021Q4
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Project Tasks:

1. Data purchases. No specific tasks.

Project Deliverables:

1. Data purchases. No specific deliverables

Project Costs:	\$1,213,964
New FTA Fund:	\$13,964
Previously Programmed Funds:	\$1,200,000
Reason for Unspent Funds:	Multi-year effort
Related Professional Services Contracts:	\$1,200,000
Data purchase	

Nassau County

G01: Land Use-Transportation Element of Comprehensive Plan

Project Description:

Relate potential transportation and mobility strategies to the land use patterns and policies established in the Nassau County Comprehensive Plan and the RTP (Plans 2040, 2045 and 2050), and update the transportation section of Nassau County's Draft Comprehensive Plan. This activity will focus on both looking at the policy recommendations and implementation strategies that were identified in the last Draft Plan to determine whether progress has been made and identifying new recommendations and strategies based on recent land use changes, Complete Streets guidelines, shifts in demographics and other trends, and the County's continued emphasis on resiliency following Superstorm Sandy.

Start Date: 2021Q1

End Date: 2022Q3

Project Tasks:

1. Update the transportation and land use sections of the Draft County Comprehensive Plan;
2. Track the progress of implementing the policy recommendations and strategies identified in the last Draft Plan;
3. Revisit/refine policies as noted above; and
4. Lay foundation for the next Comprehensive Plan Update.

Project Deliverables:

1. Update relevant Census and Census-related data, such as journey-to-work; incorporate current NYMTC SED forecasts into plan; update land use maps to reflect new development data; and incorporate the Nassau Hub IOS and Nassau Coliseum Redevelopment initiatives into Existing Conditions portion of Plan. (2021Q1)
2. Incorporate Complete Streets guidelines, NYMTC 2050 SED and TAZ-level forecasts, and elements of Plan 2050 already in place into future Comprehensive plan update. (2021Q4)
3. Finalize Plan. Note: Public outreach will be conducted, as needed, throughout the project. (2022Q2)

Project Costs:	\$583,292
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$583,292
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$500,000
Consultant will support all aspects of this study.	

G02: Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury

Project Description:

Traffic signal optimization is recognized as one of the most cost-effective methods for maximizing the carrying capacity of our roadway system. Previous studies indicate that this type of project can significantly reduce stops and delays, congestion, automobile emissions and accident rates. The optimized traffic signal timings and subsequent improvements would be reported back to NYMTC for incorporation into the regional CMP. This project will focus on 23 signals along Central Avenue (Bethpage), East Meadow Road (East Meadow), and Brush Hollow Road (Westbury).

Start Date: 2020Q3	End Date: 2022Q2
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Project Tasks:

- 1) Data Collection The following data will be collected at various locations along Central Avenue (Bethpage), East Meadow Avenue (East Meadow) and Brush Hollow Road (Westbury):
 - a) Existing phase sequences and signal timing at 23 signalized intersections;
 - b) Existing traffic and roadway features;
 - c) Unsignalized intersections and driveways;
 - d) Arterial traffic flow data;
 - e) Side street flow data;
 - f) Traffic flow characteristics;
 - g) Vehicle mix; and
 - h) Pedestrian activity.
- 2) Data Development Includes the following:
 - a) Data entry;
 - b) Data analysis; and
 - c) Data reporting.
- 3) Data Refinement Includes field observations and adjustments.
- 4) Final Design Includes:
 - a) Signal timing optimization;
 - b) Time space diagrams;
 - c) Data tables; and
 - d) Design report.

The staff would work in cooperation with the Nassau County Department of Public Works Division of Traffic Engineering and a consultant.

Project Deliverables:

1. Technical Memorandum and final report (2022Q2)

Project Costs:	\$150,030
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$150,030
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study	

G03: Nassau County Traffic Signal Progression and Optimization Study II – Oceanside

Project Description:

Traffic signal optimization is recognized as one of the most cost-effective methods for maximizing the carrying capacity of our roadway system. Previous studies indicate that this type of project can significantly reduce stops and delays, congestion, automobile emissions and accident rates. The optimized traffic signal timings and subsequent improvements would be reported back to NYMTC for incorporation into the regional CMP. This project will focus on 22 signals along Central Avenue, Long Beach Road and Lawson Blvd (Oceanside).

Start Date: 2020Q3

End Date: 2022Q2

Project Tasks:

- 1) Data Collection The following data will be collected at various locations along Central Avenue, Long Beach Road and Lawson Blvd (Oceanside):
 - a) Existing phase sequences and signal timing at 22 signalized intersections;
 - b) Existing traffic and roadway features;
 - c) Unsignalized intersections and driveways;
 - d) Arterial traffic flow data;
 - e) Side street flow data;
 - f) Traffic flow characteristics;
 - g) Vehicle mix; and
 - h) Pedestrian activity.
- 2) Data Development includes the following:
 - a) Data entry;
 - b) Data analysis; and
 - c) Data reporting.
- 3) Data Refinement Includes field observations and adjustments.
- 4) Final Design Includes:
 - a) Signal timing optimization;
 - b) Time space diagrams;
 - c) Data tables; and
 - d) Design report.

The staff would work in cooperation with the Nassau County Department of Public Works Division of Traffic Engineering and a consultant.

Project Deliverables:

1. Technical Memorandum and final report (2022Q2)

Project Costs:	\$150,030
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$150,030
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study	

G04: Nassau County Traffic Signal Progression and Optimization Study III - Hewlett and Lynbrook

Project Description:

Traffic signal optimization is recognized as one of the most cost-effective methods for maximizing the carrying capacity of our roadway system. Previous studies indicate that this type of project can significantly reduce stops and delays, congestion, automobile emissions and accident rates. The optimized traffic signal timings and subsequent improvements would be reported back to NYMTC for incorporation into the regional CMP. This project will focus on 28 signals along Mill Road and Burnside Avenue (Hewlett), and Peninsula Blvd (Lynbrook).

Start Date: 2020Q3

End Date: 2022Q2

Project Tasks:

- 1) Data Collection: The following data will be collected at various locations along Mill Road and Burnside Avenue (Hewlett), and Peninsula Blvd (Lynbrook):
 - a) Existing phase sequences and signal timing at 28 signalized intersections;
 - b) Existing traffic and roadway features;
 - c) Unsignalized intersections and driveways;
 - d) Arterial traffic flow data;
 - e) Side street flow data;
 - f) Traffic flow characteristics;
 - g) Vehicle mix; and
 - h) Pedestrian activity.
- 2) Data Development Includes the following:
 - a) Data entry;
 - b) Data analysis; and
 - c) Data reporting.
- 3) Refinement Includes field observations and adjustments.
- 4) Final Design Includes:
 - a) Signal timing optimization;
 - b) Time space diagrams;
 - c) Data tables; and
 - d) Design report.

The staff would work in cooperation with the Nassau County Department of Public Works Division of Traffic Engineering and a consultant.

Project Deliverables:

2. Technical Memorandum and final report (2022Q2)

Project Costs:	\$166,353
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$166,353
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$130,000
Consultant will support all aspects of this study.	

G05: Roadway Sustainability and Compliance Study

Project Description:

Nassau County is embarking on a program to systematize its planning for recurring capital projects, such as road resurfacing. In this regard, Nassau is now proposing to initiate a Roadway Sustainability and Compliance Study that will assess existing roadway conditions and secondary assets on County-owned roads so that DPW staff can prepare ongoing long term plans to maintain these roadways consistent with federal and state guidelines for pavement assessment and roadway signage. This planning effort will form the basis for future TIP requests by identifying priority roadways for resurfacing. A key deliverable from this study will be an electronic inventory and management system that will be developed by a consultant and provided to the County. County staff will receive training in use of the Roadway Management System to maintain a self-sustaining living document. Nassau County will also share applicable study deliverables with other NYMTC members.

Start Date: 2017Q1

End Date: 2021Q4

Project Tasks:

1. Data Collection -- Inspect all County Roads, pathways, and parking lots and provide an asset condition report including pavement condition rating, and an inventory and condition report of secondary assets, such as signs, guiderails, sidewalks, ADA ramps, catch basins, drainage ditches, noise walls, rumble strips, signals, bridge decks, retaining walls, medians, and on-route parking.
2. Roadway Treatment Recommendation -- Develop an array of treatment alternatives for repair of typical roadway deterioration.
3. Design Drawings and Specifications -- Prepare standard design drawings for areas and treatments identified in Tasks 1 & 2.
4. Roadway Surface Management System Development -- Develop an electronic system utilizing the County GIS to maintain County pavement evaluations. The system is to include historical data for each section of County roadway and provide a geographic interface to identify roadway segments by condition in both visual and tabular form. Each secondary asset is to be identified by an individual point at its actual location along the County roadway.

Project Deliverables:

1. RFP for consultant Services (2021Q1)
2. Project Data Collection (2021Q2)
3. Roadway Treatment Recommendations and Standard Detail Designs (2021Q3)
4. Pavement Management System & Final Report (2021Q4)

Project Costs:	\$761,863
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$761,863
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$700,000
Consultant will support all aspects of this study.	

G06: Lido Beach Multi-Use Trail Planning Study

Project Description:

The Long Beach Barrier Island is home to some of the highest bike ridership in Nassau County. Many residents and visitors use cycling as a form of intra-island transportation, frequenting the many beaches/parks, businesses and other community assets. Cycling is also seen as a popular form of first and last mile travel to/from the Long Beach LIRR station. Presently, bicycle infrastructure in the area includes a 2.25-mile boardwalk in the City of Long Beach, shared bicycle lanes in various locations in the City, and a boardwalk in the Village of Atlantic Beach.

An approximately one mile long multi-use path will soon be constructed by the County in the Village of Atlantic Beach and the hamlet of East Atlantic Beach, along Park Street/Beech Street. The trail is part of a larger capital project to reconstruct Park/Beech Street from the Atlantic Beach Bridge to the City of Long Beach municipal boundary. However, the east end of the Barrier Island presently does not have any formal bicycle infrastructure. This is a critical missing gap, as the majority of the Islands public beaches and parklands are on the east end. The Long Beach Middle School and Lido Elementary School are also located on the east end.

The County seeks to conduct a planning level feasibility analysis and conceptual design for a multi-use trail along ~2.7 miles of Lido Boulevard, spanning from the Long Beach city line to the Loop Parkway. The study will assess current traffic volumes, pedestrian activity, accident data and travel lane/intersection geometry of the study area.

The study will also assess trail alignment alternatives which utilize public parklands and adjacent properties within the corridor. This study's goals are to increase safety and accessibility for pedestrians, cyclists and all other users of the Long Beach Barrier Island. This project will help move the County closer to its ultimate goal of providing a bicycle network that seamlessly connects the Barrier Islands east end with its west end.

Key Stakeholders, including local residents, business owners, the Town of Hempstead, and the City of Long Beach, will be engaged as part of the public outreach process. Public engagement will include the vetting of design strategies and draft recommendations. Design concepts such as multi-use trail geometry, green infrastructure, signal timing modifications, lighting and intersection modifications will be evaluated. Particular attention will be made to creating bike infrastructure that is separated from the roadway.

Start Date: 2021Q1	End Date: 2022Q4
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Project Tasks:

1. Develop RFP for consultant services and execute contract;
2. Prepare and initiate public engagement plan, Conduct field data collection;
3. Develop model of existing conditions; and
4. Prepare design alternatives and vet with public.

Project Deliverables:

1. Execute consultant contract (2021Q1);
2. Submission of Public Engagement Plan and Tech Memo on data collection methods (2021Q4);
3. Submission of Existing Conditions model (2022Q1);
4. Tech memo on design alternatives (prioritization and cost estimates) (2022Q2);
5. Final report (2022Q3); and
6. Report follow up (as needed) (2022Q4).

Project Costs:	\$268,112
New FHWA / FTA Funds:	\$268,112
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services	\$240,000
Consultant will support all aspects of this study.	

G08: Nassau County Shared-Mobility Management Plan

Project Description:

Emerging technologies and changes in modal preference are leading to a rapidly changing transportation landscape. The quickly expanding and diversifying range of motorized and non-motorized mobile application-based shared transportation services present an opportunity for Nassau County to comprehensively and proactively manage such services.

To fully realize the benefits of shared-mobility, Nassau County seeks to prepare and implement a Shared-Mobility Management Plan. The Plan will review and inventory existing and emerging shared-mobility services (motorized and non-motorized), and comprehensively evaluate infrastructure compatibility and necessary improvements, hosting partnerships, economic benefits and policy/legal issues.

The Plan will provide recommendations for capital improvements (infrastructure), funding sources, and key locations for piloting shared-mobility services within the County. The Plan will also provide a framework for evaluating new services for implementation. Public outreach and stakeholder coordination will be conducted throughout the duration of the project.

Key stakeholders, including, elected officials, municipal representatives, chambers of commerce, advocacy organizations and community groups will be engaged as part of the outreach task.

Start Date: 2020Q1	End Date: 2022Q1
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Project Tasks:

1. Data Collection (county-wide mobility surveys and memorandum on data collection);
2. Analysis of Data Collection;
3. Identify a Pilot Project(s);
4. Prepare Draft & Final Recommendations;
5. Prepare Draft and Final Report/Implementation Plan;
6. Public Outreach Support; and
7. Economic Modeling.

