



NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
ADOPTED FEBRUARY 24, 2022



STATE FISCAL YEAR 2022-2023
UNIFIED PLANNING
WORK PROGRAM
APRIL 1, 2022-MARCH 31, 2023

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #532

RECOMMENDATION OF THE DRAFT STATE FISCAL YEAR (SFY) 2022-2023
UNIFIED PLANNING WORK PROGRAM (UPWP) FOR COUNCIL ADOPTION

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) 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, 2022 through March 31, 2023 identifies planning activities proposed for federal and other funding; and

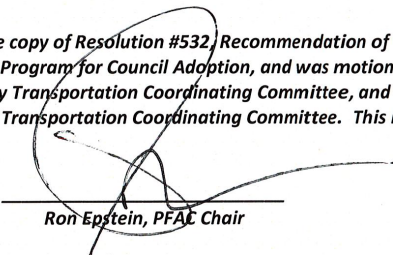
WHEREAS, NYMTC's staff has determined that sufficient funds will be available to undertake the planning projects specified in this draft SFY 2022-2023 UPWP during the upcoming program year.

NOW, THEREFORE, BE IT RESOLVED that PFAC recommends that the Council adopt the draft SFY 2022-2023 UPWP.

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

ADOPTION: February 10, 2022

"I hereby certify that the above is a true copy of Resolution #532, Recommendation of the Draft State Fiscal Year 2022-2023 Unified Planning Work Program for Council Adoption, and was motioned by Yogesh Sanghvi, representing the New York City Transportation Coordinating Committee, and seconded by Sean Sallie, representing the Nassau/Suffolk Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."



Ron Epstein, PFAC Chair

THE METROPOLITAN PLANNING ORGANIZATION

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**RESOLUTION #2022-1
COUNCIL ADOPTION OF STATE FISCAL YEAR (SFY) 2022-2023
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 State Fiscal Year (SFY) 2022-2023 UPWP, for the program year April 1, 2022 through March 31, 2023, identifies planning activities proposed for federal and other funding; and

WHEREAS, NYMTC's staff had determined that sufficient funds will be available to undertake the planning projects specified in this draft SFY 2022-2023 UPWP during the upcoming program year; and

WHEREAS, NYMTC's Program, Finance and Administration Committee, at its February 10, 2022 meeting, recommended that this SFY 2022-2023 UPWP be adopted by the Council.

NOW, THEREFORE, BE IT RESOLVED that the Council adopts the SFY 2022-2023 Unified Planning Work Program.

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

ADOPTED: February 24, 2022

"I hereby certify that the above is a true copy of Council Resolution #2022-1, Council Adoption of State Fiscal Year 2022-2023 Unified Planning Work Program and was motioned by Naomi Klein representing County Westchester Executive George Latimer, and seconded by Ron Epstein representing Marie Therese Dominguez, New York State Department of Transportation Commissioner. 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.

Table of Contents

ABBREVIATIONS AND ACRONYMS	7
OVERVIEW OF THE UNIFIED PLANNING WORK PROGRAM (UPWP)	10
MAJOR MILESTONES FOR THE 2022 – 2023 PROGRAM.....	19
FIVE (5) YEAR PLANNING PROJECTION	20
PLANNING PROJECT LOCATIONS	27
LONG ISLAND – NASSAU COUNTY	28
LONG ISLAND – SUFFOLK COUNTY	29
MID-HUDSON SOUTH – PUTNAM COUNTY	30
MID-HUDSON SOUTH – ROCKLAND COUNTY	31
MID-HUDSON SOUTH – WESTCHESTER COUNTY	32
NEW YORK CITY - BRONX	33
NEW YORK CITY - BROOKLYN.....	34
NEW YORK CITY - MANHATTAN.....	35
NEW YORK CITY – QUEENS	36
CORE PROGRAM ACTIVITIES	37
PROGRAM SUPPORT AND ADMINISTRATION	38
<i>MPO Operations and Management [F01].....</i>	<i>41</i>
<i>Annual UPWP Development and Reporting [C01]</i>	<i>46</i>
GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING	51
<i>Socioeconomic and Demographic (SED) Forecasts and Census Data [D02].....</i>	<i>53</i>
LONG-RANGE TRANSPORTATION PLANNING	58
<i>FFY 2022-2050 RTP Maintenance / FFY 2026-2055 RTP Development [A01]</i>	<i>61</i>
<i>Congestion Management Process (CMP) [A02]</i>	<i>65</i>
<i>Transportation Performance Management (TPM) [A03].....</i>	<i>69</i>
<i>Regional Designations [A04]</i>	<i>73</i>
<i>Model Development, Enhancement, and Applications [D01].....</i>	<i>77</i>
<i>Regional Surveys [E01]</i>	<i>84</i>
<i>Data Management [E02]</i>	<i>88</i>
TRANSPORTATION IMPROVEMENT PROGRAM	94
<i>Regional Program Management [B01]</i>	<i>96</i>
<i>Regional Emissions Analysis and Transportation Conformity [B02].....</i>	<i>100</i>
DISCRETIONARY PROGRAM ACTIVITIES.....	104
NYMTC CENTRAL STAFF.....	110
<i>G01: Regional Freight Land Use Study.....</i>	<i>110</i>
<i>G02: Clean Freight Corridors Planning Study.....</i>	<i>112</i>
<i>G03: Community Planning Workshops.....</i>	<i>114</i>
<i>G04: Palisades Interstate Park Shared Use Path Feasibility.....</i>	<i>116</i>
<i>G05: Regional Waste Movement Study.....</i>	<i>117</i>
<i>G06: Post-COVID Mobility Assessment</i>	<i>119</i>
<i>G07: September 11th Memorial Program 2022-2023 Academic Year</i>	<i>121</i>
METROPOLITAN TRANSPORTATION AUTHORITY	123
<i>G01: Regional Economic Impact Forecasts for Potential Projects.....</i>	<i>123</i>
<i>G02: Geospatial Mobility Database Replica Access</i>	<i>126</i>
<i>G03: Pandemic Travel Change Study.....</i>	<i>128</i>

<i>G04: First and Last Mile Station Access Mobility Study & Toolkit Development</i>	131
<i>G05: NYC Transit B Division Phase II Subway Capacity Study</i>	134
NASSAU COUNTY	136
<i>G01: Land Use – Transportation Element of Comprehensive Plan</i>	136
<i>G02: Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury</i>	138
<i>G03: Nassau County Traffic Signal Progression and Optimization Study II - Oceanside</i>	140
<i>G04: Nassau County Traffic Signal Progression and Optimization Study III – Hewlett and Lynbrook</i>	142
<i>G05: Roadway Sustainability and Compliance Study</i>	144
<i>G06: Lido Beach Multi-Use Trail Planning Study</i>	146
<i>G07: Nassau-Queens Interface Transportation Study – Project Support</i>	148
<i>G08: Nassau County Shared-Mobility Management Plan</i>	150
<i>G09: Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan</i>	152
NEW YORK CITY DEPARTMENT OF CITY PLANNING (NYCDCP)	154
<i>G01: Evaluation of Parking Policy</i>	154
<i>G02: Neighborhood Studies</i>	156
<i>G03: Freight and Last Mile Demands</i>	159
<i>G04: Transportation Equity</i>	161
<i>G05: Micromobility Study</i>	162
NEW YORK CITY DEPARTMENT OF TRANSPORTATION (NYCDOT)	164
<i>G01: Pedestrian Map</i>	164
<i>G02: Red Hook Traffic & Truck Study</i>	166
<i>G03: Lindenwood/Spring Creek Transportation Study</i>	168
<i>G04: Impact of Long-term Teleworking on VMT</i>	170
<i>G05: Mobility Report</i>	171
<i>G06: NYC Pedestrian Planning Studies</i>	172
<i>G07: Off-Hour Deliveries Program Expansion Evaluation Study</i>	174
<i>G08: Brooklyn College Flatbush Avenue Transportation Study</i>	176
<i>G09: Building Profile and Loading Dock Utilization Study</i>	177
<i>G10: Green Wave Comprehensive Transportation Plan</i>	179
<i>G11: Coney Island Alternative Access</i>	181
<i>G12: Morris Park East Bronx Transportation Study</i>	183
<i>G13: Eastern Queens Greenway Plan</i>	185
<i>G14: Truck Route Effects and Communications Tools Study</i>	187
PUTNAM COUNTY	189
<i>G01: Putnam County Intersection Planning and Feasibility Study</i>	189
<i>G02: Southeast, NY to Danbury, CT Link Feasibility / Planning Study</i>	191
ROCKLAND COUNTY	193
<i>G01: Clarkstown Safety and Sustainability Study for Route 303 & Route 304</i>	193
SUFFOLK COUNTY	195
<i>G01: Implementation Plan Development and Public Outreach for Suffolk County Reimagine Transit Initiative</i>	195
<i>G02: Regional Economic Impacts of Electrification and Double Tracking of LIRR Port Jefferson Branch Study</i>	197
<i>G03: Downtown Amityville Active Transportation Study</i>	199
WESTCHESTER COUNTY.....	201
<i>G01: County Mobility and Redesign Study</i>	201
<i>G02: Grasslands Transportation Demand Management Plan</i>	203
<i>G03: Parking Management and Complete Streets Workshops</i>	205

<i>G04: White Plains TransCenter Conceptual Planning and Design</i>	207
<i>G05: Transit Fare Policy and Fare Structure Analysis Study</i>	209
<i>G06: Transportation and Food Access in Westchester County</i>	211
RELATED PLANNING ACTIVITIES FUNDED THROUGH OTHER SOURCES	212
SPONSOR AGENCY: NEW YORK CITY DEPARTMENT OF TRANSPORTATION	213
<i>Reimagining the Cross Bronx Expressway</i>	213
<i>Driver Behavior Study</i>	213
<i>Truck Electrification and Freight De-carbonization Study</i>	213
<i>Coordinated Intelligent Transportation Systems Deployment in New York City (CIDNY)</i>	214
SPONSOR AGENCY: WESTCHESTER COUNTY	215
<i>Westchester County SMART Commute Program</i>	215
<i>Section 5307 Planning Studies</i>	215
<i>Comprehensive On-Board Passenger Survey</i>	215
PORT AUTHORITY OF NEW YORK AND NEW JERSEY.....	216
<i>Port Authority Bus Terminal Replacement Program</i>	216
<i>Cross Harbor Freight Program (CHFP) Tier II Environmental Impact Statement</i>	217
<i>PATH Extension to Newark Liberty International Airport/NEC Rail Link Station</i>	218
STATE PLANNING AND RESEARCH (SP&R) PROGRAM FUNDED PROJECTS	219
NYSAMPO SHARED COST INITIATIVES	222
<i>NYSAMPO Staff Support</i>	222
<i>AMPO Dues</i>	222
<i>NYSAMPO Staff Training</i>	222
<i>Shared Transit Service Planning and Analytics Initiative Training</i>	222
BUDGET SUMMARIES	223
<i>Council Budget</i>	224
<i>Agency Summary</i>	225
<i>Funding Programmed in Prior Years</i>	231
<i>NYMTC-Staff Schedule of Programmed Funding for Professional Services Contracts</i>	232
PUBLIC COMMENTS:	235

Abbreviations and Acronyms

Abbreviation	Description
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	Fixing America's Surface Transportation Act
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
IJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding American
IOS	Initial Operating Segment
ITS	Intelligent Transportation Systems
LAP	Language Access Program
LIRR	Long Island Rail Road

MAP	Metropolitan Area Planning
MHSTCC	Mid-Hudson South Transportation Coordinating Committee
MNR	Metro-North Railroad
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transportation Authority
N/S TCC	Nassau/Suffolk Transportation Coordinating Committee
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 Committee
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
PEA	Planning Emphasis Area
PFAC	Program Finance and Administration Committee
PHED	Peak Hour Excessive Delay
PIMS	Project Information Management System
PIP	Public Involvement Plan
PPS	Post Processor Software
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
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 Zone
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
UTRC	University Transportation Research Center
UZA	Urbanized Area
VMT	Vehicle Miles Traveled

Overview of the Unified Planning Work Program (UPWP)

Unified Planning Work Program (UPWP)

Current Federal transportation legislation, entitled the Infrastructure Investment and Jobs Act (IIJA), 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.