Project Deliverables:

1. Mobility surveys to be distributed to public and medium-large employers, and technical memorandum summarizing all data from surveys (2021Q1);
2. Technical Memorandum summarizing the analysis process and findings (2021Q2);
3. Technical memorandum identifying pilot project(s) (2021Q2);
4. Economic modeling (2021Q3);
5. Technical Memorandums with draft and final recommendations (2021Q3);
6. Technical report/implementation plan (final document) (2021Q4); and
7. Public and stakeholder engagement program, and development and management of project website (all quarters).

Project Costs:	\$665,678
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$665,678
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

New York City Department of City Planning

G01: Harnessing New Data and Technology to Better Understand Mobility

Project Description:

Mobility in our region has changed dramatically during the current health pandemic. Work from home, business restrictions and shutdowns, and shifting modes over fears of mass transit have altered where people travel, when they travel, and how they travel. We are proposing to use a variety of data sources available through the Recovery Data Partnership (RDP) and elsewhere to undertake a series of analyses on current transportation to assess accessibility and mobility across the city on all modes. From the RDP website: The NYC RDP is a first-of-its-kind effort for community, non-profit, and private organizations to share data with the City to aid in COVID-19 response and recovery efforts. Examples of the data that DCP is proposing to use include mobility data from SafeGraph, CueBiq and others; address relocation data from the United States Postal Service (USPS); utility and waste data; real estate data from Streeteasy; and others as they are identified and obtained.

Start Date: 2021Q1

End Date: 2021Q4

Project Tasks:

This work could include:

- Assessing existing worker and resident populations in the city as well as changes in residential or workplace distribution to identify changes in commutation or other travel behavior.
- Potential effects of telework on the regional transportation network. Other changes and challenges to travel and mobility in the region.

Task prioritization will be informed by population assessment needs associated with Census 2020 results, land use and transportation studies that rely on an accurate understanding of existing populations and potential future demand, and on pandemic recovery. The protracted timeline of the pandemic leaves us unsure of when travel and mobility will return to "normal", and even of what normal may look like. By tracking various mobility metrics, we expect to have a better sense of what aspects of our system we should focus on as people return to school, work, and as people and jobs relocate around the region.

Project Deliverables:

Most of the data NYCDCP is exploring as part of our understanding of mobility during the pandemic is new to city and regional government, as it deviates substantially from the Census-based data, transportation operating agency information, and survey-based information that we have historically relied on to inform products like the Citywide Mobility Study, NYMTCs NYBPM, and city transportation demand assessments.

Deliverables will follow this approximate schedule:

1. Short fact-sheet and sample visualizations; itemization of data source strengths and weaknesses in our ability to identify local-area mobility trends (2021Q1)
2. Visualizations and preliminary assessments of local-area mobility trends (2021Q2)
3. In-city and regional determination of likely flows (2021Q3)

Project Costs:	\$650,450
New FHWA / FTA Funds:	\$650,450
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

G02: Opportunities for Enhancing the Public Realm

Project Description:

The public realm has been changing during the pandemic to accommodate new uses and new needs in ways both planned and previously unimagined. As New York City continues to modify and expand transportation networks to meet the changing demands of the pandemic, keeping abreast of recent innovations and practices in other major cities worldwide is crucial. We would like to focus on opportunities to improve or repurpose public rights-of-way including alternative street treatments such as open restaurants and outdoor education, expansion of public or private investments in Electric Vehicle (EV) charging stations, on-street parking policy, innovations in how loading and freight can be accommodated, among other relevant topics.

Start Date: 2021Q1

End Date: 2021Q4

Project Tasks:

1. Work with borough offices and other DCP divisions to identify specific subjects of study
2. Articulate NYC challenges were confronting with regards to public realm
3. Inventory existing tools we have to accommodate new uses and new needs
4. Literature review: research and catalog innovations for incorporation into city planning projects

Project Deliverables:

1. Inventory of existing challenges and tools implemented to date (2021Q1)
2. Report summarizing previous efforts and opportunities for improvement (2021Q2)
3. Recommendations for next steps (2021Q3-Q4)

DCP will issue a series of short papers documenting best practices in transportation and outlining their applicability to the New York City transportation system.

Project Costs:	\$494,596
New FHWA / FTA Funds:	\$494,596
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

G03: Rethinking the Land Use-Transportation Connection Under Current Conditions

Project Description:

As New York City continues to recover from the current health pandemic, significant numbers of people are changing where they live and work. Certain neighborhoods have seen their daytime populations grow significantly while others may have temporarily lost some share of their pre-COVID-19 worker population. This means travel and commutation patterns are changing as well. Strategic investments in transportation will be critical to fostering diverse, livable communities with sufficient mobility and connectivity.

Working closely with operating agencies, including NYC DOT and MTA, NYC DCP will assess transportation needs in those areas and help prioritize capital projects that will support existing and expected future needs. By integrating transportation and land use planning, this effort directly supports the RTPs goals of enhancing the regional environment and regional quality of life. Furthermore, this neighborhood planning effort will help the region build the case for implementation resources, another RTP goal.

In keeping with NYC DOTs Vision Zero initiative to combat traffic deaths and injuries, the goal of enhancing safety will feature prominently in the planning process and recommended projects.

Start Date: 2021Q1	End Date: 2021Q4
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Project Tasks:

Areas of study will be determined in consultation with DCP's borough offices, and in consultation within Strategic Planning divisions to identify which areas of the city are likely to have experienced and continue to experience the greatest disruption to pre-COVID-19 travel patterns, or whose transportation network is insufficient to support existing or projected demand.

Each transportation needs assessment will begin with a data collection effort and a problem identification discussion with area stakeholders. Based on analysis of traffic, pedestrian, transit and other data and input from the community, DCP will then propose a set of recommended improvements and funding options. Potential study areas can include but are not limited to the following:

Defining a 15 Minute City - We want to reassess how we prioritize the provision of goods, services, open space, and other resources under something like a 15-minute city concept.

Soundview - Background: peninsula has seen significant residential and commercial growth, and more is projected (4k+ units). The area today has limited access to subway service and is home to a large senior population. Ferry service is also a new draw and service. To meet existing and growing populations, propose transportation study to understand: overall transportation network and connections across services (bus, ferry, bike, subway) to access commercial corridors, subway, and regional parks, and analyze improvements such as service connections, bus stop amenities, protected bike lanes, Citibike opportunities, select bus service corridors, connections to subway and proposed regional rail (Parkchester/VanNest).

Boston Road - Background: Boston Road is an historic road and US Highway (US1) in the northeast Bronx. It is a wide street developed with commercial, retail, auto-related, and other light industrial uses. Lower scale residential uses and nodes of large NYCHA campuses are

located off the corridor and much of the area was disproportionately affected by the COVID-19 pandemic. The zoning dates from 1961 and reflects historic land use patterns. A transportation study of the entire corridor north of Pelham Parkway would complement a land use study aimed at updating the zoning to plan for future growth on the corridor. The transportation study would analyze the overall transportation network to access subway and commercial corridors as well as safety along the corridor. The study would make recommendations to improve the design of Boston Road and recommend improvements such as service connections, bus stop amenities, protected bike lanes, Citibike opportunities, select bus service corridors, and connections to subway and regional rail.

Post-Pandemic Planning – Background: Much of the Bronx was disproportionately affected by the COVID-19 pandemic. As we engage in planning discussions to analyze the impacts, assess lessons learned and understand what it means for planning moving forward a more detailed transportation analysis will be required. Transportation patterns during the pandemic differed in the Bronx from the rest of the city and as we begin to look closely at specific neighborhoods the study would support that work. This would include analysis of commute patterns, modal shifts and identify needs to support enhanced intermodal connectivity in those areas.

Red Hook Last Mile Distribution Study - There has been an increase in the expansion of last-mile distribution facilities over the last 2-3 years, which has only intensified during the pandemic. Red Hook has been a receiving area for this development due to a confluence of industrially-zoned land, easy access to high-end consumers in lower Manhattan and western Brooklyn, and proximity to the BQE/Gowanus Expressway, Prospect Expressway, and the Hugh L. Carey Tunnel (aka Brooklyn Battery Tunnel). While there are numerous reasons distribution businesses would want to locate here, there are external issues that may impact both existing residents and businesses, as well as the agglomerating impacts of multiple distribution businesses locating here on the existing local street network, impact of sea-level rise and resiliency efforts, and environmental justice issues. We would also look at land use conflicts associated with last mile distribution facilities in other parts of the city.

Church Avenue Study (from Coney Island Avenue to Brooklyn Avenue) - Heavily used by pedestrians, buses and SBS, two subway stations, as well as freight trucks (designated “Through Truck Route”), dollar vans, and black cars, the street has numerous users and often-conflicting priorities. The sidewalks are extremely narrow, making this important commercial corridor difficult to navigate, especially for elderly and walking impaired, leaving little room for pedestrian amenities, loading zones, and the select bus service, not to mention the conflicts with bicycles and limited interventions for bikeshare. How can this corridor be improved to strengthen this important commercial and cultural corridor, while supporting mass transit users, particularly bus riders, as well as the supplementary services associated with dollar vans and black cars, and cyclists?

Truck Routes and Safety - In connection with the proposed Church Avenue Study, there is an opportunity to look at the nearby truck routes such as Caton Avenue and Coney Island Avenue. They are both busy arterials that carry significant local truck traffic in and out of this area. The proposal is to undertake a study of these truck routes in terms of major intersections and crossings and enhance safety for pedestrians and cyclists.

Connections to Open Spaces - A possible study is to look at the network of open spaces especially in underserved neighborhoods and improve access and connectivity to existing parks

and open spaces. An analysis similar to what was done for the Bushwick neighborhood in relation to Highland Park could be initiated. The residents of this area had limited access to the park due to the lack of walkways and safe crossings.

North Shore BRT – Planning for Transit Oriented Development - From 2019 to 2020, MTA continued their work to revitalize the North Shore right-of-way by updating their Alternatives Analysis, re-confirming BRT as the preferred alternative, and beginning the Environmental Review work for the project. The MTA held an Environmental Review Scoping meeting in 2019 and was in the process of preparing the Draft Environmental Impact Statement (EIS) until MTA capital funding for the project was put on hold due to the impact of the pandemic on MTA's operating and capital budgets. Although the MTA has made important progress toward the implementation of the BRT, this scope of work does not include a more comprehensive look at the relationship between the proposed high-speed transit corridor and the surrounding neighborhoods. In order to maximize the benefits of the new BRT system, DCP recommends a planning study of the land uses, zoning, and infrastructure of the neighborhoods surrounding the proposed stations to identify strategies for integrating the proposed BRT stations into the existing North Shore neighborhoods and foster Transit Oriented Development. It is recommended that the study occurs concurrently with MTA's BRT design and Environmental Review work in order to support seeking future funding to implement the full BRT project.

Project Deliverables:

Each area will undergo a detailed transportation needs assessment that will result in recommendations for transportation improvements along with funding options.

1. Existing Conditions and Consideration of Future Demand (2021Q1)
2. Data Collection Plans (2021Q2)
3. Assessment of Future Demand, and Technical Needs Assessments (2021Q3)
4. Final Reports - Transportation Improvement Recommendations and Funding Options (2021Q4)

Project Costs:	\$832,329
New FHWA / FTA Funds:	\$832,329
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$50,000
Data collection activity	

New York City Department of Transportation

G01: NYC Pedestrian Map

Project Description:

The goal of the NYC Pedestrian Plan (Ped Plan) is to develop a suite of maps that will inform both policy and design decisions regarding the pedestrian infrastructure of NYC and create rationality in the decision-making process.

The first deliverable will be a corridor designation map, ranking the relative importance of a corridor to the pedestrian network. Designations will be based upon retail and restaurant densities, schools, parks and other transit nodes. A second deliverable will be the suite of deficiencies maps. These will highlight areas without sidewalks, with infrequent crossings, with narrow sidewalk, with pinch points, etc. The exact nature of these maps is still be determined.

The final deliverable will be a priority map or suite of prioritization maps. These will help to prioritize our workflow through the lens of equity and social justice, lack of access to trains or cars, or other metrics.

Start Date: 2020Q1

End Date: 2022Q2

Project Tasks:

1. Data Collection;
2. Corridors Map Modeling;
3. Deficiencies Suite Creation;
4. Prioritization Suite Creation; and
5. Community Feedback and Model Refinements.

Project Deliverables:

1. Corridors Map (2021Q1)
2. Deficiencies Suite (2021Q3)
3. Prioritization Suite (2022Q2)

Project Costs:	\$426,423
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$426,423
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$0

G03: Lindenwood/ Spring Creek Transportation Study

Project Description:

The Gateway Mall is a major employment center in East New York; and it supports the economic vitality of the surrounding neighborhoods. The Lindenwood/Spring Creek Transportation Study is being undertaken in response to traffic and congestion generated by the Phase II construction of the Gateway Mall and a significant number of residential developments. The study area is bounded by Linden Boulevard/South Conduit Avenue, Cross Bay Boulevard, Shore Parkway, and Pennsylvania Avenue. Community residents have requested NYC DOT address the congestion problem, something that was echoed by elected officials. The public outreach effort for the Brooklyn-Queens Areawide Transportation Study identified some of the community issues. Regional access in the area is provided by the Belt Parkway and directly to the Pennsylvania Avenue and Erskine Street exits/entrance ramps.

The study will support the NYMTC RTP 2045 vision goals to reduce congestion, enhance the environment, and improve the regional economy and quality of life. Additionally, it will contribute to meeting several OneNYC vision goals including improving safety, transit operation and reliability, freight mobility, and infrastructure management. It will examine measures to: improve travel time reliability on major corridors; improve surface transit operations (15 bus routes serve the area); improve freight mobility and truck operations in the study area; reduce crashes and improve safety for all street users; and, improve multi-modal mobility and accessibility.

Start Date: 2018Q1	End Date: 2021Q4
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Project Tasks:

1. Conduct reconnaissance, literature search, and draft detailed scope of work;
2. Public outreach, establish Technical Advisory Committee (TAC) and conduct TAC meeting;
3. Conduct public meeting for community input (identification of issues and problem definition);
4. Data collection, conduct survey of existing conditions: traffic, parking, pedestrian, street geometry, crashes, etc.;
5. Draft existing conditions report;
6. Analysis of future conditions and draft report;
7. Conduct TAC and public meetings on preliminary recommendations;
8. Develop and evaluate improvement measures; and
9. Draft final report with recommendations.

Project Deliverables:

1. Draft scope of work (2018Q2);
2. Data Collection Plan (2018Q2);
3. Analysis of Existing Conditions (2019Q4); and
4. Draft Final Report (2021Q4).

Project Costs:	\$199,955
New FHWA / FTA Funds:	\$199,955
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

G04: NYC Mobility Report 2021

Project Description:

The New York City Mobility Report is NYC DOT's annual report on key agency performance metrics and citywide transportation indicators. Since 2008, the report has brought together independent data sources such as the NYMTC Hub-Bound report, census and demographic data, TLC Taxi (Global Positioning System) GPS data, MTA bus and subway ridership, and New York State Department of Motor Vehicles (DMV) data and conducted new analysis to reveal trends in New York City mobility. Key annual indicators include citywide bike traffic, dockless bike trips, Central Business District (CBD) bound vehicle traffic and transit ridership, non-CBD bound traffic and transit ridership, and average Manhattan travel speeds measured by taxi and MTA GPS data feeds.

UPWP funding will allow NYC DOT to provide the analytical expertise for this report so that it will remain a cutting-edge resource for the agency, policymakers, and the public at large. The report serves to identify trends in mobility that NYC DOT and other transportation agencies around the world can act on. NYC DOT will continue to publish an annual edition in May 2021 to highlight the year's trends. As a reflection of NYC DOT's data-driven efforts to improve the safety and efficiency of the transportation network, the Mobility Report directly supports the RTP's goal of helping the region build the case for implementation resources (1-11).

Start Date: 2020Q1	End Date: 2021Q2
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Project Tasks:

1. Data collection of mobility and classification data;
2. Analyze and visualize collected data; and
3. Outline, write, design and finalize the report.

Project Deliverables:

1. Project Outline and Schedule (Q2 2020).
2. Draft final report (Q2 2021).

Project Costs:	\$20,073
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$20,073
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	N/A

G05: NYC Mobility Report 2022

Project Description:

The New York City Mobility Report is NYC DOT's annual report on key agency performance metrics and citywide transportation indicators. Since 2008, the report has brought together independent data sources (such as the NYMTC Hub-Bound report, census and demographic data, TLC Taxi GPS data, MTA bus and subway ridership, and New York State DMV data) and conducted new analysis to reveal trends in New York City mobility. Key annual indicators include citywide bike traffic, dockless bike trips, CBD-bound vehicle traffic and transit ridership, non-CBD-bound traffic and transit ridership, and average Manhattan travel speeds measured by taxi and MTA GPS data feeds.

UPWP funding will allow DOT to provide the analytical expertise for this report so that it will remain a cutting-edge resource for the agency, policymakers, and the public at large. The report serves to identify trends in mobility that DOT and other transportation agencies around the world can act on. DOT will continue to publish an annual edition in May 2022 to highlight the year's trends. As a reflection of DOT's data-driven efforts to improve the safety and efficiency of the transportation network, the Mobility Report directly supports the RTP's goal of helping the region build the case for implementation resources (1-11).

Start Date: 2021Q1	End Date: 2022Q2
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Project Tasks:

1. Data collection of mobility and classification data;
2. Analyze and visualize collected data; and
3. Outline, write, design and finalize the report.

Project Deliverables:

1. Project Outline and Schedule (2021Q2).
2. Draft final report (2022Q2).

Project Costs:	\$106,129
New FHWA / FTA Funds:	\$106,129
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

G06: Comprehensive Planning to Advance the RTP Ped-Bike Element

Project Description:

The goal of the Pedestrian Network Development Program within NYC DOT is to improve the pedestrian network throughout NYC to increase pedestrian trips citywide, especially to regional transit. The program creates streetscapes that are inviting to and safe for pedestrians of all ages and abilities; that calm traffic; and that strengthen non-motorized connections between residential areas, transit, and retail districts.

NYC DOT will contribute to meeting the regions goals, as stated in Plan 2045, of Enhancing the regional environment through improved air quality from reduced vehicle usage; improving the regional economy by creating streets and plazas that draw users both locally and regionally, such as the transformation of Madison and Times Squares; and improving the quality of life by creating complete streets that increase the availability and safety of walking, biking, and the ability of residents and visitors alike to enjoy public space.

NYC DOT's Pedestrian Unit will develop plans for selected corridors/neighborhoods. These plans will have the goal of creating safe access for all users, calming traffic, and strengthening non-motorized connections between residential and retail districts, in a manner that is consistent with RTP goals and Complete Streets guidelines.

The Pedestrian Unit will study locations throughout the city to develop improvement recommendations where particular pedestrian problem areas are identified. Locations will be selected through the regular surveying of complex intersections and in response to expressed community needs. These selected locations will be located near bus lines, subway/rail lines, major thoroughfares, and other forms of regional transportation.

Under this study, Pedestrian Unit staff will develop plans based on comprehensive traffic and safety analysis for pedestrian and bicycle facilities to provide residents with alternative means of accessing employment, commercial districts, and transit, as encouraged by Plan 2045.

It is expected that the planning study will develop recommendations that may include physical improvements, such as widened sidewalks and neckdowns, improved crosswalks, regulatory and informational signs, and the addition of lighting and landscaping, as well as operational improvements, such as changes in signal timing, curb regulations, and bicycle facilities upgrades.

The study will be an integrated planning process by NYC DOT whereby necessary surface and sub-surface infrastructure improvements will be expanded to become pedestrian projects through additional data collection, analysis, community outreach, and design.

Start Date: 2021Q1	End Date: 2021Q4
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Project Tasks:

1. Project Initiation and Scope Development, including selection of up to 4 locations;
2. Data Collection and Initial Community Outreach;
3. Preliminary Recommendations;
4. Community Presentation and Outreach; and
5. Final Recommendations.

Project Deliverables:

1. Scope of Work (2021Q1);
2. Existing conditions analysis including data collection plan (2021Q2); and
3. Draft report (2021Q4).

Project Costs:	\$262,478
New FHWA / FTA Funds:	\$262,478
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

G07: Off-Hour Deliveries Program Expansion Evaluation Study

Project Description:

NYC DOT seeks funding to produce a report which evaluates the effectiveness of the Off-Hour Deliveries Program expansion. Established as a pilot program between 2007-2010, the Off-Hour Deliveries (OHD) Program encourages goods delivery during the off-peak hours of 7 p.m. to 6 a.m. to decrease congestion and truck emissions, specifically in Midtown Manhattan, Lower Manhattan downtown Brooklyn, Flushing and Jamaica where there are high pedestrian volumes and limited curb space. Between 2016 and 2018, DOT developed a branding and media plan for the OHD program and conducted a survey of businesses, including freight transporters and receivers, to better understand how and when deliveries are made and the financial and logistical reasons behind these decisions. Mayor de Blasio launched the expansion of the OHD initiative in April 2019 as part of a comprehensive program to reduce congestion, improve bus transit speeds and decrease the opportunity for conflicts with pedestrians and cyclists. With this initiative, DOT expects to triple the number of business locations participating in the OHD from 500 to 1500 by the end of 2021. This report will outline the key performance metrics of the program including qualitative surveys of OHD program participants to support documentation of lessons learned and best practices for implementation of freight demand management strategies.

Start Date: 2020Q1

End Date: 2021Q4

Project Tasks:

1. Data collection;
2. OHD Program participants survey;
3. Assessment of congestion reduction metrics;
4. Assessment of carbon reduction from program expansion; and
5. Assessment of economic impacts.

Project Deliverables:

1. Tech Memo 1- Scope of Work, Data Collection Plan, and Survey Design (2020Q1);
2. Tech Memo 2- OHD Performance Assessment Summary (2021Q3); and
3. Draft Final Report (2021Q4).

Project Costs:	\$74,902
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$74,902
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	N/A

G08: Brooklyn College Flatbush Avenue Transportation Study

Project Description:

The Brooklyn College/Flatbush Avenue Transportation Study will examine traffic/flow conditions along Flatbush Avenue, a main Principal Arterial connecting the Belt Parkway and Brooklyn Bridge to Manhattan. The defined catchment area is bounded by Ditmas Avenue (N), New York Avenue (E), Avenue K (S), and Coney Island Avenue (W); where two transit hubs exists. They are immediately east and west of the College at Flatbush & Nostrand Avenues and East 16th Street and Avenue H respectively. To the extent Origin-Destination trips associated with Brooklyn College on the transportation network contribute to congestion or not due to transit availability; a questionnaire survey will be conducted of a representative sample of the student body to determine travel characteristics. Also, a broader detailed traffic analysis beyond the campus focused area examining CMP identified congested links will be analyzed. The results should yield insights into travel needs and demand. The effort will make recommendations to improve access to/from regional facilities.

Start Date: 2021Q1

End Date: 2022Q3

Project Tasks:

1. Scope of work;
2. Data collection and other surveys;
3. Existing Conditions Analysis;
4. Future Conditions Analysis; and
5. Recommendations.

Project Deliverables:

1. Draft Scope of Work (2021Q2);
2. Existing and Future Conditions Analysis (2021Q4); and
3. Recommendations and Draft Final Report (2022Q3).

Project Costs:	\$199,557
New FHWA / FTA Funds:	\$199,557
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

G09: Building Profile and Loading Dock Utilization Study

Project Description:

The amount, frequency, and type of deliveries varies by land use, resulting in different levels of truck demand. The last leg of freight deliveries is often the most challenging as truck drivers search for parking and then proceed to deliver the goods to their customers. NYC's dense vertical market in congested areas makes this process even more challenging, particularly as some buildings do not have appropriate off-street loading facilities, and when they do, they aren't utilized for intended uses. Additionally, as e-commerce has grown, residential buildings have also emerged as a leading destination for deliveries as consumers demand faster, affordable and convenient deliveries. In 2018, 45% of New Yorkers received a delivery of some kind at their home at least a few times a week.

The proposed study will survey a select number of buildings to evaluate the utilization and taxonomy of off-street loading facilities in congested areas. This project supports policies and programs listed in NYMTCs Regional Freight Plan, including the goal to improve regional investments through conducting establishment surveys to validate and/or project commodity flow data, in coordination with NYBPM surveys and data collection (No. 200) and freight data analysis tools (No. 122). This project will also support the implementation NYC DOT's Smart Truck Management Plan, and will advance our vision of safe, sustainable, equitable, and efficient freight deliveries in NYC. NYC DOT hopes to identify solutions in improving the efficiencies of freight deliveries at buildings and improve freight planning efforts and curb management strategies.

Start Date: 2020Q1

End Date: 2021Q3

Project Tasks:

1. Develop scope and stakeholder engagement plan;
2. Develop data collection plan and analysis methodology;
3. Data Collection & Reduction;
4. Building Profile & Loading Dock Taxonomy Summaries; and
5. Recommendations: Improving freight efficiencies of buildings.

Project Deliverables:

1. Data Collection Plan (2020Q2);
2. Freight Building Profiles & Loading Dock Usage Summaries (2021Q2); and
3. Draft Final Report (2021Q3).

Project Costs:	\$63,186
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$63,186
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	N/A

G10: Cargo Bicycle Operations Study

Project Description:

NYC DOT is currently working with parcel companies on a pilot program to introduce pedal-assist cargo bicycles into NYC for use in last-mile package delivery. The goal of providing an operating framework for cargo bikes is to broaden options for sustainable and efficient modes of parcel and goods delivery, and to encourage the use of low- or no-emission vehicles for last-mile freight delivery. The parcel industry sees cargo bicycles as an opportunity to test consolidation and smaller-scale deliveries in constrained urban spaces, all while avoiding tickets and reducing negative street impacts. It is estimated that two bicycles can replace one delivery truck with Carbon Dioxide savings of approx. 16 tons/year, equivalent to 240 planted trees, or 35,489 passenger car miles traveled. This study supports policies and programs in NYMTCs Regional Freight Plan, including the goal to evaluate the feasibility of cargo bicycle services to perform last-mile delivery (No. 181).

In evaluating this pilot program, NYC DOT will use GPS data collected from companies to better understand the movement of cargo bikes and craft policy around their operations. NYC DOT will also discuss pilot outcomes with shippers, receivers, and other NYC agencies affected by the introduction of cargo bicycles. Additional count data will help determine if cargo bikes are resulting in fleet size and VMT reductions, thereby reducing their greenhouse gas emissions associated with some deliveries in Manhattan. Based on the findings of the pilot, NYC DOT will release an evaluation report, which will guide the subsequent structure of cargo bicycle operations.