The New York Metropolitan Transportation Council (NYMTC) is the designated MPO for New York City (NYC), suburban Long Island and the lower Hudson Valley. 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. The UPWP for SFY April 1, 2022 through March 31, 2023 identifies planning activities proposed for federal and other funding.

New York Metropolitan Transportation Council (NYMTC)

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: Mid-Hudson South TCC (MHSTCC) covering the lower Hudson Valley; New York City TCC (NYCTCC) covering the five boroughs of NYC, and Nassau/Suffolk TCC (N/STCC) covering suburban Long Island. 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 and assists 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) 2022-2050 Regional Transportation Plan (RTP) *Moving Forward*.

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 Plan every four years per regulatory requirements, which guides the development of its annual work program. *Moving Forward*, the Regional Transportation Plan with a horizon year of 2050, is built around the member agencies' Shared Vision for Regional Mobility, which recognizes the critical importance of mobility to people's lives and aspires to:

- Ensure that the mobility provided through our transportation systems reaches everyone in a sustainable, healthy, and equitable manner;
- Invest efficiently for these transportation needs; and,
- Respond effectively to the transportation challenges of tomorrow.

This Shared Vision provides a strategic framework and establishes a blueprint for federal transportation investments in projects and planning activities.

Moving Forward: Your Region, Connected - Goals and Objectives

The following goals and objectives will focus our activities and help us to achieve the shared vision.



SAFETY AND SECURITY

A transportation system that ensures the safety and security of people and goods across all uses and modes.

Objectives:

1. Ensure that investments in existing physical assets protect the safety of, among others, passengers and freight systems.
2. Promote safe streets and intersections.
3. Keep the transportation system secure from threats.
4. Coordinate safety management, training and education across jurisdictional borders.
5. Improve the safety and security of system operations.



RELIABLE AND EASY TRAVEL

A transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided.

Objectives:

1. Rebuild/replace and modernize the assets that comprise the region's vast transportation infrastructure.
2. Improve first- and last-mile access to transit.
3. Provide more frequent and reliable transit service.
4. Improve accessibility to the transportation system for users of all abilities.
5. Invest in improving the integration of the multimodal transit network.
6. Improve the integration of freight modes and facilities.
7. Invest in collection and sharing of quality transportation data.
8. Promote equitable transportation and workplace access opportunities for all populations regardless of age, ability, race, ethnicity, or income.



PLANNING FOR CHANGING DEMAND

A transportation system that efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods.

Objectives:

1. Invest in system capacity to satisfy demand and relieve overcrowding, with an emphasis on core markets and activity centers.
2. Expand the reach of the system to underserved communities and emerging markets, addressing passenger transportation as well as access to goods and freight services.
3. Encourage walking and biking, transit-oriented development, Complete Streets, parking and curb management, and other long-term sustainable land use strategies that support passenger and goods movement.
4. Modernize local freight networks to efficiently plan for growth in volume of and change in product deliveries.
5. Incorporate emerging and innovative transportation services and tools into efficient network design.



REDUCING ENVIRONMENTAL IMPACTS

A transportation system that minimizes its greenhouse gas emissions and other impacts on the environment, especially the effects of climate change.

Objectives:

1. Encourage alternatives to single-occupant vehicle trips.
2. Encourage alternatives to trucking freight.

3. Modernize fleets to higher-standard and lower-emissions vehicles.
Efficiently manage limited roadway capacity to mitigate congestion and vehicular emissions.
4. Promote responsible environmental stewardship in transportation projects.
5. Address unequal impacts of transportation emissions on communities.



RESILIENCY

A transportation system that is resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions.

Objectives:

1. Protect and fortify major transportation assets.
2. Continue to invest in sea level rise and climate change risk analyses for transportation assets.
3. Improve regional coordination on emergency and long-term responses to systemwide climate impacts.
4. Enhance the transportation network's resiliency by increasing travel options and redundancies.

National Performance Goals

Per 23 U.S.C 150(b), a performance- and outcome-based planning approach has been established to achieve 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

2021 Federal Planning Emphasis Areas:

The activities in the UPWP support the FHWA and FTA updated Planning Emphasis Areas (PEAs) for 2021:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

This planning emphasis area is intended to ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. This includes encouraging State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.

- *Equity and Justice in Transportation Planning*

This planning emphasis area is intended to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and ensure that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. The federal planning emphasis area supports State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

- *Complete Streets*

This planning emphasis area will involve the review of current policies, rules, and procedures to determine their impact on safety for all road users. This will include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. The federal agencies seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

- *Public Involvement*

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. This planning emphasis area strives to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

- *Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination*

This planning emphasis area encourages MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

- *Federal Land Management Agency (FLMA) Coordination*

This planning emphasis area encourages MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

- *Planning and Environment Linkages (PEL)*

This planning emphasis area encourages State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

- *Data in Transportation Planning*

To address the emerging topic areas of data sharing, needs, and analytics, this planning emphasis area encourages data sharing and consideration into the transportation planning process. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

NYMTC's Core Program 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 Transportation Improvement Program (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). NYMTC is also required to develop, maintain and execute a Public Involvement Plan, as well as a Title VI Program.

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 Program Planning Priorities

The discretionary program component of NYMTC's UPWP is derived from *Moving Forward* goals and objectives and the national transportation goals. When taken together, the Plan's Shared Vision for Regional Mobility, along with the national performance goals, expand both the parameters of the planning process and the strategic priorities for planning activities and projects.

Moving Forward was adopted in September 2021 and 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:

- *Moving Forward* contains the members' Shared Vision for Regional Mobility, which provides a strategic framework for the metropolitan transportation planning process. The Shared Vision includes goals and objectives, guiding principles, and recommended strategies and actions.
- *Moving Forward* 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.
- *Moving Forward* proposes projects, programs and studies which are consistent with the members' shared vision.
- *Moving Forward* defines key priorities for 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 program priorities, drawn as they are from both *Moving Forward* and the national performance goals, are as follows:

- Planning activities related to the *Moving Forward*'s Shared Vision for Regional Mobility in the following categories for each of the five vision goals:
 - Planning and research initiatives
 - Data collection, forecasting and performance measurement
 - Planning process recommendations
 - Program recommendations
- Planning activities related to subregional planning needs; specifically, subarea studies and planning projects identified in the Plan or related to *Moving Forward*'s shared goals, objectives, land use designations and/or congested locations and corridors from the Congestion Management Process.

Building NYMTC's UPWP

The development of the State Fiscal Year (SFY) 2022-2023 program has involved a process designed to coordinate and integrate regional transportation planning activities to the greatest extent possible. The process is grounded in the federal requirements, national performance goals and *Moving Forward* to provide a multi-year context for the development of UPWPs.

Assembling the UPWP: Program Building

The SFY 2022-2023 program was built by the staff and the member agencies, using the national performance goals, *Moving Forward* and the members' individual planning programs as guidance. The objective of the program building is to translate NYMTC's planning priorities into a cohesive annual program of planning projects and activities, resulting in a preliminary definition of specific activities for the SFY 2022-2023 program. This preliminary definition includes the core program organized by category, task, activities, and deliverables, as well as new and previously programmed strategic performance projects/activities.

Assessing the UPWP: Peer Review

After program building, the preliminary SFY 2022-2023 program was peer reviewed among the NYMTC member agencies, considering 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 2022-2023 program, pending federal review and public comment.

Assessing the UPWP: Public Review

The draft SFY 2022-2023 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 relevant members prior to finalizing the UPWP for adoption.

Major Milestones for the 2022 – 2023 Program

April 2022:

- Public review of the draft FFYs 2023-2027 TIP
- Public review of the draft 2022 PIP

June 2022:

- TCCs recommend project lists for inclusion in the FFYs 2023-27 TIP
- PFAC adopts 2022 PIP
- Public review of the draft 2022 Title VI Program and updated Language Access Operating Procedures

July 2022:

- Public review of the draft Transportation Conformity Determination for the FFYs 2023-2027 TIP and the FFYs 2022-2050 Plan, as amended

August 2022:

- PFAC recommends the draft FFYs 2023-2027 TIP for Council adoption, and adopts the draft Transportation Conformity Determination for the FFYs 2023-2027 TIP and the FFYs 2022-2050 Plan, as amended, along with the 2022 Title VI Program and updated Language Access Operating Procedures

September 2022:

- Council adopts the FFYs 2023-2027 TIP

January 2023

- Public review of the draft SFY 2023-2024 UPWP

February 2023:

- PFAC meeting to recommends the SFY 2023-24 UPWP for Council adoption
- Council adopts the SFY 2023-2024 UPWP

Five (5) Year Planning Projection

	SFY 2022-2023	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027
PROGRAM SUPPORT AND ADMINISTRATION					
Administration	Support functions related to development, management, and administration of the organization's activities, facilities, and equipment; liaison with NYSDOT as NYMTC staff's administrative host				
Council, PFAC, TCCs, Working Groups, 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				
Federal Certification Reviews	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	Address recommendations from 2026-2027 Certification Review
Public information	Enhance website capabilities; public affairs, fulfillment; social media maintenance and expansion				
Public Involvement Plan (PIP)	Maintain 2021 PIP. Evaluate 2022 PIP	Maintain 2022 PIP	Consider updates to the 2022 PIP	Evaluate 2025 PIP	Maintain 2025 PIP
Title VI Program	Continue 2021 program	Continue 2021 program; begin development of 2024 program	Initiate and adopt 2024 program	Continue 2024 program	Continue 2024 program
Language Access	Continue language access support services				

	SFY 2022-2023	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027
Transportation Information Gateway (TIG)	Maintain, update and enhance TIG as necessary				
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			
UPWP Reporting	During each year, complete quarterly UPWP progress reports; UPWP annual performance and expenditure report and annual/biennial Title VI reports				
GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING					
Socioeconomic & Demographic (SED) Forecasts	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	Continue development of 2065 SED forecasts for Plan 2060
LONG-RANGE TRANSPORTATION PLANNING					
Plan 2050	Continue Plan 2050 maintenance	Continue Plan 2050 maintenance	Continue Plan 2050 maintenance	Conclude Plan 2050 maintenance on 9.30.25	N/A
Plan 2055	Begin Plan 2055 development cycle toward adoption by 10.1.25	Continue Plan 2055 development cycle toward adoption by 10.1.25	Continue Plan 2055 development cycle toward adoption by 10.1.25	Continue Plan 2055 development cycle toward adoption. Adopt Plan 2055 by 10.1.25. Begin Plan 2055 maintenance	Continue Plan 2055 maintenance
Plan 2060	N/A	N/A	N/A	Begin initial preparation for PLAN 2060 development	Begin PLAN 2060 development cycle toward adoption by 10.1.29

	SFY 2022-2023	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027
<i>CMP Status Report</i>	Begin CMP Status Report development cycle for Plan 2055 toward adoption by 10.1.25	Continue CMP Status Report development cycle for Plan 2055 toward adoption by 10.1.25	Continue CMP Status Report development cycle for Plan 2055 toward adoption by 10.1.25	Adopt CMP Status Report to accompany Plan 2055 by 10.1.25	Maintain/update CMP Status Report if needed
<i>Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)</i>	Begin initial preparation for development of Coordinated Plan as part of Plan 2055	Continue development of Coordinated Plan as part of Plan 2055	Continue development of Coordinated Plan as part of Plan 2055	Adopt Coordinated Plan to accompany Plan 2055 by 10.1.25	Maintain/update Coordinated Plan if needed
<i>Freight Plan</i>	Begin initial preparation for development of Freight Plan as part of Plan 2055	Continue development of Freight Plan as part of Plan 2055	Continue development of Freight Plan as part of Plan 2055	Adopt Freight Plan as part of Plan 2055 by 10.1.25	Maintain/update Freight Plan if needed
<i>Transportation Performance Management (TPM) Performance Measures</i>	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	Update TPM System Performance report as needed
<i>TPM Input Data</i>	Continue collection and compilation of necessary data				