Start Date: 2020Q1	End Date: 2021Q3
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Project Tasks:

1. GPS & Count Data Analysis & Summary;
2. Interviews & Outreach with Shippers & Receivers;
3. Inter-agency Operations & Enforcement Meetings; and
4. Legal Research & Writing.

Project Deliverables:

1. Operations Evaluation Matrix (2020Q3);
2. Inter-agency Findings & Outreach Memo (2021Q1); and
3. Draft Final Evaluation Report (2021Q3).

Project Costs:	\$79,806
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$79,806
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	N/A

G11: Coney Island Alternative Access- Congestion Study

Project Description:

The long-established goal of revitalizing Coney Island as a destination location for recreation and entertainment is well on its way to being accomplished. The area has seen significant land use changes and development over the past two decades resulting from rezoning actions. The resultant growth in traffic has caused congestion and requests from the community and elected officials for NYC DOT to address the traffic issues. In response to the changing travel demand the study will adopt a multimodal approach emphasizing safety consistent with Vision Zero policy. Pedestrian friendly and bicycle initiatives, along with transit and truck traffic needs will be pursued. NYC DOT had conducted extensive data collection in 2002 which formed the basis of a comprehensive analysis that supported recommended improvements many of which were implemented. Since then, other improvements were implemented but nowhere near what is required to achieve significant relief from congestion and improve traffic operations.

Significant capital infrastructure construction work is being done by EDC and DDC presently, but these efforts are mainly replacement in kind. The proposed boundary for the study is: West 6th Street to the east; West 23rd Street to the west; Belt Parkway to the north and Surf Avenue/ Brighton Beach Avenue to the south.

The study will support the NYMTC RTP 2045 vision goals to reduce congestion, enhance the environment, and improve the regional economy and quality of life. Additionally, it will contribute to meeting several OneNYC vision goals including improving safety, transit operations and reliability. It will examine measures to:

- improve travel time reliability on major corridors; improve surface transit operations;
- improve freight mobility and truck operations in the study area;
- reduce crashes and improve safety for all street users; and
- improve multi-modal mobility and accessibility.

Start Date: 2019Q1	End Date: 2022Q1
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Project Tasks:

1. Conduct reconnaissance, literature search, and draft detailed scope of work;
2. Public outreach, establish Technical Advisory Committee (TAC) and conduct TAC meeting;
3. Conduct public meeting for community input (identification of issues and problem definition);
4. Data collection, conduct survey of existing conditions: traffic, parking, pedestrian, street geometry, crashes etc.;
5. Draft existing conditions report;
6. Analysis of future conditions and draft report;
7. Conduct TAC and public meetings on preliminary recommendations;
8. Develop and evaluate improvement measures; and
9. Draft final report with recommendations.

Project Deliverables:

1. Detailed scope of work (2019Q1);
2. Data Collection Plan (2019Q4);
3. Analysis of Existing Conditions (2021Q2); and
4. Draft Final Report (2022Q1).

Project Costs:	\$149,975
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$149,975
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	N/A

G12: Morris Park East Bronx Transportation Study

Project Description:

The Morris Park East Bronx Transportation Study area is in relatively close proximity to regional facilities such as Hutchinson River Pkwy to the east, Bronx River Pkwy to the west and the I-95 to the south. The area's principal arterials such as Morris Park Avenue, East Tremont Avenue, Williamsbridge Road and Bronxdale Avenue process significant traffic volumes from the regional facilities thereby experiencing congestion during peak periods. The area also has large institutional medical facilities, for example NYC Health & Hospitals Jacobi, Yeshiva University Jack and Pearl Resnick Campus, Albert Einstein College of Medicine and Calvary Hospital with their own traffic circulation and parking challenges. The high volumes on the major arterials has created congestion on local streets. Safety issues have also emerged, as is evident from the crash data. There is a clear need for a comprehensive area-wide study.

The proposed boundary for the study is: Conrail AMTRAK rail line immediately east of Eastchester Road/Stillwell Avenue to the east, Bronx Park East to the west, Pelham Bronx Parkway to the north and East Tremont Road to the south.

The study will support the NYMTC RTP 2045 vision goals to reduce congestion, enhance the environment, and improve the regional economy and quality of life. Additionally, it will contribute to meeting several OneNYC vision goals including improving safety, transit operation and reliability. It will examine measures to:

- improve travel time reliability on major corridors;
- improve surface transit operations;
- improve freight mobility and truck operations in the study area;
- reduce crashes and improve safety for all street users; and
- improve multi-modal mobility and accessibility.

Start Date: 2019Q1	End Date: 2021Q4
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Project Tasks:

1. Conduct reconnaissance, literature search, and draft detailed scope of work;
2. Public outreach, establish TAC and conduct TAC meeting;
3. Conduct public meeting for community input (identification of issues and problem definition);
4. Data collection, conduct survey of existing conditions: traffic, parking, pedestrian, street geometry, crashes etc.;
5. Draft existing conditions report;
6. Analysis of future conditions and draft report;
7. Conduct TAC and public meetings on preliminary recommendations;
8. Develop and evaluate improvement measures; and
9. Draft final report with recommendations.

Project Deliverables:

1. Draft scope of work (2019Q1);
2. Data Collection Plan (2019 Q2);
3. Analysis of Existing Conditions (2021Q1); and
4. Draft Final Report (2021Q4).

Project Costs:	\$159,935
New FHWA / FTA Funds:	\$159,935
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

G13: Eastern Queens Greenway Plan

Project Description:

The Eastern Queens Greenway was identified as a potential bicycle corridor in the original Greenway Master Plan for NYC (1993) and has been additionally identified as a priority for protected bike lanes in the Green Wave: A Plan for Cycling in NYC (2019). When complete, the Eastern Queens Greenway be an approximately 5-mile pedestrian and bicycle path connecting the largest parks in Queens, Flushing Meadows Corona Park and Alley Pond Park. The Greenway will consist of on-street bicycle paths as well as shared-use paths through the "Emerald Necklace" of Kissena Park, Kissena Corridor Park, Cunningham Park, and the Vanderbilt Motor Parkway.

This study will identify the preferred route, project segments, and conceptual level designs to complete the Greenway. The study will consist of data collection, community outreach, planning, and conceptual-level design in support of the plan. The final outcome will be a report used to develop capital projects, seek implementation funding, and guide short-term roadway improvement projects to complete the Greenway.

Start Date: 2020Q1	End Date: 2021Q3
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Project Tasks:

1. Community Outreach;
2. Data Collection & Analysis;
3. Conceptual Level Design & Route Selection;
4. Preparation of Graphics and Maps; and
5. Report Writing.

Project Deliverables:

1. Community Workshop Summary (2020Q3).
2. Draft Plan (2021Q3).

Project Costs:	\$78,060
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$78,060
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$0

G14: Truck Route Network Expansion Effects & Communication Tools

Project Description:

NYC DOT will expand the NYC truck route network for 2019-2020 as part of an early action of the Smart Truck Management Plan. The truck network has remained largely unchanged for decades. The previously funded NYC Freight Routes Improvement UPWP project focused on identifying the new routes and updating the public map. This project will determine the effect of the new truck routes changes on truck volume patterns, commercial GPS systems, and truck driver awareness. It supports policies and programs in NYMTC's Regional Freight Plan, including the goal to improve transportation access through improved regional truck navigation (No. 180), and the goal to improve regional commercial vehicle compliance through education and enforcement strategies, including the deployment of screening technology (No. 185).

Though NYC DOT may have the network efficiency perspective in mind when aiming to add a truck route, communities often resist these changes, and data is needed to quantify the impact of truck route designation to support the agency's decision-making. With the truck route network changing, NYC DOT can explore the average percentage increase in truck volume the community should expect when a truck route is added, how truck drivers first become aware of these truck route changes, and how commercial GPS companies incorporate these changes into their mapping systems. The goal of the project is to collect data on truck volumes, survey truck drivers, and provide open data and web mapping tools to help commercial GPS companies provide the most up-to-date and accurate information available to truck drivers and communities. The study is being expanded to include an analysis of an industrial business zone in Brooklyn with regard to truck and non-truck routes in light of growing freight activity along the Brooklyn waterfront. This case study will look at existing conditions (including business composition, safety issues, etc.), truck origin-destination patterns, and provide recommendations for improving freight movement and safety within the Southwest Brooklyn IBZ (many recommendations will be applicable to other industrial areas with growing land use conflicts).

Start Date: 2020Q1	End Date: 2021Q4
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Project Tasks:

1. Count Data Collection;
2. Informational Interviews & GPS Company Outreach;
3. Count Data Analysis & Summary;
4. Best Practices Research & Report Writing;
5. Web Mapping & Website Editing.
6. Industrial business zones and commercial vehicles assessment case study (Southwest Brooklyn) – existing conditions and issue identification, business composition, origin-destination analysis of commercial vehicles, safety assessment, and recommendations (20%)

Project Deliverables:

1. Web Map & Demo Routing Tool (2020Q4);
2. Before & After Truck Count Summary Sheet (2021Q3);
3. IBZ case study (Q3 2021);
4. Truck Route Designation & Communication Draft Final Report (2021Q4).

Project Costs:	\$255,609
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$255,609
Reason for Unspent Funds:	Multi-year project
Related Professional Services Contracts:	\$165,600
Consultant will collect turning movement counts.	

G15: Impact of Long-term Teleworking on VMT

Project Description:

The proposed study will help develop an understanding of the long-term implications of teleworking for the New York City region. It will use targeted surveys and telephone interviews regarding the net difference in individuals' VMT changes due to teleworking, focusing on new VMT during intra-day activities. The goal will be to inform demand management and transportation policies and programs going forward. During the pandemic, the NYC Citywide Mobility survey found that nearly half of the employed survey population teleworked. Building on that survey, the study will target persons living in lower density areas of NYC (potentially requiring the purchase of an address-based dataset) and seek out correlated factors for household travel. This project supports policies and programs listed in NYMTCs Plan 2045, including the following: to improve the regional environment and to provide convenient, flexible transportation access within the region.

Start Date: 2021Q1

End Date: 2022Q1

Project Tasks:

1. Develop scope of work, interview and survey questions;
2. Develop list of key persons to interview;
3. Conduct survey and interviews; and
4. Compile results creating a presentation with analysis and recommendations.

Project Deliverables:

1. List of interview and survey questions (2021Q3);
2. Survey and interview results (2022Q1); and
3. Presentation with analysis and recommendations (2022Q1).

Project Costs:	\$100,332
New FHWA / FTA Funds:	\$100,332
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

G16: Green Wave Comprehensive Transportation Plan

Project Description:

The proposed Green Wave Comprehensive Transportation Plan will build upon the vision of the Green Wave: A Plan for Cycling in NYC (2019). This planning process will contribute to the region's goal, as stated in Plan 2045, of enhancing the environment through improved air quality from reduced vehicle usage by creating streetscapes that are safe for users of all ages and abilities. The goal is to develop a coherent set of protected bike lane projects at the segment level, including route selection, additional community outreach, data collection and analysis, and conceptual-level designs. These plans will have the goal of creating safe access for all users, calming traffic, and strengthening non-motorized connections between residential and retail districts, in a manner that is consistent with RTP goals and Complete Streets guidelines. By planning as a package, we can ensure that each project will have maximum impact as part of a connected network linking to the larger region.

Start Date: 2021Q1

End Date: 2023Q3

Project Tasks:

1. Project scoping;
2. Data collection and analysis;
3. Community outreach;
4. Route selection and preliminary design; and
5. Draft report.

Project Deliverables:

1. Existing conditions analysis (2021Q3);
2. Community outreach materials (2022Q3); and
3. Draft final report (2023Q3).

Project Costs:	\$310,450
New FHWA / FTA Funds:	\$310,450
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

Putnam County

G01: Southeast, NY to Danbury, CT Link Feasibility / Planning Study

Beacon Line in New York State includes 41 miles of right-of-way from the MTA MetroNorth MNR Hudson Line connection in Beacon, New York, to the Connecticut stateline, intersecting with the MTA MNR Harlem Line at CP 155. Continuing east of the Connecticut-New York border, the Housatonic Railroad maintains ownership of the remaining portion of the Beacon Line, which terminates in Danbury, Connecticut. Current MTA MNR operations on the Line within New York are minimal and consist of the infrequent non-revenue equipment moves and occasional maintenance operations. MTA MNR owns the inactive rail line within New York State. The Housatonic Railroad has freight rights, currently dormant, over the MTA MNR-owned segment. MTA MNR has track rights from the Housatonic Railroad to operate over the Connecticut section of the line to Danbury but does not own that portion.

The restoration of passenger rail service on the portion of the Line between Southeast, New York and Danbury, Connecticut, hereafter referred to as the rail corridor, would extend the existing public transportation network and provide benefits to all communities along the corridor. It is possible that the restoration of service will reduce private vehicle volumes on Interstate 84, Interstate 684, and local roadways along the interstate roadway corridors. Lower vehicle counts could result in less vehicular congestion and emissions. The proposed restoration would also complement regional transportation and development plans, such as Downtown Danbury's Transit-Oriented Development Study, the Housatonic Valley Metropolitan Planning Organization Long-Range Transportation Plan, 2019-2045, NYMTC's 2018-2045 RTP and the growth management principles of the State of Connecticut's Conservation & Development Policies Plan and several other initiatives and transportation plans currently underway or in development.

The Southeast, NY-to-Danbury, CT Link Feasibility/Planning Study will assess the feasibility of this service restoration along the rail corridor under study. Study partners will include Putnam County, the City of Danbury, NYMTC, and the Western Connecticut Council of Governments (WestCOG). MTA MNR will be a key advisor to the study, while Putnam County will oversee the conduct of the study, which is funded through NYMTC's UPWP.

The purpose of the study is to determine whether it is financially and operationally feasible to restore passenger service in the rail corridor generally between Danbury, CT and Southeast, NY where it connects to the MTA MNR Harlem Line. The study area, which will be fully defined during the study, will be focused on Greater Danbury, CT, including all surrounding towns and continuing west to the Town of Southeast in Putnam County, NY. The study will develop a conceptual service plan for restoration of service in the rail corridor under study and will forecast travel markets for a restored service in the rail corridor.

Start Date: 2019Q3

End Date: 2023Q4

Project Tasks

1. Develop a TAC and study steering committee;
2. Develop and implement a study outreach program;
3. Define the study area and conduct an existing conditions analysis;
4. Identify conceptual service plans;
5. Forecast travel markets for restored service in the rail corridor;
6. Assess the feasibility of restoring service in the rail corridor;
7. Identify conceptual service plans;
8. Forecast travel markets for restored service in the rail corridor; and
9. Assess the feasibility of restoring service in the rail corridor.

Project Deliverables:

1. Preliminary draft, final draft and final technical memo describing a socio-economic profile of the study area for use in developing the draft Outreach Program;
2. Preliminary draft, final draft and final technical memo describing the adopted Outreach Program;
3. Preliminary draft, final draft and final geo-spatial visualization of current land use, transportation facilities & services and environmentally sensitive areas;
4. Preliminary draft, final draft and final technical memorandum presenting existing right-of-way conditions for service restoration as determined in consultation with MTA MNR;
5. Preliminary draft, final draft and final technical memo describing the conceptual service plan(s);
6. Preliminary draft, final draft and final market research approach to forecasting usage of restored train service in the rail corridor;
7. Preliminary draft, final draft and final geo-spatial visualizations of current travel markets impacting the study area and forecasted travel markets for restored train service in the rail corridor;
8. Preliminary draft, final draft and final technical memorandum providing supporting information to the geospatial visualizations and providing a full description of current and forecasted travel markets; and
9. Preliminary draft, final draft and final technical memorandum describing the preliminary cost-effectiveness and impact on travel markets of service restoration (2023Q4).

Project Costs:	\$1,160,000
New FTA Funds:	\$0
Previously Programmed Funds:	\$1,160,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$928,000
Consultant will support development of most parts of this study.	

Rockland County

G01: Clarkstown Safety and Sustainability Study for Route 303 & Route 304

Project Description:

There have been a concerning number of vehicular and pedestrian accidents, some fatal, along New York State Routes 303 and 304 within Clarkstown. Both roadways continue to experience development and re-development, an increasing amount of heavy truck traffic and an increased demand for both transit services and bike and pedestrian infrastructure.

A comprehensive analysis of both safety and land use will be conducted throughout both roadway corridors. A Safety and Sustainability Study along these state roadways through the Town of Clarkstown. Existing traffic safety studies and data would be analyzed to develop a baseline view of existing conditions along these roadways.

Through public outreach and workshops, focal points isolating problem-areas along Route 303 and 304 would be identified and specific solutions proposed for these areas. Computer simulation modeling of proposed solutions to issues along these roadways would be utilized to better visualize the benefits of such proposals.

Existing development trends along Routes 303 and 304 would be examined, and options for improvements along these roadways would also include suggested for land-use (zoning) alterations. The study of the two corridors would be conducted sequentially.

These two corridors are found in the RTP under the Coordinated Development Emphasis Areas (CDEAs):

- Route 303: From Town line to Route 9W (six-miles); and
- Route 304: From Route 59 to Route 9W (seven-miles).

Start Date: 2021Q1	End Date: 2023Q1
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Project Tasks:

1. Create Technical Advisory Committee and public outreach program;
2. Compile existing travel purpose (including truck volumes), traffic condition, traffic and pedestrian safety and transit usage data (i.e., ridership and any available origin-destination and/or on-vehicle ride check data) and other related data such as NYSDOT traffic counts, traffic studies completed as part of requirements for recent and currently proposed developments in the area, and accident/collision data for the study area in a visual format and in a technical memorandum;
3. Review and use the previously completed State Route 303 and Route 304; and
4. Develop computer simulation of certain intersections based on the data collected.

Project Deliverables:

1. Description of requirements and operating procedures;
2. Preliminary Outreach Program parameters;
3. Preliminary and final drafts, and final socio-economic profile of the study area;
4. Preliminary and final drafts, and final Outreach Program document;
5. Key study and safety parameters;
6. Preliminary and final drafts, computer simulation and visualization;
7. Preliminary and final drafts, and final study area condition technical memo;
8. Preliminary and final drafts, and final community visioning workshop approach & workshop itinerary;
9. Preliminary and final drafts, and final visualized profile(s) for the workshops;
10. Preliminary and final drafts, and final recommended alternative development and transportation improvement scenarios;
11. Related data bases; and
12. Final study report.

Project Costs:	\$830,000
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$830,000
Reason for Unspent Funds:	Project start delayed due to COVID-19
Related Professional Services Contracts:	\$830,000
Consultant will support all aspects of this study.	

Westchester County

G01: County Mobility and Redesign Study

Project Description:

Given the nationwide trends of declining bus ridership, technological advances, and a greater range of available mobility options, the County is embarking upon an overall assessment of its current transit system and a bus network re-design to better meet the emerging mobility needs of the region. The bus system has not been holistically assessed since its inception and improvements have mostly been incremental. This study aims to use a 'blank slate' approach to re-imagine transit service by objectively analyzing existing transit conditions, determining market needs and developing the appropriate mobility options that most efficiently match resources to needs. Additional consideration will be given to redesigning transit in specific downtown areas.

Start Date: 2019Q1

End Date: 2021Q3

Project Tasks:

1. Literature and case study review of other similar re-envisioning models;
2. Identification of existing issues and gaps in service;
3. Identify alternative models and compare cost-benefits of each;
4. Recommend redesign of bus system with alternative mobility options; and
5. Prepare Final Report.

Project Deliverables:

1. RFP to solicit consultant (2019Q4);
2. Tech Memo 1- review literature and existing conditions (2020Q4);
3. Tech Memo 2- identify alternatives, comparison and recommendations (2021Q3); and
4. Final Report (2021Q4).

Project Costs:	\$301,872
New FHWA / FTA Funds:	\$261,872
Previously Programmed Funds:	\$40,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$200,000
Consultant will support all aspects of this study.	

G02: Grasslands Transportation Demand Management Plan

Project Description:

This project will develop a Transportation Demand Management (TDM) Plan for the Valhalla Campus at Grasslands. The Campus is a 512-acre multi-use County owned property in mid-Westchester County, 25 miles north of New York City, that contains the New York Medical College, the Westchester Medical Center Hospital, Westchester Corrections Facilities, as well as other ancillary County facilities and services. This TDM Plan will not only serve the needs of the various tenants at this campus but will be a model for other government, college, and office campus settings throughout Westchester County and the region.

Start Date: 2020Q1

End Date: 2021Q4

Project Tasks:

1. Literature and case study review of other multi-tenant campus transportation management plans;
2. Develop RFP to solicit a consultant ;
3. Identify existing mobility issues;
4. Stakeholder Engagement;
5. Identify alternatives to SOV commuting and recommend TDM Plan including long-term management solutions and implementation strategies; and
6. Prepare Final TDM Plan;

Project Deliverables:

1. RFP to solicit consultant (2020Q3);
2. Tech memo - Review of existing conditions (2021Q2);
3. Tech memo - identify alternatives, compare scenarios, and develop recommendations (2021Q3);
4. Final Transportation Management Plan Report (2021Q4); and
5. Transportation Demand Management toolkit (2021Q4).

Project Costs:	\$141,053
New FHWA / FTA Funds:	\$41,053
Previously Programmed Funds:	\$100,000
Reason for Unspent Funds:	Multi-year study.
Related Professional Services Contracts:	\$100,000
Consultant will support most aspects of this study.	

G03: Parking Management and Complete Streets Workshops

Project Description:

The County will hire a consultant to perform two Parking Management workshops and two Complete Streets Workshops for a total of four different municipalities. The Parking Management workshops aim to engage community representatives to develop necessary parking strategies and policies that make more efficient use of parking resources, address existing deficiencies and promote economic growth while considering all street users. The Complete Streets workshops aim to provide communities with the tools needed to develop pedestrian and bike friendly improvements that promote connectivity and safety for all street users.

Start Date: 2020Q1

End Date: 2021Q4

Project Tasks:

Parking Management workshops tasks:

1. Develop an RFP to solicit a consultant;
2. Conduct an on-site pre-meeting and site visit with consultant and community representatives/stakeholders to identify key parking issues;
3. Hold workshop engaging the public to identify parking management strategies that are appropriate for the community and address their specific needs; and
4. Prepare Final Report.

Complete Streets workshop tasks:

1. Develop an RFP to solicit a consultant;
2. Conduct an on-site pre-meeting and site visit with consultant and community representatives/stakeholders to identify issues facing the community concerning complete streets;
3. Hold workshop engaging the public to develop strategies that address their specific needs and techniques for implementing Complete Streets policies and programs; and
4. Prepare Final Report.

Project Deliverables:

For each type of workshop:

1. RFP to solicit consultant;
2. Workshop materials; and
3. Final Report (2021Q4)

Project Costs:	\$109,103
New FHWA / FTA Funds:	\$1,103
Previously Programmed Funds:	\$108,000
Reason for Unspent Funds:	Project start delayed due to COVID-19
Related Professional Services Contracts:	\$70,000
Consultant to support workshops.	

G04: White Plains TransCenter Conceptual Planning and Design

Project Description:

The Westchester County Bee-Line TransCenter, located in White Plains, serves as a major regional transportation hub, located directly adjacent to the White Plains Metro-North Station. While these multi-modal facilities serve as public transportation gateways for both the City of White Plains and central Westchester County, the TransCenter lacks some basic amenities including a pedestrian-friendly connection to the rail line and clear wayfinding to facilitate connections to other parts of the City. The study will develop a conceptual plan that re-envision the facility to better accommodate its users with regard to circulation, signage, lighting, comfort, seating, waiting areas, food vendor space, and general aesthetic appeal to enhance the customer experience. The study will also evaluate ways to improve pedestrian accessibility/connectivity between the White Plains Metro-North station and TransCenter. Additional aspects of the project include evaluating projected transit service needs and developing conceptual plans to improve the transit center to meet those needs.

Start Date: 2021Q1

End Date: 2022Q3

Project Tasks:

1. Evaluate the existing conditions of the TransCenter facility as well as transit services and transit demand;
2. Public engagement to solicit feedback on users' needs and priorities;
3. Develop conceptual designs and plans to improve the TransCenter, with implementation plan including cost and timeline; and
4. Prepare final report.

Project Deliverables:

1. RFP to solicit consultant
2. Technical Memo summarizing existing conditions and transit demand at the facility;
3. Public engagement plan and materials; and
4. Final Report with alternative conceptual plans, costs and a phased implementation plan.

Project Costs:	\$213,291
New FHWA / FTA Funds:	\$213,291
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$150,000
Consultant will support all aspects of this study.	

G05: Impacts of COVID-19 on Transit

Project Description:

This study aims to understand how the COVID-19 pandemic has altered commuting patterns and transit ridership both temporarily, and for the long-term. The study will analyze Bee-Line data over the course of the pandemic, discuss response strategies and summarize lessons learned for future planning. A crucial element of this study includes a survey of major employers to identify transportation policies implemented during the pandemic may have changed travel behaviors and the longer-term impacts of telecommuting.

Start Date: 2021Q1

End Date: 2021Q4

Project Tasks:

1. Analyze Bee-Line ridership data during the pandemic;
2. Conduct a survey of major employers and analyze results; and
3. Prepare a final report.

Project Deliverables:

1. Survey of major employers.
2. Final Report.

Project Costs:	\$40,542
New FHWA / FTA Funds:	\$40,542
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

Related Planning Activities Funded Through Other Sources

Sponsor Agency: Nassau County

Nassau Hub Transit Initiative - Additional AA Planning

Nassau County completed an Alternatives Analysis (AA) in 2014 that identified a Locally Preferred Alternative (LPA) for a transit alignment using Modern Streetcar in mid-Nassau connecting the Villages of Hempstead and Mineola via Roosevelt Field to help address transportation problems in the area known as the Nassau Hub. This process identified an Initial Operating Segment (IOS) using a BRT service to connect the Village of Hempstead with Roosevelt Field as the first phase.

Beginning in 2018, Nassau County began to reexamine the LPA and IOS in light of two important changes since the original AA was completed: Nassau Co. is revisiting development options for the Nassau Coliseum property, and the LIRR is rapidly advancing its Main Line Expansion project. As such, Nassau Co., with FTA's approval, will be conducting post-AA planning to factor these two elements into an updated LPA and IOS. Efforts will primarily focus on advancing the IOS, while defining a new LPA that connects the Hub Innovation District to the LIRR's line.