	SFY 2022-2023	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027
TPM Analytics	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	Begin development TIP effects documentation toward adoption of 29-33 TIP by 10.1.28
TPM Agreements/ Procedures	Amend metropolitan planning agreement and relevant MPO operating procedures as needed				
TPM Training	Provide training as needed				
Metropolitan Planning Area Boundary Review per 2020 Census	Receive new UAB (Urban Area Boundaries) and MPO boundaries lists from NYSDOT, based on 2020 census. Member agencies begin review	Program Finance & Administration Committee (PFAC) adopts UAB and MPO boundaries lists by after member agencies' review is completed and comments addressed	N/A	N/A	N/A

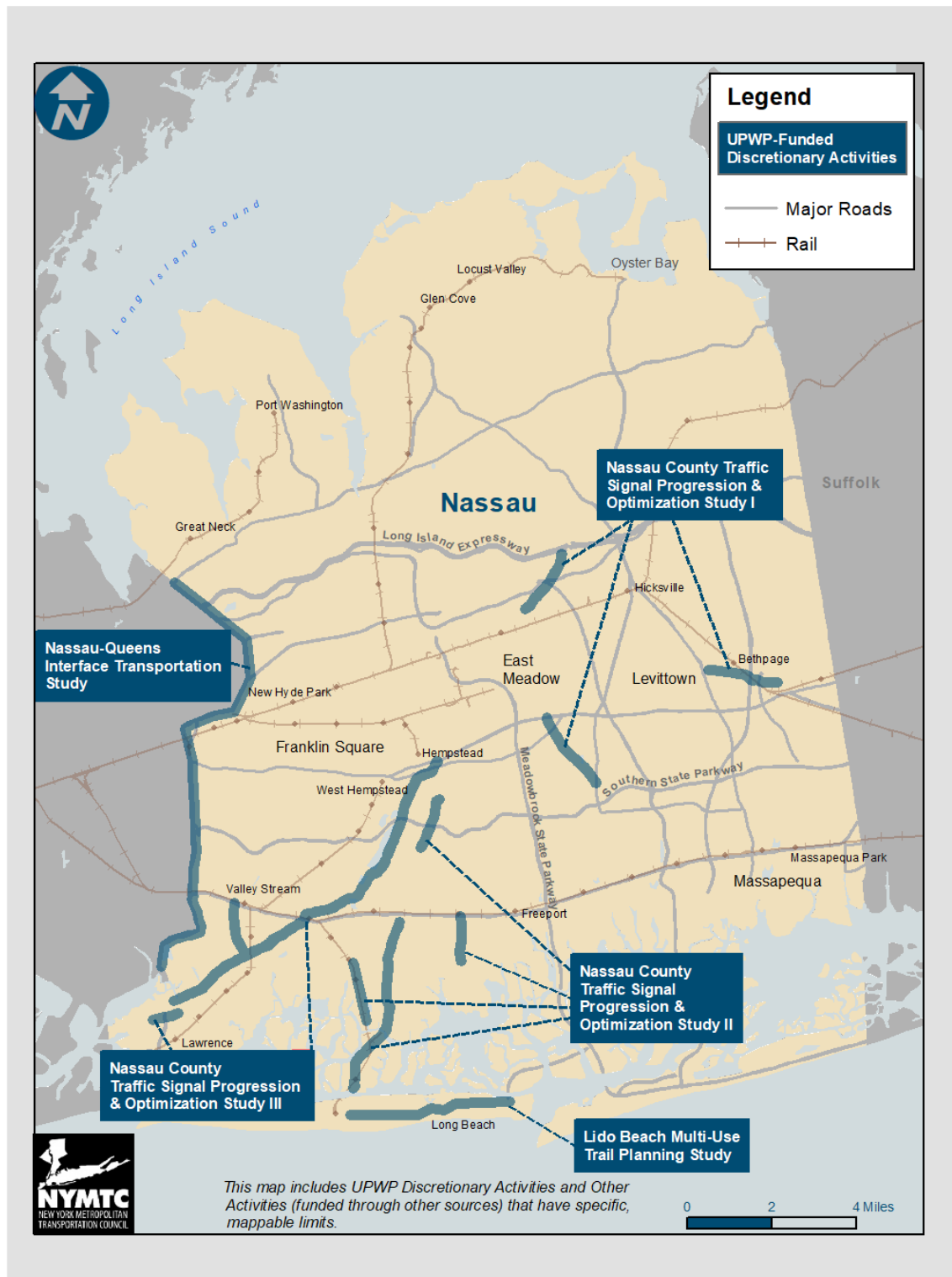
	SFY 2022-2023	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027
<i>New York Best Practice Model Base Year (NYBPM BY) development</i>	Begin contractual process for NYBPM 2023 BY update. Deliver NYBPM 2019 BY model	Award contract for NYBPM 2023 BY update. Begin development of NYBPM 2023 BY. Conclude contract for NYBPM 2019 update	Continue development of NYBPM 2023 BY update	Test and release NYBPM 2023 BY with all the updates and enhancements. Begin development of RFP for the development of NYBPM 2027 BY	Award contract for NYBPM 2027 BY update. Begin development of NYBPM 2027
<i>NYBPM Software</i>	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 CMP (PPS-CMP) for conformity and planning analyses				
<i>Model Applications</i>	Run model applications at member's request and respond to data requests				
<i>Regional Surveys</i>	Begin NYMTC Travel Survey Data Collection and Utilization Program. Begin initial Request for Proposals (RFP) development for the Regional Household Travel & Establishment Survey (RHTES)	Continue development of the RFP for the RHTES. Complete NYMTC Travel Survey Data Collection and Utilization Program	Begin the RHTES	Complete the RHTES	Begin developing the RFP for the next biennial RHTES
<i>Data Collection</i>	Annual data collection for the NYBPM and for TPM				
<i>TRANSPORTATION IMPROVEMENT PROGRAM</i>					

	SFY 2022-2023	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027
<i>FFYs 2020-24 TIP</i>	Conclude FFYs 2020-24 TIP maintenance until 9/30/22	N/A	N/A	N/A	N/A
<i>FFYs 2023-27 TIP</i>	Continue development of the FFYs 2023-27 TIP for adoption by 10.1.22. Begin maintenance of the FFYs 2023-27 TIP after adoption	Continue FFYs 2023- 27 TIP maintenance until 9.30.25	Continue FFYs 2023- 27 TIP maintenance until 9.30.25	Conclude FFYs 2023-27 TIP maintenance on 9.30.2025	N/A
<i>FFYs 2026-30 TIP</i>	N/A	N/A	Begin development of the FFYs 2026-30 TIP	Continue development of the FFYs 2026-30 TIP for adoption by 10.1.25. Begin maintenance of the FFYs 2026-30 TIP after adoption	Continue FFYs 2026-30 TIP maintenance
<i>Annual Listing of Obligated Projects</i>	Develop visualized Annual Listing by the end of each calendar year				
<i>Grant Program Solicitations</i>	Carry out program solicitations for Congestion Mitigation/Air Quality (CMAQ) program, Transportation Alternatives Program (TAP) and enhanced Section 5310 programs as needed; provide support for Highway Safety Improvement Program (HSIP), Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Infrastructure for Rebuilding American (INFRA) solicitations, as well as other discretionary and pilot programs under the IIJA				

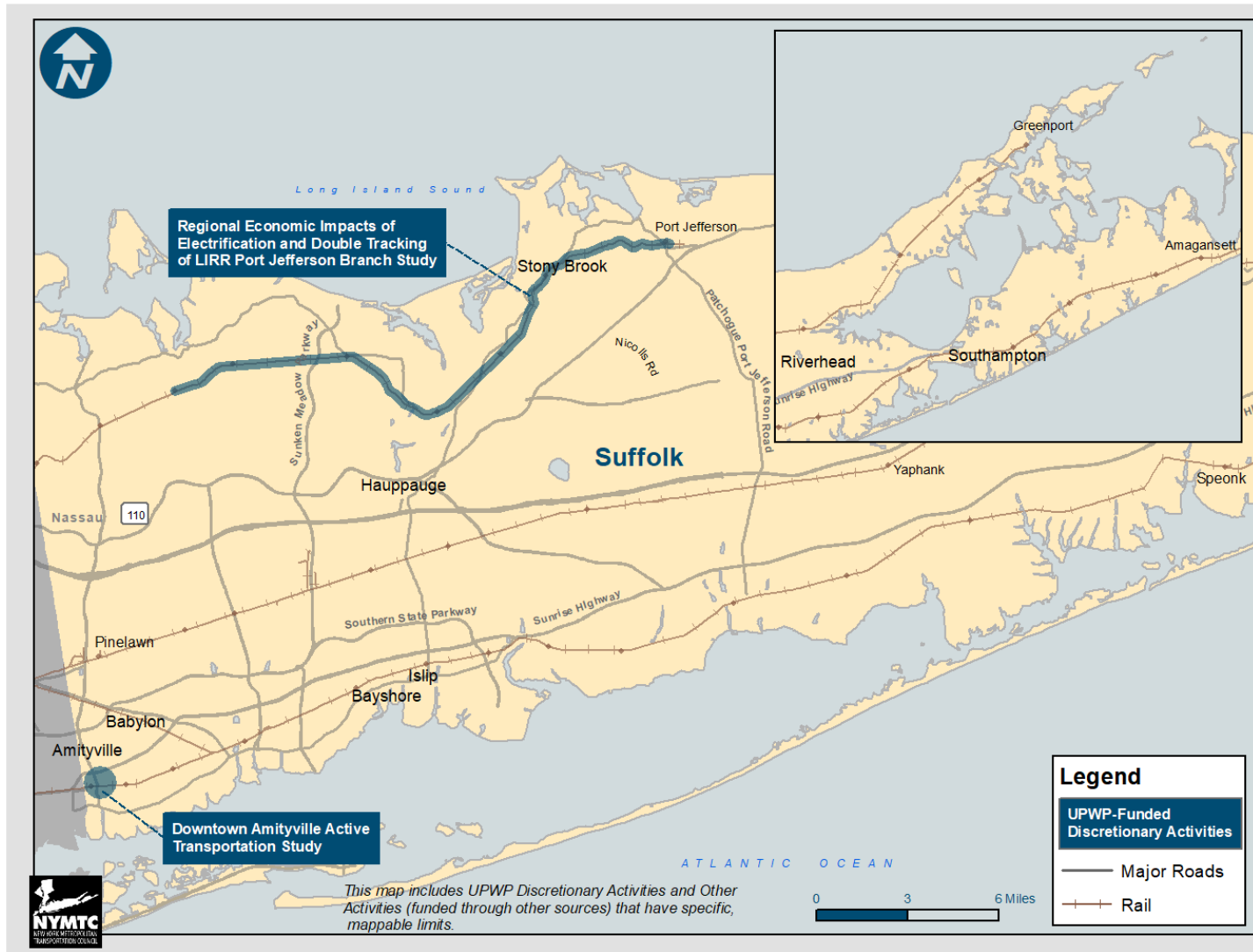
	SFY 2022-2023	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027
<i>CMAQ Performance Plan</i>	Complete new CMAQ Performance Plan by Sept. 2022	Start development of a new CMAQ Performance Plan	Complete new CMAQ Performance Plan by Sept. 2024	Start development of a new CMAQ Performance Plan	Complete new CMAQ Performance Plan by Sept. 2026
<i>Transportation Conformity -- Programmatic and Analytical Elements</i>	Develop and adopt Transportation Conformity Determinations as needed				
<i>DISCRETIONARY PROGRAM</i>					
<i>Discretionary Projects</i>	Planning activities related to the <i>Moving Forward</i> ’s Shared Vision for Regional Mobility, CMP-related activities, near term activities and other specifically identified activities in Plan, subarea planning studies, on-going sustainable community activities, including community planning workshops; on-going September 11 memorial program				