Project Start:	August 2019
Estimated Project Completion Date:	December 2020
Project Cost:	\$650,000
Primary Fund Source	FTA Grants /Nassau County

Sponsor Agency: New York City Department of Transportation

Coordinated Intelligent Transportation Systems Deployment in New York City

The purpose of this 3-year University Transportation Research Center (UTRC) study is to provide ongoing research and development programs pertaining to urban Intelligent Transportation Systems (ITS) deployment. It is a collaborative effort between UTRC, NYSDOT, NYC DOT, and several universities. The study focuses on the following program areas: Construction Work-zone Management, Traffic Demand Management, Dynamic Data Collection, Traffic Incident Management, Traffic Signal Timing and Detection Technologies, Strategic ITS Deployment Plan, Pedestrians and Cyclists Safety, Data Storage and Access Platform for MTA BusTime Data and Transportation Modeling. Many of the specific topics researched under these tasks address the goals and initiatives set forth in the Mayor's Vision Zero Plan.

Project Start:	April 2015
Estimated Project Completion Date:	December 2021
Project Cost:	\$1,500,000
Primary Fund Source	STBGP LG Urban

Sponsor Agency: Westchester County

Creating a Database of Development Projects in Westchester

This project consists of creating a database of development projects in Westchester County. Westchester County DOT staff will track development projects and create a database of information that will be used to determine the transportation impacts of the projects. This is annual ongoing program.

Project Start:	April 2020
Estimated Project Completion Date:	March 2022
Project Cost:	\$50,000
Primary Fund Source	5307

Westchester County SMART Commute Program

This program consists of Westchester County DOT's outreach to the employer community to encourage transit use, ridesharing and other transportation demand management measures. Employer visits, transportation fairs and assistance with developing alternative travel plans for employees are included in this effort. This is annual ongoing program.

Project Start:	April 2020
Estimated Project Completion Date:	March 2022
Project Cost:	\$700,000
Primary Fund Source	CMAQ

Section 5307 Planning Studies

These projects will include community mobility studies, bus stop enhancements, review of municipal development plans to determine their transportation impacts, corridor studies, and park and ride lot development.

Project Start:	April 2020
Estimated Project Completion Date:	March 2022
Project Cost:	\$250,000
Primary Fund Source	5307

Preparation of Bid Document for 40 Foot Vehicle Purchases

This project will consist of the development of a bid document to procure 40-foot buses. A consultant will be solicited through a competitive process to develop the bid. The project will also include monitoring of the production of the buses.

Project Start:	April 2020
Estimated Project Completion Date:	June 2021
Project Cost:	\$225,000
Primary Fund Source	5307

Comprehensive On-Board Passenger Survey

This project will consist of a comprehensive on-board survey of Bee-Line riders. The survey will obtain information on demographics, frequency of use, payment methods, trip purpose and other factors. The data collected will be used for Title VI compliance evaluation and for bus system planning.

Project Start:	April 2021
Estimated Project Completion Date:	December 2022
Project Cost:	\$225,000
Primary Fund Source	5307

Electric Vehicle Evaluation for the Bee-Line Fleet

This study will examine the feasibility of integrating electric vehicles into the Bee-Line fleet. The study will identify infrastructure upgrades needed at the Bee-Line's storage and maintenance facilities, as well as opportunities for en route charging infrastructure. The study will consider the types of buses in the fleet, procurement schedule for replacement and service and operating characteristics in developing a final plan.

Project Start:	April 2021
Estimated Project Completion Date:	June 2022
Project Cost:	\$250,000
Primary Fund Source	5307

Sponsor Agency: New York State DOT Region 11

Preliminary Report for Shore Parkway Over Shell Road

This Preliminary Feasibility Investigation Report is for the rehabilitation of the Shore Parkway Viaduct at Shell Road combined with additional operational and mobility improvements as appropriate.

This can be done by looking at the feasibility of widening the bridge to add auxiliary lanes in order to improve mobility and safety and to meet sustainability needs. In addition, this report examines the relationship of the viaduct to the Bicycle-Pedestrian System along the overall Belt Parkway corridor and looks at potential future mobility system interagency partnerships.

There will be a consultant brought on-board to assist NYSDOT for a Planning-Environment Linkage (PEL) Study. The Consultant will provide all professional engineering services necessary to prepare contract documents to address purposes and needs, develop ranges of feasible alternatives, identify and investigate potential affected environments and environmental consequences and mitigations strategy in a manner in accordance with FHWA Planning and Environmental Linkage (PEL) Process and Requirements. The PEL Study will be done before preliminary design and will help to provide a shorter project schedule and improved alternative options.

Project Start:	April 2021
Estimated Project Completion Date:	TBD
Project Cost:	TBD
Primary Fund Source	State/Federal

Sponsor Agency: Port Authority of New York and New Jersey

Planning Study Port Authority Trans-Hudson (PATH) Extension to Newark Liberty International Airport/ Northeast Corridor (NEC) Rail Link Station

In September 2012, PANYNJ's Board of Commissioners directed staff to explore the extension of the current Newark Penn Station terminus of the World Trade Center-Newark PATH line to the Northeast Corridor Rail Link Station, where travelers could pick up AirTrain/Newark for connection to the airport's terminals and parking lots.

The renewed examination of this long-proposed link also includes evaluation of the potential to include station access for residents of the underserved Newark Dayton neighborhood and park-and-ride and bus transfer capacity at the terminus of the PATH system extension, to accommodate commuters and others traveling to and from Lower Manhattan and other points served by the PATH system. This engineering and planning assessment includes updates of project cost estimates and ridership projections for the extension, as well as time frames for planning, intergovernmental coordination and approval, and construction. In February 2017, the Port Authority Board of Commissioners included funding for this project in its ten-year capital plan, subject to completion of external reviews and approvals and project authorization by the PANYNJ Board.

Project Start:	April 2017
Estimated Project Completion Date:	January 2022
Project Cost:	TBD
Primary Fund Source	PANYNJ

Port Authority Bus Terminal Replacement Program

In 2013, the Port Authority initiated a Midtown Bus Master Plan process to evaluate options for redevelopment of the Port Authority Bus Terminal (PABT). Opened in 1950 and expanded in the early 1980's, in 2015 the PABT accommodated approximately 260,000 total passenger trips and more than 7,900 bus movements on a busy weekday. The planning initiative addressed a range of considerations, including life-cycle issues for the existing facility, constraints in accommodating larger and heavier modern buses, operational limitations, anticipated future growth in interstate commuter and intercity bus demand, and development in West Midtown.

In March 2015, staff presented the agency's Board of Commissioners with findings that included the recommendation to replace the outmoded existing terminal, and a range of project concepts. In October 2015, the Board authorized a "Design and Deliverability" competition soliciting conceptual designs for a new facility to inform its deliberations. The Board also initiated a Trans-Hudson Commuting Capacity Study to examine factors likely to affect long-term demand on the interstate bus network as well as multi-modal approaches for addressing the region's trans-Hudson commutation needs. Findings and recommendations of both efforts were presented to the PANYNJ Commissioners in late 2016.

In February 2017, the agency's board approved a ten-year capital plan including \$ 3.5 Billion toward a project to replace the current facility. In addition, the plan included funding for near-term improvements to maintain efficient operations and improve facilities for customers, as well as authorization and funding to initiate planning for a replacement facility as well as intermediate improvements to support efficient operation of the existing terminal based on forecasts of steadily increasing commuter transit demand.

In May 2019, the agency released a Planning-Level Draft Scoping Document, starting a 120-day public comment period that included public meetings in New York City and New Jersey on July 10, 2019 and September 5, 2019. Written comments were received until September 18, 2019. The Planning-Level Draft Scoping Document was prepared by PANYNJ to provide a description of the Bus Terminal Replacement Project's purpose and need, goals and objectives, an initial alternatives screening assessment, and an overview of the formal environmental review process. A Scoping Summary Report summarizing the planning-level scoping process is expected to be issued in 2021 with the NEPA process following thereafter.

Project Start:	April 2017
Estimated Project Completion Date:	December 2022
Project Cost:	TBD
Primary Fund Source	PANYNJ

Cross Harbor Freight Program (CHFP) Tier II Environmental Impact Statement

The PANYNJ and FHWA are undertaking a Tier II EIS for the Cross-Harbor Freight Program (CHFP). The primary purpose of the CHFP is to improve the movement of freight across New York Harbor between the east- and west-of Hudson regions. The CHFP would provide long-term improvements to the regional freight network, strategic redundancy for goods movement, reduce the growth of truck vehicle-miles traveled, improve air quality, and contribute to regional economic growth.

The EIS is being prepared in accordance with applicable State and local review procedures, and the National Environmental Policy Act (NEPA) and its implementing regulations using “tiering,” or a staged environmental review process. The Tier I CHFP EIS, prepared to inform high-level decision-making prior to investing in detailed design and engineering of specific projects, broadly evaluated a list of 27 viable Build Alternatives and their potential to divert cross-harbor freight shipments from trucks to rail and other alternatives.

The Tier I EIS concluded with the publication of the Record of Decision (ROD) in January 2016, which identified two Preferred Alternatives – the Enhanced Railcar Float Alternative and the Rail Tunnel Alternative. The Tier II EIS will include analyses based on engineering designs and site-specific environmental effects, development of site-specific mitigation measures, and cost estimates, as appropriate. PANYNJ is committed to an extensive public outreach process and there will be multiple opportunities for interagency and public review and comment as the study advances.

SCHEDULE: In February 2018, PANYNJ announced it had awarded an agreement to a consultant to initiate the Tier II study. PANYNJ and its consultants have been engaged in early data collection, design, and preliminary outreach to the public and stakeholders. PANYNJ and FHWA have been working collaboratively on the pre-Notice of Intent (NOI) documentation for the Tier II EIS. Following updated federal guidelines which have set a goal of completing environmental impact statements within 24 months, a Tier II ROD is anticipated to be issued 24 months from the date the NOI is published.

Project Start:	February 2018
Estimated Project Completion Date:	December 2023
Project Cost:	TBD
Primary Fund Source	PANYNJ

State Planning and Research (SP&R) Program Funded Projects

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
NYMTC	Regions 8, 10 and 11			
C-19-52	Continuous Count Traffic Count Program, Zone 3	December 2025	\$5,500,000	The goal of this project is to conduct the continuous count traffic count program in Zone 3 (Metro New York City/Long Island) over a five-year term with full performance-based maintenance and upgrade services to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.
All MPOs				
SP-20-02	National Household Travel Survey (NHTS), Census Transportation Planning Program (CTPP), Intercity Travel (ATS) and Travel Patterns for NYS	February 2025	\$3,580,616	The goal of this project is to provide research and analysis of national data sets to highlight New York State data.
C-13-57	Highway Oversize/Overweight Credentialing System (HOOCS)	September 2021	\$5,000,000	The goal is to implement a Commercial Off-the-Shelf (COTS) HOOCS software solution and obtain the accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements.
C-14-53	Program & Project Management Software and Training	November 2021	\$2,712,796	The goal of this project is to provide support services for the ongoing configuration and implementation of a Department-wide enhanced and improved enterprise level program and project management system to facilitate improvements to the capital program delivery.

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
C-14-61	Technical Support for Use of National Performance Management Research Data (NPMRDS)	September 2021	\$1,654,357	The goal of this project is to develop and make accessible to NYSDOT and partner planning agencies a hosted National Performance Management Research Data Set (NPMRDS) geo-database and analytic framework for performance analysis and visualization of congestion, mobility and reliability.
C-19-51	Short Count Traffic Count Program (2020-2024)	December 2025	\$30,434,707	The project goal is to provide for the collection of traffic data in NYSDOT Regions 1 through 11 (divided into Zones). This will be achieved by contracting for the collection of that data.
C-15-52	Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management)	June 2021	\$3,725,000	This project will progress and support specific task-order based assignments related to planning, policy, technical assistance, and research needs that may be inter-regional, or statewide in scope and aim to reduce congestion, energy consumption, greenhouse gas emissions, improve mobility, increase transportation efficiency through multimodal measures and promote or foster a sustainable transportation system.
C-15-54	Bus Safety Inspection System (BusNET)	November 2020	\$2,300,000	The goal of this project is to replace the existing 25+ year old mainframe with a new modern server-based IT system.
C-16-51	Continuous Count Traffic Count Program Zone 1	June 2021	\$2,525,000	This initiative is the Continuous Count Traffic Count Program for Zone 1 with full performance-based maintenance and upgrade services in Zone 1 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.
C-16-52	Continuous Count Traffic Count Program Zone 2	June 2021	\$2,225,000	This initiative is the Continuous Count Traffic Count Program for Zone 2 with full performance-based maintenance and upgrade services in Zone 2 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.
C-17-53	Pavement Condition Data Collection Services	December 2024	\$20,500,000	The goal of this project is to collect pavement condition data as necessary to comply with annual state and federal requirements and NYSDOT pavement management practices and to develop and maintain a system by which to track location, dimension and condition of other highway related assets.
C-17-56	Statewide Coordination of Metropolitan Planning Programs	March 2022	\$100,000 2021-2022 UPWP period	The goal of this project is to support and maintain the ongoing coordination of the metropolitan planning programs in NYS for statewide benefit; the ongoing collaboration of the fourteen (14) metropolitan planning organizations (MPOs); and the on-going coordination of metropolitan and statewide planning programs.

SPR#	Project Title	Projected End Date	SPR Funding	Short Description
C-18-51	Statewide Analysis of All Horizontal Curves and Associated Curve Warning Signs	February 2021	\$2,000,000	The goal of this project is to determine sign changes required to meet 2009 Manual of Uniform Traffic Control Devices (MUTCD) requirements. The objective is to hire a consultant to collect information required to inform the design and construction steps necessary to bring horizontal curve warning signs into compliance with the 2009 MUTCD. These sign changes are expected to reduce accidents within horizontal curves on the New York State (NYS) highway system.
C-18-53	Probe Data: Floating Car (GPS-based)	August 2023	\$337,500	The goal of this project is to purchase floating car probe data to establish performance targets to assess travel reliability, congestion and emissions, and to perform other analyses and visualizations of road performance for both passenger cars and trucks. This data will be utilized by the Department and its fourteen-partner Metropolitan Planning Organizations (MPOs). Currently, the Federal Highway Administration provides (no fee) floating car probe data collected by INRIX as a single, consistent source of data for all states to utilize.
C-18-54	Statewide Small Culvert Inventory & Inspection System Improvements	December 2023	\$4,000,000	The goal of this project is to expand the number of small culverts contained within the Department's AgileAssets Maintenance Management System (MMS) to create a complete statewide inventory and inspection of small culverts. The consultant will go into the field to locate small culverts and collect data related to physical attributes and inventory and inspection information.
C-18-55	New York State Transportation Master Plan	January 2023	\$2,000,000	The goal of this project is to produce an updated, statewide long-range transportation plan to coordinate federal and state transportation planning activities.
C-18-57	BrM Implementation and Operations Support for Tunnel Inspections	September 2021	\$50,000	The goal of this project is to customize and implement Bridge Management software (BrM) for tunnel inspections and to support other bridge management functions.

NYSAMPO Shared Cost Initiatives

NYSAMPO Staff Support

This provides administrative and technical support for NYSAMPO efforts, including working groups.

Project Cost:	\$250,000 (\$150,000 FHWA PL and \$100,000 NYSDOT SPR)
Lead Agency	Capital District Transportation Committee

AMPO Dues

These dues support the AMPO and their efforts to keep MPOs aware of and considered in national transportation policy.

Project Cost:	\$42,898 FHWA PL
Lead Agency	Binghamton Metropolitan Transportation Study

NYSAMPO Staff Training

Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.

Primary Cost:	\$77,849 FHWA PL and \$9,828 FTA MPP/\$2,457 NYSDOT IKS
Lead Agency	Genesee Transportation Council

Shared Transit Service Planning and Analytics Initiative

Support a set of collaborative pilot applications of common transit mobility planning and analysis tools.

Project Cost:	\$458,590 FTA Section 5303 MPP/\$114,648 NYSDOT IKS
Lead Agency:	Capital District Transportation Committee

Budget Summaries

Council Budget

USE OF FUNDS:	2021-2022 FTA MPP	2021-2022 FHWA PL	New Match *	NEW FHWA PL/ FTA MPP	PROGRAMMED IN PRIOR YEARS	Total
Staff:						
Central/TCC Staff	\$2,261,246	\$8,472,976	\$565,311	\$11,299,533	\$0	\$11,299,533
Central/TCC Staff Consultants	\$0	\$1,452,345	\$0	\$1,452,345	\$10,635,411	\$12,087,756
Subtotal Central Staff, TCCs, Match	\$2,261,246	\$9,925,321	\$565,311	\$12,751,878	\$10,635,411	\$23,387,289
Members:						
MTA	\$2,801,743	\$0	\$700,436	\$3,502,179	\$1,200,000	\$4,702,179
Nassau County	\$144,155	\$540,018	\$171,043	\$855,216	\$2,827,246	\$3,682,462
NYC Dept. City Planning	\$407,264	\$1,565,644	\$493,227	\$2,466,135	\$0	\$2,466,135
NYC Dept.of Transportation	\$267,878	\$1,003,494	\$317,843	\$1,589,215	\$2,334,713	\$3,923,928
Putnam County	\$44,028	\$484,933	\$132,240	\$661,202	\$1,160,000	\$1,821,202
Rockland County	\$45,854	\$171,773	\$54,407	\$272,033	\$830,000	\$1,102,033
Suffolk County	\$27,718	\$151,833	\$44,888	\$224,439	\$0	\$224,439
Westchester County	\$317,021	\$738,057	\$263,770	\$1,318,848	\$248,000	\$1,566,848
Subtotal Members	\$4,055,661	\$4,655,752	\$2,177,853	\$10,889,267	\$8,599,959	\$19,489,226
TOTAL	\$6,316,907	\$14,581,074	\$2,743,165	\$23,641,145	\$19,235,370	\$42,876,515
SOURCE OF FUNDS:						
FTA MPP, NY-80-0031;						
FHWA 2021-2022 PL	\$6,316,907	\$14,581,074	\$2,743,165	\$23,641,146	\$0	\$23,641,146
Prior Year FHWA PL, FTA MPP				\$0	\$19,235,370	\$19,235,370
TOTAL	\$6,316,907	\$14,581,074	\$2,743,165	\$23,641,146	\$19,235,370	\$42,876,516

FTA/FHWA split = 21.07% FTA and 78.93% FHWA, except for Central/TCC Staff consultant studies which are funded by FHWA and matched by toll credits;

MTA which is funded by FTA, and Members' consultant studies that do not have a transit component which are funded by FHWA,

* Members - Local Match; The FHWA portion of Central Staff / TCC Staff is matched by Toll Credits; the FTA portion is matched by IKS

Agency Summary

	<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>
CENTRAL STAFF								
Regional Planning	PTCS21D00.A	\$1,128,542	\$7,000	\$1,135,542	\$300,000	\$1,435,542	\$300,000	\$1,135,542
Programming and Analysis	PTCS21D00.B	\$1,329,410	\$15,000	\$1,344,410	\$450,000	\$1,794,410	\$450,000	\$1,344,410
Planning Program	PTCS21D00.C	\$1,563,485	\$0	\$1,563,485	\$450,000	\$2,013,485	\$97,655	\$1,915,830
Analytical Tools and Forecasting	PTCS21D00.D	\$1,109,982	\$24,000	\$1,133,982	\$5,986,756	\$7,120,738	\$4,886,756	\$2,233,982
Data Collection	PTCS21D00.E	\$1,247,897	\$14,500	\$1,262,397	\$3,561,000	\$4,823,397	\$3,561,000	\$1,262,397
MPO Operations	PTCS21D00.F	\$1,283,679	\$90,000	\$1,373,679	\$450,000	\$1,823,679	\$450,000	\$1,373,679
Strategic Performance Planning Projects	PTCS21D00.G	\$252,344	\$0	\$252,344	\$890,000	\$1,142,344	\$890,000	\$252,344
Total Central Staff		\$7,915,339	\$150,500	\$8,065,839	\$12,087,756	\$20,153,595	\$10,635,411	\$9,518,184
TCC STAFF								
Mid Hudson South TCC								
Regional Planning	PTMH21D00.A	\$126,204	\$0	\$126,204	\$0	\$126,204	\$0	\$126,204
Programming and Analysis	PTMH21D00.B	\$396,920	\$0	\$396,920	\$0	\$396,920	\$0	\$396,920
Planning Program	PTMH21D00.C	\$25,265	\$0	\$25,265	\$0	\$25,265	\$0	\$25,265
Analytical Tools and Forecasting	PTMH21D00.D	\$21,023	\$0	\$21,023	\$0	\$21,023	\$0	\$21,023
Data Collection	PTMH21D00.E	\$12,100	\$0	\$12,100	\$0	\$12,100	\$0	\$12,100
MPO Operations	PTMH21D00.F	\$84,509	\$0	\$84,509	\$0	\$84,509	\$0	\$84,509
Strategic Performance Planning Projects	PTMH21D00.G	\$42,183	\$0	\$42,183	\$0	\$42,183	\$0	\$42,183
Total Mid Hudson South TCC		\$708,204	\$0	\$708,204	\$0	\$708,204	\$0	\$708,204
Nassau/Suffolk TCC								
Regional Planning	PTNS21D00.A	\$168,553	\$0	\$168,553	\$0	\$168,553	\$0	\$168,553
Programming and Analysis	PTNS21D00.B	\$636,539	\$0	\$636,539	\$0	\$636,539	\$0	\$636,539
Planning Program	PTNS21D00.C	\$15,558	\$0	\$15,558	\$0	\$15,558	\$0	\$15,558
Analytical Tools and Forecasting	PTNS21D00.D	\$14,058	\$0	\$14,058	\$0	\$14,058	\$0	\$14,058
Data Collection	PTNS21D00.E	\$22,431	\$0	\$22,431	\$0	\$22,431	\$0	\$22,431
MPO Operations	PTNS21D00.F	\$69,116	\$0	\$69,116	\$0	\$69,116	\$0	\$69,116
Strategic Performance Planning Projects	PTNS21D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Nassau Suffolk TCC		\$926,255	\$0	\$926,255	\$0	\$926,255	\$0	\$926,255

	<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>New York City TCC</u>								
Regional Planning	PTNY21D00.A	\$242,947	\$0	\$242,947	\$0	\$242,947	\$0	\$242,947
Programming and Analysis	PTNY21D00.B	\$529,767	\$0	\$529,767	\$0	\$529,767	\$0	\$529,767
Planning Program	PTNY21D00.C	\$22,074	\$0	\$22,074	\$0	\$22,074	\$0	\$22,074
Analytical Tools and Forecasting	PTNY21D00.D	\$9,133	\$0	\$9,133	\$0	\$9,133	\$0	\$9,133
Data Collection	PTNY21D00.E	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO Operations	PTNY21D00.F	\$204,042	\$0	\$204,042	\$0	\$204,042	\$0	\$204,042
Strategic Performance Planning Projects	PTNY21D00.G	\$25,961	\$0	\$25,961	\$0	\$25,961	\$0	\$25,961
Total NYC TCC		\$1,033,924	\$0	\$1,033,924	\$0	\$1,033,924	\$0	\$1,033,924
<u>MTA</u>								
Regional Planning	PTMT21D00.A	\$60,660	\$0	\$60,660	\$0	\$60,660	\$0	\$60,660
Programming and Analysis	PTMT21D00.B	\$5,127	\$0	\$5,127	\$0	\$5,127	\$0	\$5,127
Planning Program	PTMT21D00.C	\$45,187	\$0	\$45,187	\$0	\$45,187	\$0	\$45,187
Analytical Tools and Forecasting	PTMT21D00.D	\$101,056	\$0	\$101,056	\$0	\$101,056	\$0	\$101,056
Data Collection	PTMT21D00.E	\$50,143	\$0	\$50,143	\$0	\$50,143	\$0	\$50,143
MPO Operations	PTMT21D00.F	\$15,382	\$0	\$15,382	\$0	\$15,382	\$0	\$15,382
Strategic Performance Planning Projects	PTMT21D00.G	\$24,624	\$3,200,000	\$3,224,624	\$1,200,000	\$4,424,624	\$1,200,000	\$3,224,624
Total MTA		\$302,179	\$3,200,000	\$3,502,179	\$1,200,000	\$4,702,179	\$1,200,000	\$3,502,179
<u>Nassau County</u>								
Regional Planning	PTNA21D00.A	\$134,022	\$0	\$134,022	\$0	\$134,022	\$0	\$134,022
Programming and Analysis	PTNA21D00.B	\$78,736	\$0	\$78,736	\$0	\$78,736	\$0	\$78,736
Planning Program	PTNA21D00.C	\$65,636	\$0	\$65,636	\$0	\$65,636	\$0	\$65,636
Analytical Tools and Forecasting	PTNA21D00.D	\$83,141	\$0	\$83,141	\$50,000	\$133,141	\$50,000	\$83,141
Data Collection	PTNA21D00.E	\$39,978	\$0	\$39,978	\$300,000	\$339,978	\$300,000	\$39,978
MPO Operations	PTNA21D00.F	\$75,980	\$0	\$75,980	\$0	\$75,980	\$0	\$75,980
Strategic Performance Planning Projects	PTNA21D00.G	\$369,969	\$0	\$369,969	\$2,485,000	\$2,854,969	\$2,477,246	\$377,723
Total Nassau County		\$847,462	\$0	\$847,462	\$2,835,000	\$3,682,462	\$2,827,246	\$855,216