Planning Project Locations

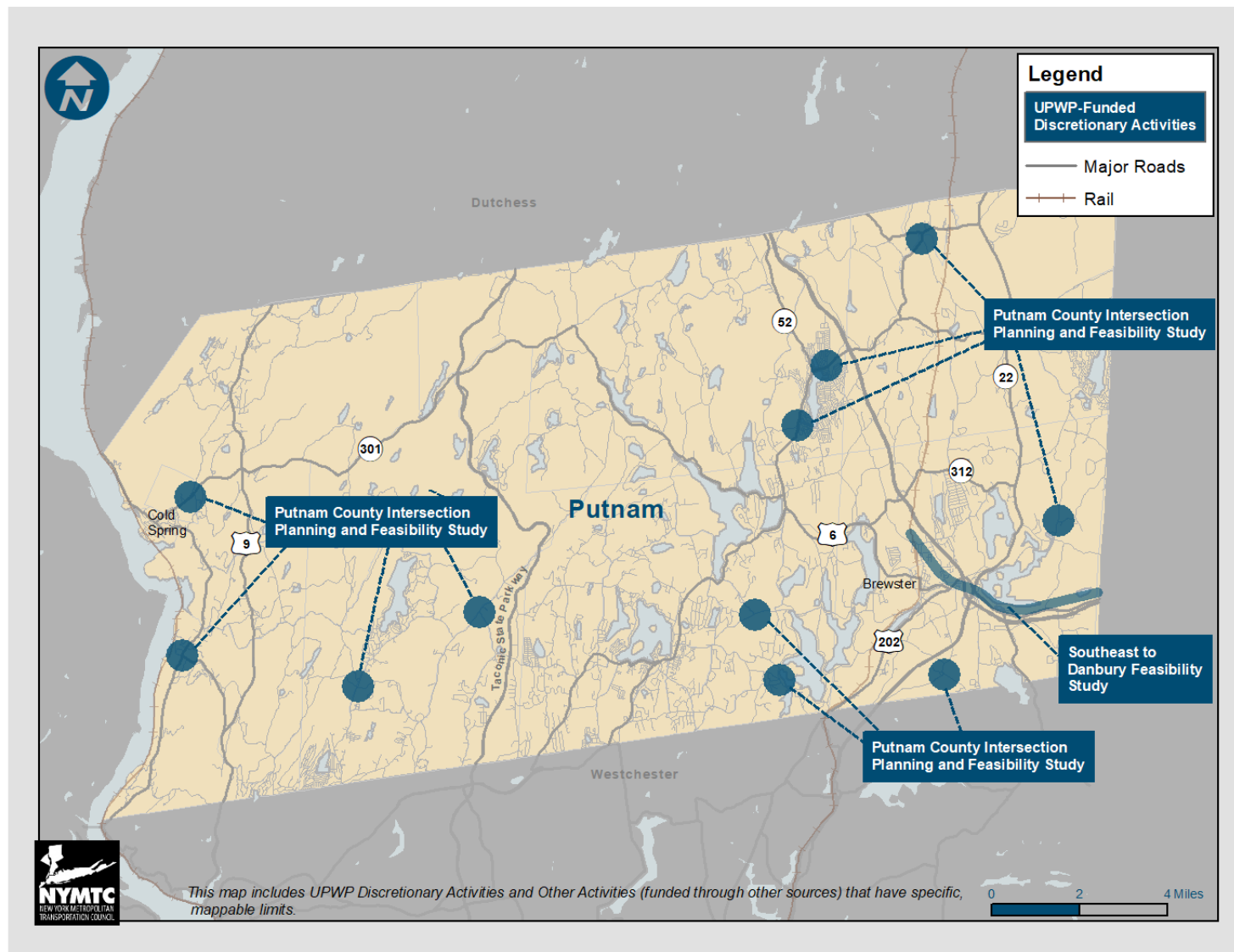
Long Island – Nassau County



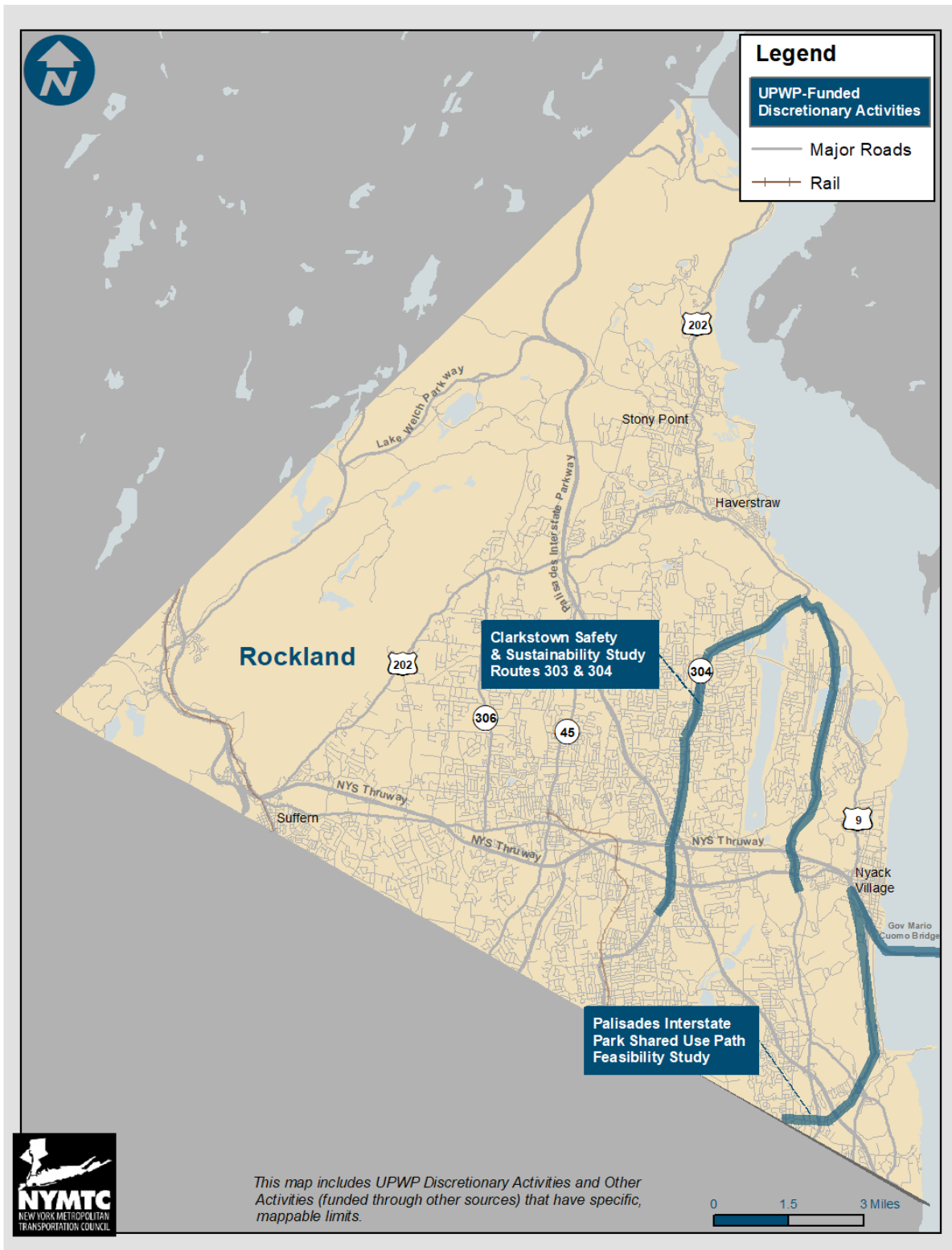
Long Island – Suffolk County



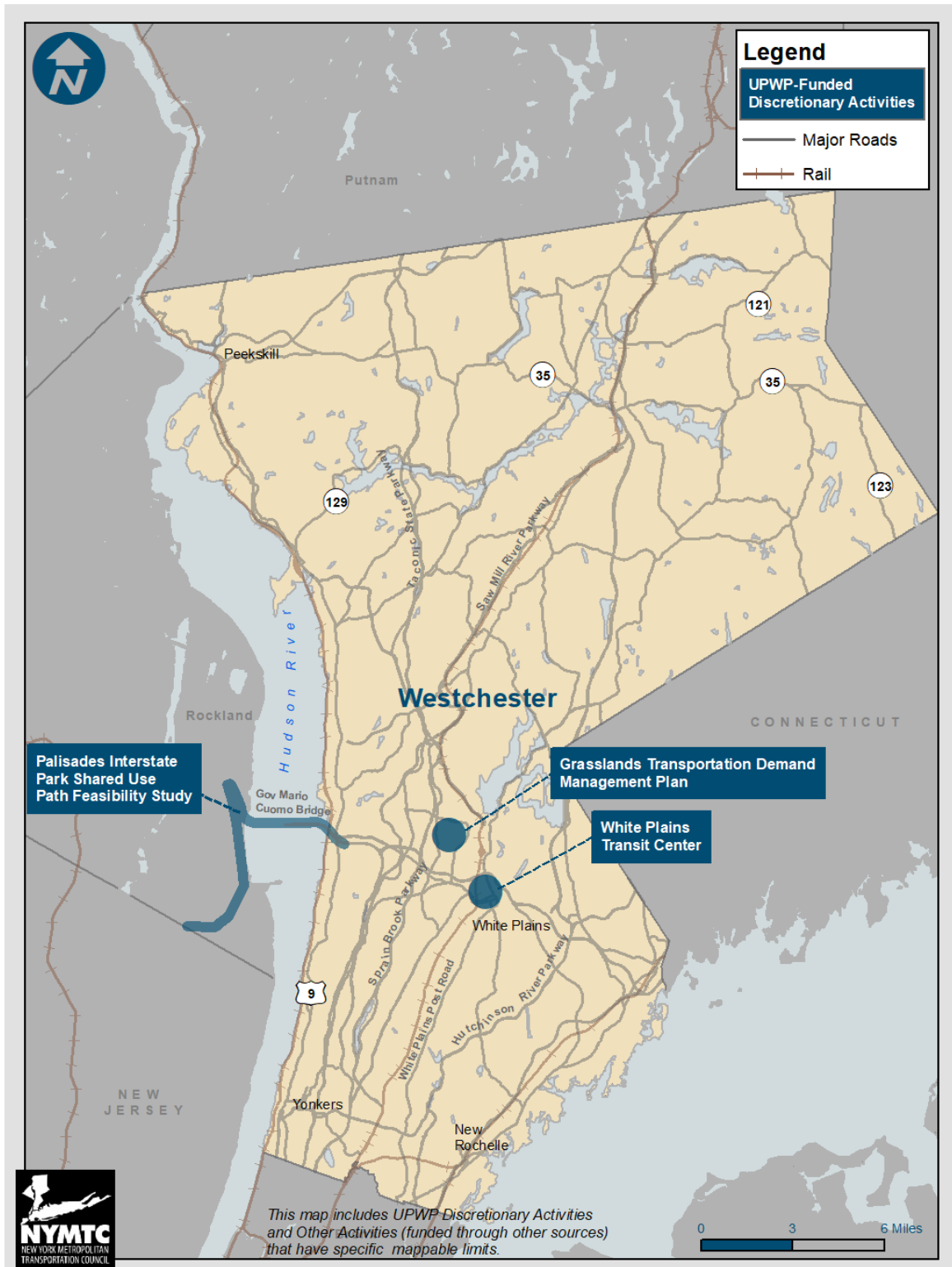
Mid-Hudson South – Putnam County



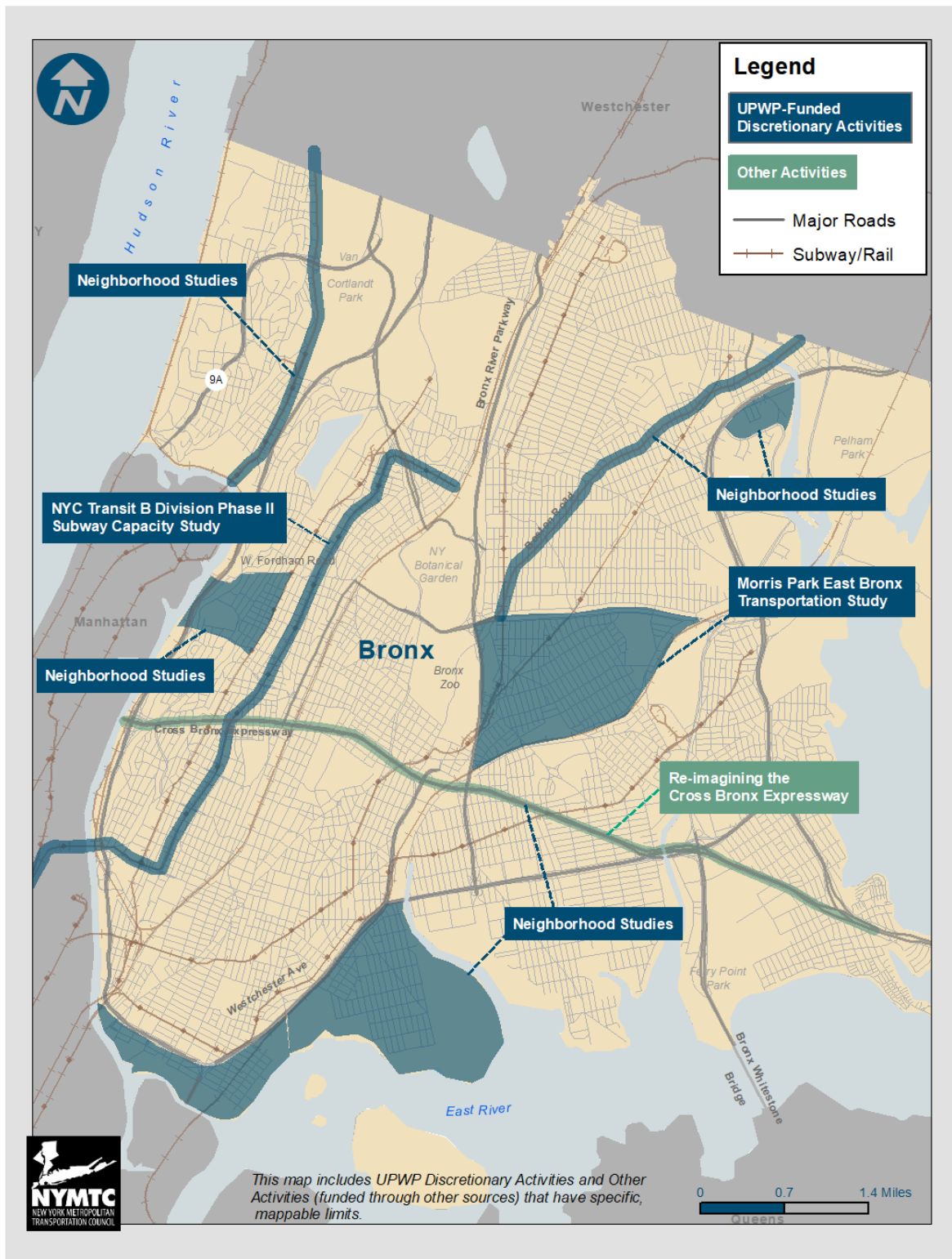
Mid-Hudson South – Rockland County



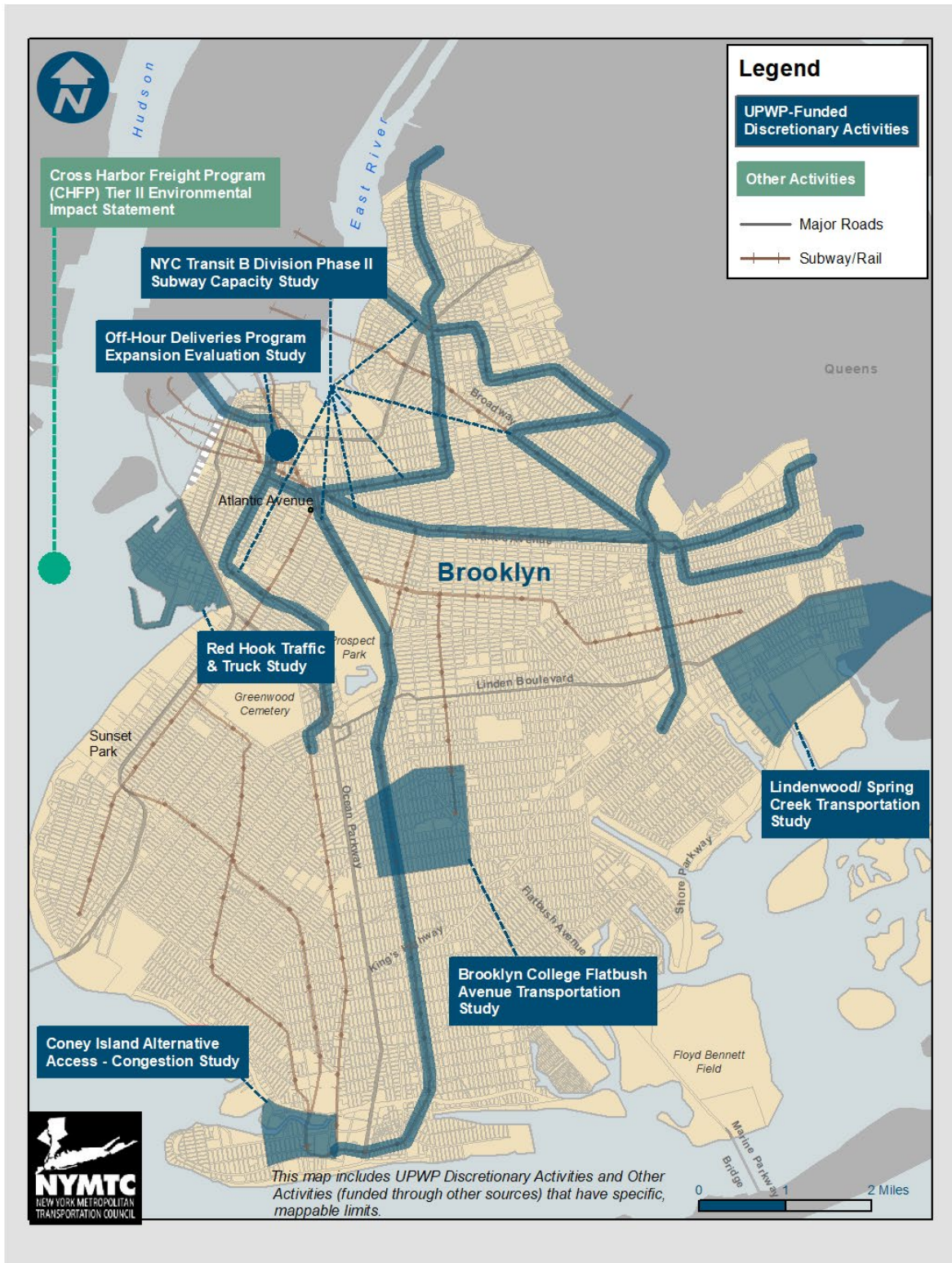
Mid-Hudson South – Westchester County



New York City - Bronx



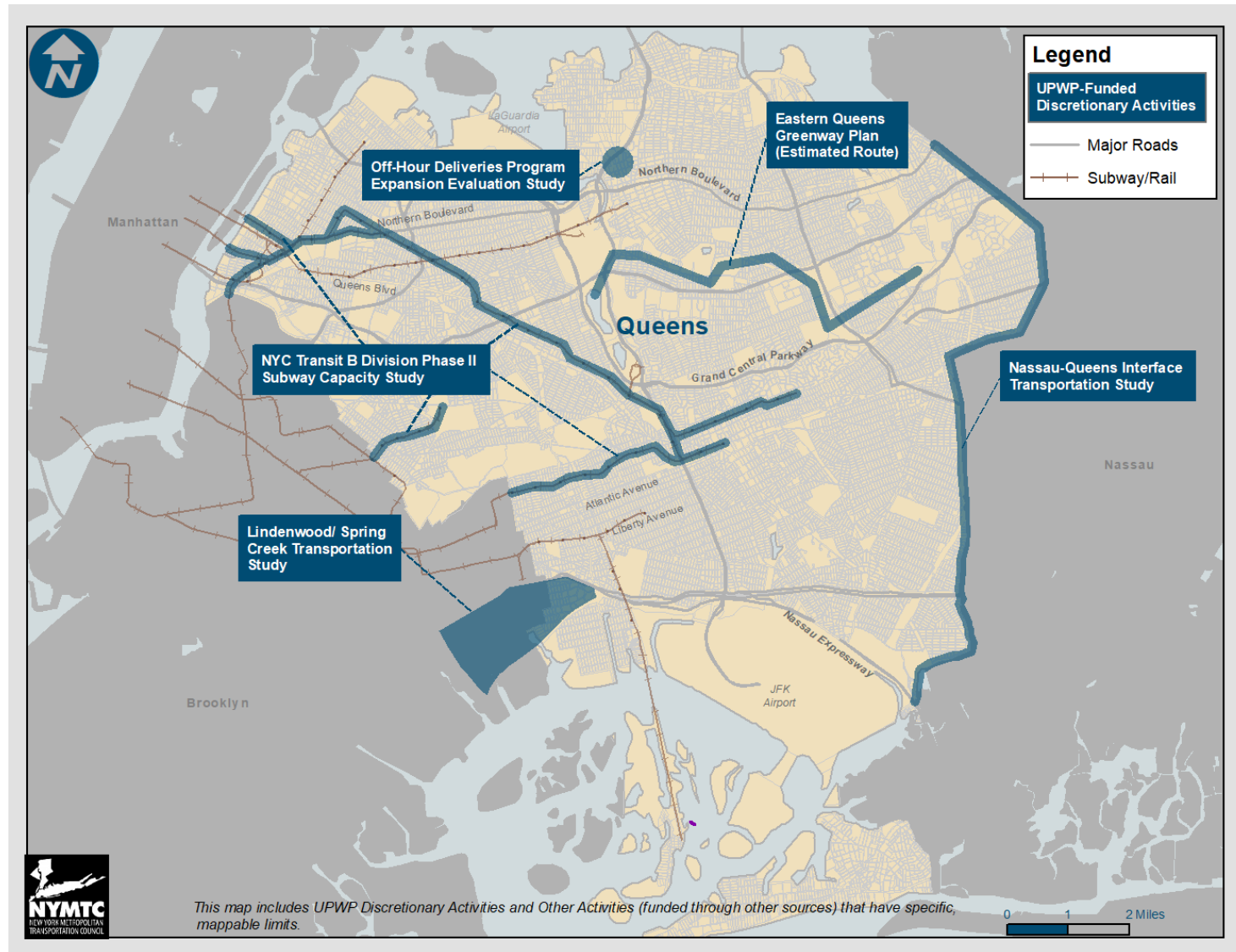
New York City - Brooklyn



New York City - Manhattan



New York City – Queens



Core Program Activities

Program Support and Administration

This category includes planning activities 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. Activities include basic overhead, program support, and general administrative costs. Examples include direct program support, administration, interagency coordination, citizen participation, public information, local assistance, and Unified Planning Work Program (UPWP) development.

Highlights for the SFY 2022-2023 UPWP:

- 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.
- An updated Public Involvement Plan (PIP) will be adopted.
- An updated Title VI Program will be adopted.
- An updated Language Access Program (LAP) will be adopted.
- The activities of the Metropolitan Area Planning (MAP) Forum and its Multi-State Freight Working Group and Multi-State Resiliency Working Group will continue to be supported.
- Participation with the New York State Association of Metropolitan Planning Organizations and its various working groups will continue, as well as participation with the National Association of Regional Councils and the Association of Metropolitan Planning Organizations.
- 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.
- NYMTC social media outlets will be supported and enhanced and periodic electronic newsletters will be distributed.
- The NYMTC website will be reviewed and reorganized.
- UPWP reporting mechanisms will be maintained to provide information on the status progress and accomplishments of specific planning activities and deliverables listed in the program.
- The SFY 2022-2023 UPWP 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 2022-2023 UPWP as required.
- Program building, and peer review will be conducted to develop a draft of the SFY 2023-2024 UPWP for federal and public review.
- Professional services will be hired to upgrade NYMTC's budgeting system.

Recent Accomplishments for this Category:

- Virtual and hybrid meetings of NYMTC’s Council principals, PFAC and the three TCCs continued.
- Information Technology support for the transition to and maintenance of at home operations continued.
- The operation of various working groups, committees and subcommittees was maintained, including:
 - Metropolitan Mobility Network
 - Safety Advisory Working Group
 - Forecasting Working Group
 - PFAC Freight Subcommittee
 - PFAC Plan Subcommittee and its Shared Vision Task Force
 - Transportation Systems Management and Operations Working Group
 - Designated Recipients’ Working Group
- On-going implementation activities related to the PIP, Title VI Program and LAP. Due to the impacts of the COVID-19 pandemic, NYMTC’s staff transitioned to mostly at home operations from March 2020 through June 2021.
- Participation with and support for the MAP Forum and its working groups continued.
- Participation with the New York State Association of Metropolitan Planning Organizations (NYSAMPO), National Association of Regional Councils and the Association of Metropolitan Planning Organizations (AMPO) continued.
- The SFY 2021-2022 UPWP was prepared, adopted and executed per federal planning requirements.
- UPWP progress reports have been developed and submitted, as required.
- Various UPWP amendments and administrative modifications to the program were processed as needed.
- The progress and accomplishments of specific planning activities and deliverables listed in the UPWP were monitored and reviewed.
- UPWP progress reports and payment vouchers were reviewed and processed.

Program Support and Administration
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2022-23</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$4,509,209	\$906,846	\$5,416,055
MHSTCC Staff	\$182,725	\$0	\$182,725
NSTCC Staff	\$154,123	\$0	\$154,123
NYCTCC Staff	\$258,696	\$0	\$258,696
NYMTC Staff Subtotal	\$5,104,753	\$906,846	\$6,011,599
MTA	\$74,247	\$0	\$74,247
Nassau County	\$140,534	\$0	\$140,534
NYCDCP	\$196,895	\$0	\$196,895
NYCDOT	\$53,875	\$161,993	\$215,869
Putnam County	\$32,464	\$0	\$32,464
Rockland County	\$90,416	\$0	\$90,416
Suffolk County	\$56,881	\$0	\$56,881
Westchester County	\$167,904	\$0	\$167,904
Members Subtotal	\$813,216	\$161,993	\$975,210
SDOT REG 08	\$5,942	\$0	\$5,942
SDOT REG 10	\$28,933	\$0	\$28,933
SDOT REG 11	\$51,208	\$0	\$51,208
NYSDOT Main Office	\$75,808	\$0	\$75,808
NYSDOT Subtotal	\$161,890	\$0	\$161,890
Category Total:	\$6,079,859	\$1,068,839	\$7,148,699

MPO Operations and Management [F01]

Description

This task 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 PIP, Title VI Program, and Language Access Program. NYMTC's IT capabilities will be maintained and enhanced where practical. The activities of the Council, of the PFAC, and of the TCCs will be supported, as will their committees and subcommittees, advisory working groups, and other ad-hoc working groups. Committees and advisory bodies related to studies funded through NYMTC's UPWP will be supported. NYMTC's activities in the multi-state MAP Forum, the NYSAMPO, the AMPO and the NARC will be supported.

Expected Status as of April 1, 2022

Updates to the 2019 PIP and the 2018 Title VI Program and Language Access Operating Procedures will be nearing completion. IT and website capabilities, public affairs and fulfillment services, and NYMTC's social media presence and public outreach are all maintained.

Planning Assumptions for the SFY 2022-2023 Program

Updates of the 2019 Public Involvement Plan (PIP) and the 2018 Title VI Program and Language Access Operating Procedures will be completed. IT and website capabilities, as well as public affairs and fulfillment services and NYMTC's social media presence and public outreach will be maintained. A review and reorganization of the NYMTC website will be undertaken. NYMTC's Continuity of Operations Plan (COOP) will be reviewed and updated. A new repository for NYMTC's operating procedures, protocols, and business practices will be developed. The next federal certification review of NYMTC will be undertaken.

Activities for NYMTC Staff

1. Update the 2019 PIP, the 2018 Title VI Program and the Language Access Operating Procedures.
2. Review and reorganize the NYMTC website.
3. Review and update NYMTC's COOP.
4. Develop a new repository for NYMTC's operating procedures, protocols and business practices.
5. Support NYMTC and its committees and subcommittees, formal and informal working groups and study committees, as well as participate in the multi-state MAP Forum, NYSAMPO, AMPO and NARC.
6. Maintain, assess, and enhance IT and website capabilities, public affairs and fulfillment services, and NYMTC's social media presence and public outreach
7. Coordinate procurement processes and developments as required.
8. Prepare for, support, and respond to the next federal certification review.

Activities for NYMTC Member Agencies

1. Support the updates of the 2019 PIP, the 2018 Title VI Program and the Language Access Operating Procedures as needed.
2. Participate in NYMTC and its committees and subcommittees, formal and informal working groups and study committees,
3. Support and participate in the next federal certification review.

Deliverables for NYMTC Staff

1. New repository for NYMTC's operating procedures, protocols and business practices (Q3)
2. Reorganized NYMTC website (Q3)

Deliverables for NYMTC Member Agencies and Staff

1. Updated PIP (Q2)
2. Updated Title VI Program (Q2)
3. Updated Language Access Operating Procedures (Q2)
4. Materials for the Federal Certification Review (Q2)

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

1) PSA4 - 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>	07/04/2023
<u>Estimated Total Cost:</u>	\$1,362,379	<u>Funds Obligated as of 3/31/2022</u>	\$1,062,379
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$156,846	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$300,000
Corresponding Tasks for NYMTC-Staff 1; corresponding deliverable for staff and members: 1			
This contract will provide public involvement, outreach and engagement support on an as-needed basis.			

2) PSA 5 - Public Involvement, Outreach and Engagement Support

<u>PIN:</u>	PN23.06.881	<u>FHWA PL #:</u>	PN23(06)8
<u>Estimated Start Date:</u>	7/1/2022	<u>Estimated End Date:</u>	06/31/2027
<u>Cost:</u>	\$1,500,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$600,000
Corresponding Tasks for NYMTC-Staff 1-2; corresponding deliverable for staff: 3			
This contract will provide public involvement, outreach and engagement support on an as-needed basis.			

Previously Programmed Funds:

NYMTC Staff: \$456,846

New York State procurement rules require funds to be fully programmed before contracts can be solicited. One of the above is a multi-year contract. Unspent funds are being carried over to the current program.

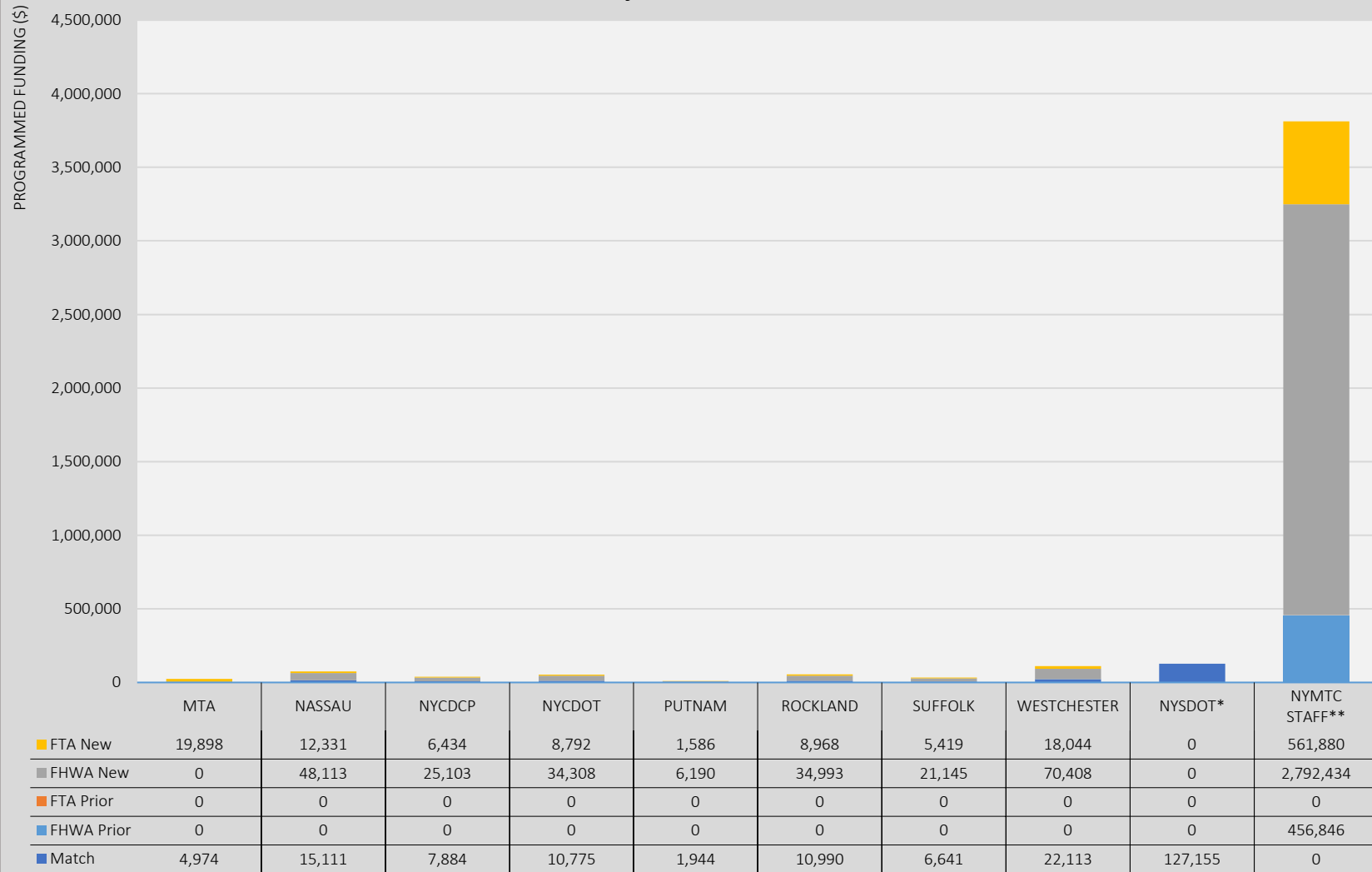
Summary of Task Funding:

See next pages.

MPO Operations and Management

SFY 2022-2023

Total Project Funds: \$4,340,480



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$2,103,015	\$205,214	\$1,056,846	\$456,846	\$2,908,229	\$3,365,075
MHSTCC Staff	\$148,910	\$0	\$0	\$0	\$148,910	\$148,910
NSTCC Staff	\$109,925	\$0	\$0	\$0	\$109,925	\$109,925
NYCTCC Staff	\$187,250	\$0	\$0	\$0	\$187,250	\$187,250
NYMTC Staff Subtotal	\$2,549,100	\$205,214	\$1,056,846	\$456,846	\$3,354,314	\$3,811,160
MTA	\$24,872	\$0	\$0	\$0	\$24,872	\$24,872
Nassau County	\$75,555	\$0	\$0	\$0	\$75,555	\$75,555
NYCDCP	\$38,921	\$500	\$0	\$0	\$39,421	\$39,421
NYCDOT	\$53,875	\$0	\$0	\$0	\$53,875	\$53,875
Putnam County	\$9,720	\$0	\$0	\$0	\$9,720	\$9,720
Rockland County	\$54,952	\$0	\$0	\$0	\$54,952	\$54,952
Suffolk County	\$33,205	\$0	\$0	\$0	\$33,205	\$33,205
Westchester County	\$109,365	\$1,200	\$0	\$0	\$110,565	\$110,565
Members Subtotal	\$400,465	\$1,700	\$0	\$0	\$402,165	\$402,165
SDOT REG 08	\$5,093	\$0	\$0	\$0	\$5,093	\$5,093
SDOT REG 10	\$27,861	\$0	\$0	\$0	\$27,861	\$27,861
SDOT REG 11	\$40,052	\$0	\$0	\$0	\$40,052	\$40,052
NYSDOT Main Office	\$54,149	\$0	\$0	\$0	\$54,149	\$54,149
NYSDOT Subtotal	\$127,155	\$0	\$0	\$0	\$127,155	\$127,155
Total:						\$4,340,480

Annual UPWP Development and Reporting [C01]

Description

This task manages and maintains the SFY 2022–2023 UPWP and completes the necessary program reporting. Amendments and administrative modifications to its programmatic structure will be executed as needed. The SFY 2023-2024 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 FFY 2022-2050 RTP. Quarterly progress reports and payment vouchers will be submitted by member agencies and reviewed by NYMTC staff. Title VI reports will be submitted as required.