	<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>NYC Dept of City Planning</u>								
Regional Planning	PTNA21D00.A	\$57,860	\$750	\$58,610	\$0	\$58,610	\$0	\$58,610
Programming and Analysis	PTNA21D00.B	\$39,792	\$500	\$40,292	\$0	\$40,292	\$0	\$40,292
Planning Program	PTNA21D00.C	\$181,264	\$500	\$181,764	\$0	\$181,764	\$0	\$181,764
Analytical Tools and Forecasting	PTNA21D00.D	\$160,291	\$250	\$160,541	\$0	\$160,541	\$0	\$160,541
Data Collection	PTNA21D00.E	\$31,013	\$500	\$31,513	\$0	\$31,513	\$0	\$31,513
MPO Operations	PTNA21D00.F	\$15,790	\$250	\$16,040	\$0	\$16,040	\$0	\$16,040
Strategic Performance Planning Projects	PTNA21D00.G	\$1,897,375	\$30,000	\$1,927,375	\$50,000	\$1,977,375	\$0	\$1,977,375
Total NYC Dept of City Planning		\$2,383,385	\$32,750	\$2,416,135	\$50,000	\$2,466,135	\$0	\$2,466,135
<u>NYC Dept of Transportation</u>								
Regional Planning	PTDT21D00.A	\$70,044	\$0	\$70,044	\$0	\$70,044	\$70,044	\$0
Programming and Analysis	PTDT21D00.B	\$360,016	\$0	\$360,016	\$0	\$360,016	\$360,016	\$0
Planning Program	PTDT21D00.C	\$160,000	\$0	\$160,000	\$0	\$160,000	\$160,000	\$0
Analytical Tools and Forecasting	PTDT21D00.D	\$60,035	\$2,000	\$62,035	\$0	\$62,035	\$62,035	\$0
Data Collection	PTDT21D00.E	\$160,034	\$0	\$160,034	\$500,000	\$660,034	\$484,576	\$175,458
MPO Operations	PTDT21D00.F	\$50,008	\$0	\$50,008	\$0	\$50,008	\$50,008	\$0
Strategic Performance Planning Projects	PTDT21D00.G	\$2,396,191	\$0	\$2,396,191	\$165,600	\$2,561,791	\$1,148,034	\$1,413,757
Total NYC Dept. of Transportation		\$3,256,328	\$2,000	\$3,258,328	\$665,600	\$3,923,928	\$2,334,713	\$1,589,215
<u>Putnam County</u>								
Regional Planning	PTPN21D00.A	\$33,807	\$0	\$33,807	\$0	\$33,807	\$0	\$33,807
Programming and Analysis	PTPN21D00.B	\$157,388	\$0	\$157,388	\$0	\$157,388	\$0	\$157,388
Planning Program	PTPN21D00.C	\$21,112	\$0	\$21,112	\$0	\$21,112	\$0	\$21,112
Analytical Tools and Forecasting	PTPN21D00.D	\$14,997	\$0	\$14,997	\$0	\$14,997	\$0	\$14,997
Data Collection	PTPN21D00.E	\$25,619	\$0	\$25,619	\$400,000	\$425,619	\$0	\$425,619
MPO Operations	PTPN21D00.F	\$8,279	\$0	\$8,279	\$0	\$8,279	\$0	\$8,279
Strategic Performance Planning Projects	PTPN21D00.G	\$0	\$0	\$290,000	\$1,160,000	\$1,160,000	\$1,160,000	\$0
Total Putnam County		\$261,202	\$0	\$551,202	\$1,560,000	\$1,821,202	\$1,160,000	\$661,202

	<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>Rockland County</u>								
Regional Planning	PTRK21D00.A	\$66,044	\$0	\$66,044	\$0	\$66,044	\$0	\$66,044
Programming and Analysis	PTRK21D00.B	\$44,312	\$0	\$44,312	\$0	\$44,312	\$0	\$44,312
Planning Program	PTRK21D00.C	\$33,969	\$0	\$33,969	\$0	\$33,969	\$0	\$33,969
Analytical Tools and Forecasting	PTRK21D00.D	\$52,236	\$0	\$52,236	\$0	\$52,236	\$0	\$52,236
Data Collection	PTRK21D00.E	\$33,284	\$0	\$33,284	\$0	\$33,284	\$0	\$33,284
MPO Operations	PTRK21D00.F	\$42,188	\$0	\$42,188	\$0	\$42,188	\$0	\$42,188
Strategic Performance Planning Projects	PTRK21D00.G	\$0	\$0	\$0	\$830,000	\$830,000	\$830,000	\$0
Total Rockland County		\$272,033	\$0	\$272,033	\$830,000	\$1,102,033	\$830,000	\$272,033
<u>Suffolk County</u>								
Regional Planning	PTSU21D00.A	\$26,987	\$0	\$26,987	\$0	\$26,987	\$0	\$26,987
Programming and Analysis	PTSU21D00.B	\$50,731	\$0	\$50,731	\$0	\$50,731	\$0	\$50,731
Planning Program	PTSU21D00.C	\$22,164	\$0	\$22,164	\$0	\$22,164	\$0	\$22,164
Analytical Tools and Forecasting	PTSU21D00.D	\$10,591	\$0	\$10,591	\$0	\$10,591	\$0	\$10,591
Data Collection	PTSU21D00.E	\$24,271	\$0	\$24,271	\$60,000	\$84,271	\$0	\$84,271
MPO Operations	PTSU21D00.F	\$29,695	\$0	\$29,695	\$0	\$29,695	\$0	\$29,695
Strategic Performance Planning Projects	PTSU21D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Suffolk		\$164,439	\$0	\$164,439	\$60,000	\$224,439	\$0	\$224,439
<u>Westchester County</u>								
Regional Planning	PTWS21D00.A	\$258,177	\$1,200	\$259,377	\$0	\$259,377	\$0	\$259,377
Programming and Analysis	PTWS21D00.B	\$83,149	\$1,200	\$84,349	\$0	\$84,349	\$0	\$84,349
Planning Program	PTWS21D00.C	\$67,393	\$0	\$67,393	\$0	\$67,393	\$0	\$67,393
Analytical Tools and Forecasting	PTWS21D00.D	\$49,829	\$0	\$49,829	\$0	\$49,829	\$0	\$49,829
Data Collection	PTWS21D00.E	\$187,555	\$4,200	\$191,755	\$0	\$191,755	\$0	\$191,755
MPO Operations	PTWS21D00.F	\$107,184	\$1,100	\$108,284	\$0	\$108,284	\$0	\$108,284
Strategic Performance Planning Projects	PTWS21D00.G	\$283,361	\$2,500	\$285,861	\$520,000	\$805,861	\$248,000	\$557,861
Total Westchester County		\$1,036,648	\$10,200	\$1,046,848	\$520,000	\$1,566,848	\$248,000	\$1,318,848

	<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	PT0821D00.A	\$61,990	\$0	\$61,990	\$0	\$61,990	\$0	\$61,990
Programming and Analysis	PT0821D00.B	\$19,161	\$0	\$19,161	\$0	\$19,161	\$0	\$19,161
Planning Program	PT0821D00.C	\$1,390	\$0	\$1,390	\$0	\$1,390	\$0	\$1,390
Analytical Tools and Forecasting	PT0821D00.D	\$12,508	\$0	\$12,508	\$0	\$12,508	\$0	\$12,508
Data Collection	PT0821D00.E	\$8,184	\$0	\$8,184	\$0	\$8,184	\$0	\$8,184
MPO Operations	PT0821D00.F	\$7,361	\$0	\$7,361	\$0	\$7,361	\$0	\$7,361
Strategic Performance Planning Projects	PT0821D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 8		\$110,595	\$0	\$110,595	\$0	\$110,595	\$0	\$110,595
<u>NYSDOT REG 10</u>								
Regional Planning	PT1021D00.A	\$23,618	\$0	\$23,618	\$0	\$23,618	\$0	\$23,618
Programming and Analysis	PT1021D00.B	\$57,650	\$0	\$57,650	\$0	\$57,650	\$0	\$57,650
Planning Program	PT1021D00.C	\$1,338	\$0	\$1,338	\$0	\$1,338	\$0	\$1,338
Analytical Tools and Forecasting	PT1021D00.D	\$2,847	\$0	\$2,847	\$0	\$2,847	\$0	\$2,847
Data Collection	PT1021D00.E	\$126,762	\$0	\$126,762	\$0	\$126,762	\$0	\$126,762
MPO Operations	PT1021D00.F	\$31,215	\$0	\$31,215	\$0	\$31,215	\$0	\$31,215
Strategic Performance Planning Projects	PT1021D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 10		\$243,431	\$0	\$243,431	\$0	\$243,431	\$0	\$243,431
<u>NYSDOT Reg 11</u>								
Regional Planning	PT1121D00.A	\$37,398	\$0	\$37,398	\$0	\$37,398	\$0	\$37,398
Programming and Analysis	PT1121D00.B	\$7,700	\$0	\$7,700	\$0	\$7,700	\$0	\$7,700
Planning Program	PT1121D00.C	\$5,035	\$0	\$5,035	\$0	\$5,035	\$0	\$5,035
Analytical Tools and Forecasting	PT1121D00.D	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Data Collection	PT1121D00.E	\$13,049	\$0	\$13,049	\$0	\$13,049	\$0	\$13,049
MPO Operations	PT1121D00.F	\$18,024	\$0	\$18,024	\$0	\$18,024	\$0	\$18,024
Strategic Performance Planning Projects	PT1121D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 11		\$81,205	\$0	\$81,205	\$0	\$81,205	\$0	\$81,205

	<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 Albany</u>								
Regional Planning	PTST21D00.A	\$9,948	\$0	\$9,948	\$0	\$9,948	\$0	\$9,948
Programming and Analysis	PTST21D00.B	\$35,950	\$0	\$35,950	\$0	\$35,950	\$0	\$35,950
Planning Program	PTST21D00.C	\$26,006	\$0	\$26,006	\$0	\$26,006	\$0	\$26,006
Analytical Tools and Forecasting	PTST21D00.D	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Data Collection	PTST21D00.E	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO Operations	PTST21D00.F	\$58,177	\$0	\$58,177	\$0	\$58,177	\$0	\$58,177
Strategic Performance Planning Projects	PTST21D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Albany		\$130,081	\$0	\$130,081	\$0	\$130,081	\$0	\$130,081

Funding Programmed in Prior Years

<u>USE OF FUNDS:</u>	Programmed in Prior Years	Prior Years' FTA MPP	Prior Years' FHWA PL	Prior Years' Match
Staff:				
Central/TCC Staff	\$0	\$0	\$0	\$0
Central/TCC Staff Consultants	\$10,635,411	\$0	\$10,635,411	\$0
Subtotal Central Staff, TCCs	\$10,635,411	\$0	\$10,635,411	\$0
Members:				
MTA	\$1,200,000	\$960,000	\$0	\$240,000
Nassau County	\$2,827,246	\$502,119	\$1,759,678	\$565,449
NYC Dept. City Planning	\$0	\$0	\$0	\$0
NYC Dept.of Transportation	\$2,334,713	\$414,645	\$1,453,125	\$466,943
Putnam County	\$1,160,000	\$928,000	\$0	\$232,000
Rockland County	\$830,000	\$147,408	\$516,592	\$166,000
Suffolk County	\$0	\$0	\$0	\$0
Westchester County	\$248,000	\$44,045	\$154,355	\$49,600
Subtotal Members	\$8,599,959	\$2,996,217	\$3,883,750	\$1,719,992
Total Central Staff, TCC & Members	19,235,370	2,996,217	14,519,161	1,719,992

Due to unexpected delays in consultant contract awards, unanticipated staff vacancies, and ongoing multi-year studies, \$19.2 million in prior years' FHWA-PL and FTA-MPP funds are programmed for the 2021-22 UPWP period.

It is expected that this balance will be reduced within the next three program years.

NYMTC-Staff Schedule of Programmed Funding for Professional Services Contracts

Row Labels	NEW-PL	OLD-PL	Total
A01 - Plan 2045 Maintenance / Plan 2050 Development and Maintenance		300,000	300,000
Plan 2050 Development		300,000	300,000
B01 - Program Management		250,000	250,000
Interim Program Management Support Platform		250,000	250,000
B02 - Regional Emissions Analysis and Transportation Conformity		200,000	200,000
Model Application Consultant Support for Conformity Determination		200,000	200,000
C01 - Annual Unified Planning Work Program (UPWP) Development and Program Reporting	352,345	97,655	450,000
UPWP Tool Redevelopment	352,345	97,655	450,000
D01 - Model Development, Enhancement, and Applications	1,100,000	2,886,756	3,986,756
Project Information Management System (PIMS) Data Collection Tool		491,500	491,500
Model Development Technical Support Contractor II		300,000	300,000
PPS-AQ and PPS-CMP hosting, maintenance, and technical support	1,100,000		1,100,000
Model Development Technical Support Contractor I		450,000	450,000
Model Software Technical Assistance and Model Extensions		200,000	200,000
Support for NYBPM 2017 BY Update		845,256	845,256
PIMS Hosting & Maintenance		600,000	600,000
D02 - Socioeconomic and Demographic (SED) Forecasts and Census Data		2,000,000	2,000,000
2060 SED Forecast		1,500,000	1,500,000
Socio Economic Demographic Forecast (In-house) Contractor		350,000	350,000
2050 SED Models Enhancements and Development		150,000	150,000
E01 - Regional Surveys		2,770,000	2,770,000
Smartphone Travel Survey Pilot study		60,000	60,000

Regional Household and Establishment Survey	2,560,000	2,560,000
Evaluating Alternative Data for Activity Generation in NYBPM	150,000	150,000
E02 - Data Management	791,000	791,000
TIG Hosting, Support and Enhanced Maintenance	441,000	441,000
GIS Support Contractor	350,000	350,000
F01 - MPO Operations and Management	450,000	450,000
Public Involvement Plan	450,000	450,000
G01 - September 11th Memorial Program - 2020- 2021 & 2021-2022 Academic Years	140,000	140,000
9/11 Memorial Program	140,000	140,000
G02 - Community Planning Workshops	150,000	150,000
Workshop development and execution	150,000	150,000
G03 - Palisades Interstate Park Shared Use Path Feasibility Study	200,000	200,000
Study support and public engagement	200,000	200,000
G04 - Clean Freight Corridor Planning Study	200,000	200,000
Study support (estimated balance)	200,000	200,000
G05 - Regional Freight Land Use Study	200,000	200,000
Study support (estimated balance)	200,000	200,000
Grand Total	1,452,345	10,635,411
		12,087,756

Public Comments:

Question:

What have you learned from the COVID-19 studies programmed in the UPWP?

Response:

The COVID-19 studies programmed in the 2021-2022 UPWP have not started yet. However, the NYMTC website includes a COVID-19 resources section which highlights recent research on the impact of COVID-19 on the transportation system.