Expected Status as of April 1, 2022

The SFY 2022-2023 UPWP was developed and adopted by the Council in February 2022. The SFY 2021-2022 UPWP was amended during the program year, as needed.

Planning Assumptions for the SFY 2022-2023 Program

The current UPWP will be maintained, and a new one developed for SFY 2023-2024. The UPWP budgeting application will be redeveloped to support more of NYMTC’s administrative functions. Quarterly UPWP progress reports will be completed. Semi-annual progress reports and the annual performance and expenditure report will be submitted to NYSDOT. Title VI reports will be completed as needed.

Activities for NYMTC Staff

1. Maintain and manage the SFY 2022-2023 UPWP.
2. Develop the SFY 2023-2024 UPWP guidance package.
3. Facilitate the development of SFY 2023-2024 UPWP.
4. Develop project information, including staffing and direct costs, for UPWP projects to be undertaken by NYMTC staff for the SFY 2023-2024 UPWP.
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 2023-2024 UPWP document.
8. Organize a public comment period for the draft SFY 2023-2024 UPWP.
9. Develop a new content management system to manage the UPWP and other, related, NYMTC administrative functions.
10. Review and compile the member agencies’ UPWP progress submittals, along with the NYMTC staff’s submittals, and review and process quarterly payment vouchers.
11. Prepare reporting as required by Title VI of the Civil Rights Act of 1964 and Executive EO 12898 on EJ, as well as the related guidance by the FTA.

Activities for NYMTC Member Agencies

1. Review UPWP amendments/modifications.
2. Review draft guidance package for the development of the SFY 2023-2024 UPWP.

3. Develop staffing and direct costs for mandatory core projects in the SFY 2023-2024 UPWP.
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 2023-2024 for inclusion in UPWP.
6. Participate in the selection process for new discretionary projects.
7. Support the SFY 2023-2024 UPWP public comment period.
8. Compile and submit UPWP progress reports and quarterly payment vouchers.
9. Submit UPWP deliverables, including draft and final reports, for federal review as they become available throughout the program year.
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.

Deliverables for NYMTC Staff

1. Guidance package for the SFY 2023-2024 UPWP (Q2)
2. Semi-annual reports summarizing NYMTC activities (Q2, Q4)
3. Annual Performance and Expenditure report (Q3)
4. Complete development of a new content management system to manage the UPWP and other, related, NYMTC administrative functions (Q4)

Deliverables for NYMTC Member Agencies

1. Quarterly payment vouchers (Q1-Q4)
2. UPWP quarterly progress reports (Q1- Q4)

Deliverables for NYMTC Staff and Member Agencies

1. Completed amendments/administrative modifications requests to the UPWP (Q1-Q4)
2. Adopted SFY 2023-2024 UPWP (Q4)
3. Title VI reports (Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

1) NYMTC UPWP Web Application

<u>PIN:</u>	PN22.02.881	<u>FHWA PL #:</u>	PN22028
<u>Estimated Start Date:</u>	07/01/2022	<u>Estimated End Date:</u>	06/30/2027
<u>Estimated Cost:</u>	\$450,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$450,000
Corresponding tasks for NYMTC Staff: 9; Corresponding deliverable for NYMTC Staff 4			
This contract will hire professional services to redevelop NYMTC's UPWP budget web application.			

2) PSA5- Program and Grants Support

<u>PIN:</u>	PN23.02.881	<u>FHWA PL #:</u>	PN23028
<u>Estimated Start Date:</u>	07/01/2022	<u>Estimated End Date:</u>	06/30/2027
<u>Estimated Total Cost:</u>	\$1,250,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$500,000
Corresponding tasks for NYMTC Staff: 9; Corresponding deliverable for NYMTC Staff 4			
This contract will provide one continuous, long term in-house contractor to augment NYMTC staff to provide programs and grants support.			

Previously Programmed Funds:

NYMTC Staff: \$450,000

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: \$161,993

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

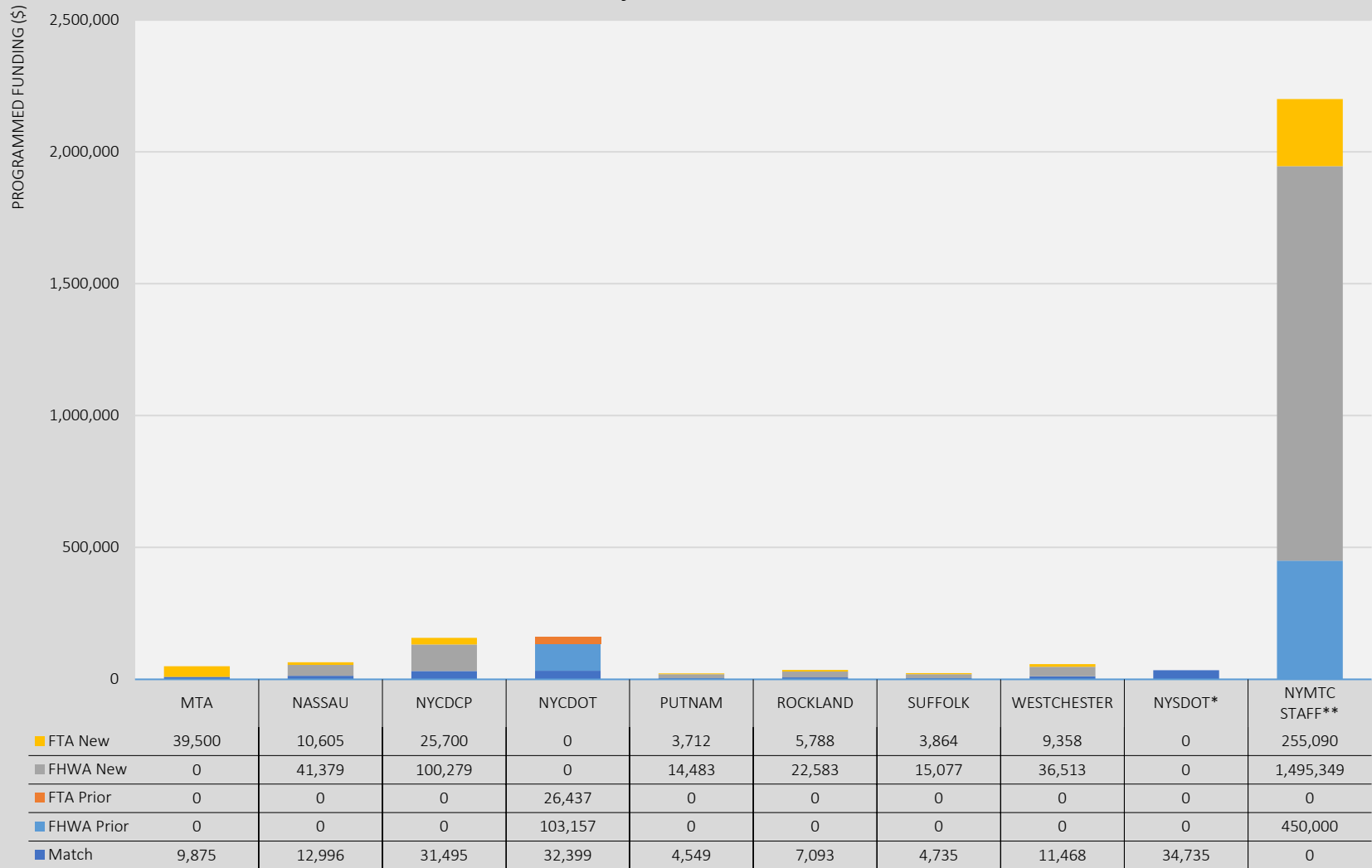
Summary of Task Funding:

See next pages.

Annual Unified Planning Work Program (UPWP) Development and Program Reporting

SFY 2022-2023

Total Project Funds: \$2,808,219



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$1,100,980	\$0	\$950,000	\$450,000	\$1,600,980	\$2,050,980
MHSTCC Staff	\$33,815	\$0	\$0	\$0	\$33,815	\$33,815
NSTCC Staff	\$44,198	\$0	\$0	\$0	\$44,198	\$44,198
NYCTCC Staff	\$71,446	\$0	\$0	\$0	\$71,446	\$71,446
NYMTC Staff Subtotal	\$1,250,439	\$0	\$950,000	\$450,000	\$1,750,439	\$2,200,439
MTA	\$49,375	\$0	\$0	\$0	\$49,375	\$49,375
Nassau County	\$64,979	\$0	\$0	\$0	\$64,979	\$64,979
NYCDOP	\$156,974	\$500	\$0	\$0	\$157,474	\$157,474
NYCDOT	\$161,994	\$0	\$0	\$161,993	\$0	\$161,994
Putnam County	\$22,744	\$0	\$0	\$0	\$22,744	\$22,744
Rockland County	\$35,464	\$0	\$0	\$0	\$35,464	\$35,464
Suffolk County	\$23,676	\$0	\$0	\$0	\$23,676	\$23,676
Westchester County	\$57,339	\$0	\$0	\$0	\$57,339	\$57,339
Members Subtotal	\$572,545	\$500	\$0	\$161,993	\$411,051	\$573,045
SDOT REG 08	\$849	\$0	\$0	\$0	\$849	\$849
SDOT REG 10	\$1,072	\$0	\$0	\$0	\$1,072	\$1,072
SDOT REG 11	\$11,156	\$0	\$0	\$0	\$11,156	\$11,156
NYSDOT Main Office	\$21,659	\$0	\$0	\$0	\$21,659	\$21,659
NYSDOT Subtotal	\$34,735	\$0	\$0	\$0	\$34,735	\$34,735
Total:						<u>\$2,808,219</u>

General Development and Comprehensive Planning

This category includes planning projects and activities specifically emphasizing regional policy and system planning for non-transportation functional areas, plus the development and maintenance of related data collection and analysis systems, demographic analysis and non-transportation modeling, and forecasting activity. This category includes updating and allocating needed socioeconomic and demographic data.

Highlights for the SFY 2022-2023 Program

- Development of 2060 SED forecasts for Plan 2055.

Recent Accomplishments for this Category:

- County level 2055 Population and Employment forecasts were adopted by PFAC in October 2020.
- Final 2055 SED forecasts at the TAZ (Transportation Analysis Zones) level were prepared and approved by the Forecasting Working Group (FWG).

Category: General Development and Comprehensive Planning
Cost Summary

	<u>Funds programmed in SFY 2022-23</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$466,860	\$2,086,783	\$2,553,643
MHSTCC Staff	\$25,620	\$0	\$25,620
NSTCC Staff	\$7,647	\$0	\$7,647
NYCTCC Staff	\$6,008	\$0	\$6,008
NYMTC Staff Subtotal	\$506,135	\$2,086,783	\$2,592,918
MTA	\$46,460	\$0	\$46,460
Nassau County	\$62,658	\$50,000	\$112,658
NYCDCP	\$174,610	\$0	\$174,610
NYCDOT	\$0	\$5,074	\$5,074
Putnam County	\$9,128	\$0	\$9,128
Rockland County	\$48,371	\$0	\$48,371
Suffolk County	\$3,964	\$0	\$3,964
Westchester County	\$25,715	\$0	\$25,715
Members Subtotal	\$370,906	\$55,074	\$425,980
SDOT REG 08	\$5,093	\$0	\$5,093
SDOT REG 10	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0
NYSDOT Subtotal	\$5,093	\$0	\$5,093
Category Total:	\$882,134	\$2,141,857	\$3,023,991

Socioeconomic and Demographic (SED) Forecasts and Census Data [D02]

Description

This task will update the 2055 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 the FFY 2022-2050 RTP.

Expected Status as of April 1, 2022

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. NYMTC released a Request for Information to inform NYMTC's SED forecast efforts.

Planning Assumptions for the SFY 2022-2023 Program

Preliminary development of the 2055 SED forecast update 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 2055 SED forecast update process.

Activities for NYMTC Staff

1. Organize and participate in up to four meetings of FWG during the program year to oversee the development of the 2055 forecast update.
2. Organize and participate in 2055 SED forecast update project team meetings during the program year to oversee the development of the 2055 county- and TAZ- level forecast updates.
3. Prepare data for use in analytical tools, including the NYBPM, as needed.
4. Respond to SED-related data requests.

Activities for NYMTC Member Agencies

1. Participate in up to four meetings of the FWG to guide the 2055 SED forecast update.
2. Prepare development inventory and land use/zoning database for area of jurisdiction (NYSDOT and NYC DOT are excluded from this task).

Deliverables for NYMTC Staff

1. Development inventory and land use/zoning database for the NYMTC modeling area (Q4)

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)

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

- 1) 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>	07/01/2019	<u>End Date:</u>	07/04/2022
<u>Cost:</u>	\$425,944	<u>Funds Obligated as of 3/31/2022</u>	\$425,944
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$22,000	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$0
Corresponding task for NYMTC Staff: 2			
Contract to develop new 2050 SED forecasts and associated zonal allocations and provide recommendations for the 2060 SED update.			

- 2) 2060 SED Forecast and Zonal Allocation Project

<u>PIN:</u>	TBD	<u>FHWA PL #:</u>	TBD
<u>Estimated Start Date:</u>	TBD	<u>Estimated End Date:</u>	TBD
<u>Estimated Cost:</u>	\$1,500,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$1,500,000
Corresponding task for NYMTC Staff: 2			
Contract to develop new 2060 SED forecasts and associated zonal allocations.			

- 3) Socioeconomic 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>	07/04/2023
<u>Estimated Cost:</u>	\$1,137,033	<u>Funds Obligated as of 3/31/2022</u>	\$887,033
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$314,783	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$250,000
Corresponding task for NYMTC Staff: 1-4; Corresponding deliverables 1			
Under this contract, an in-house contractor will be hired to work on SED forecasts. This includes conducting research and analysis, maintaining/updating 2050 SED Forecasts for RTP and provide support in the development of the 2055/2060 SED forecasts.			

Nassau County Contracts

Contract Name: Analytics Consultant

Estimated contract cost: \$50,000

This contract will provide analytical support for 2020 Census issues in support the RTP.

Previously Programmed Funds:

NYMTC Staff: \$2,086,783

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

Nassau County: \$50,000

Contract start date has been delayed.

NYC DOT: \$5,074

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

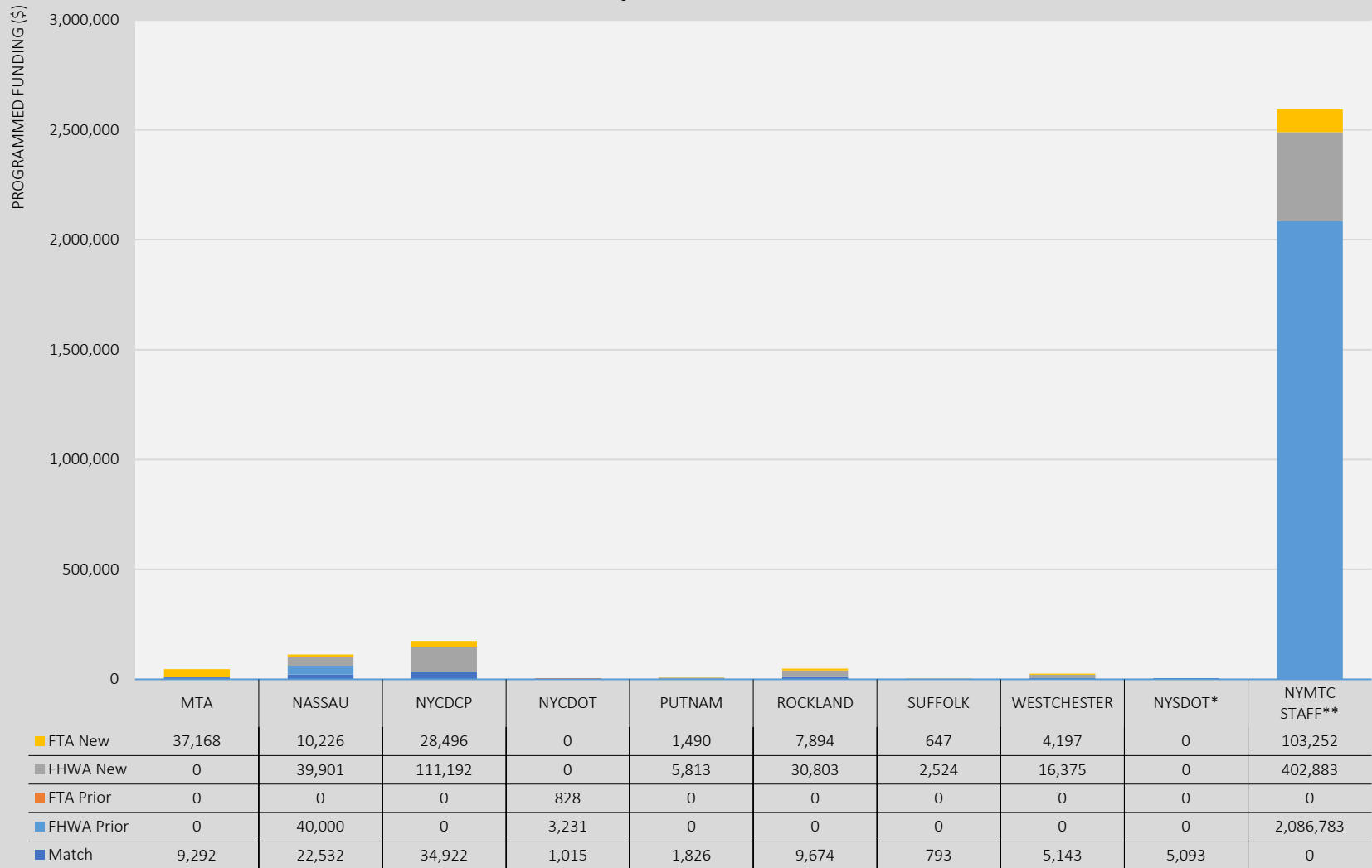
Summary of Task Funding:

See next pages.

Socioeconomic and Demographic (SED) Forecasts and Census Data

SFY 2022-2023

Total Project Funds: \$3,023,991



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$463,860	\$3,000	\$2,086,783	\$2,086,783	\$466,860	\$2,553,643
MHSTCC Staff	\$25,620	\$0	\$0	\$0	\$25,620	\$25,620
NSTCC Staff	\$7,647	\$0	\$0	\$0	\$7,647	\$7,647
NYCTCC Staff	\$6,008	\$0	\$0	\$0	\$6,008	\$6,008
NYMTC Staff Subtotal	\$503,135	\$3,000	\$2,086,783	\$2,086,783	\$506,135	\$2,592,918
MTA	\$46,460	\$0	\$0	\$0	\$46,460	\$46,460
Nassau County	\$62,658	\$0	\$50,000	\$50,000	\$62,658	\$112,658
NYCDCP	\$173,860	\$750	\$0	\$0	\$174,610	\$174,610
NYCDOT	\$5,074	\$0	\$0	\$5,074	\$0	\$5,074
Putnam County	\$9,128	\$0	\$0	\$0	\$9,128	\$9,128
Rockland County	\$48,371	\$0	\$0	\$0	\$48,371	\$48,371
Suffolk County	\$3,964	\$0	\$0	\$0	\$3,964	\$3,964
Westchester County	\$25,715	\$0	\$0	\$0	\$25,715	\$25,715
Members Subtotal	\$375,230	\$750	\$50,000	\$55,074	\$370,906	\$425,980
SDOT REG 08	\$5,093	\$0	\$0	\$0	\$5,093	\$5,093
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	\$5,093	\$0	\$0	\$0	\$5,093	\$5,093
Total:						<u>\$3,023,991</u>

Long-Range Transportation Planning

This category covers planning projects and activities emphasizing long-range transportation system planning and analysis, including those related to the maintenance and updating of the Regional Transportation Plan (RTP); maintaining, operating and upgrading NYMTC's analytical tools (e.g., travel demand model), simulation models and post-processors; and associated data collection required to maintain these tools.

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.

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 projects 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 2022-2023 Program:

- *Moving Forward* and its associated special components, including the Coordinated Public Transit-Human Services, the Freight Element, and the Congestion Management Process (CMP) Status Report, will be maintained and updated through March 31, 2023.
- Development of various programmatic elements under the federal TPM requirements continues per final federal rulemakings.
- The next model update, NYBPM 2019, is underway, with model delivery expected in late 2022.
- Update and enhancement of PIMS will continue.
- PPS-AQ will be upgraded to integrate the latest version of EPA's Motor Vehicle Emission Simulator (MOVES) software. PPS-CMP tool enhancements will continue.
- Requests for NYBPM outputs and forecasts will be fulfilled.
- Traffic volume and vehicle classification counts, and 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.
- The TIG application will be maintained and enhanced throughout the program year.
- NYMTC Travel Survey Data Collection and Utilization Program will continue, establishing a Travel Survey Community of Practice and other processes, for sharing travel data.
- A draft scope of services and an RFP for the next Regional Household Travel Survey & Regional Establishment Survey (RHTES) will be developed.

Recent Accomplishments for this Category:

- *Moving Forward*, including each of its specialized components, was completed and adopted in September 2021.

- The Regional Freight Plan component of *Moving Forward* was completed in June 2021 and adopted in September 2021.
- The 2021 CMP status report was completed and adopted in September 2021.
- Maintenance of the revised Coordinated Public Transit-Human Services component of *Moving Forward* commenced on October 1, 2021.
- The next model update, NYBPM 2019, is underway, with model delivery expected in late 2022.
- Updates and enhancements to other analytical tools, including PIMS, PPS-AQ and PPS-CMP continue. PPS-AQ and PPS-CMP have been tested for consistency and reasonableness.
- 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, 2019 Hub-Bound Travel Report was 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 were released.
- Smartphone Pilot Study was completed, and the final report was released in May 2021.
- Data requests were fulfilled including requests for origin-destination (O/D) trip tables, installation CDs, TAZ shape files, highway and transit networks.

Category: Long-Range Transportation Planning (LRTP)
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2022-23</u>	<u>Previously</u> <u>Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$6,108,285	\$11,339,094	\$17,447,379
MHSTCC Staff	\$219,955	\$0	\$219,955
NSTCC Staff	\$236,971	\$0	\$236,971
NYCTCC Staff	\$260,155	\$0	\$260,155
NYMTC Staff Subtotal	\$6,825,366	\$11,339,094	\$18,164,460
MTA	\$202,470	\$0	\$202,470
Nassau County	\$252,237	\$300,000	\$552,237
NYCDCP	\$307,399	\$0	\$307,399
NYCDOT	\$867,928	\$124,093	\$992,023
Putnam County	\$466,837	\$0	\$466,837
Rockland County	\$92,430	\$0	\$92,430
Suffolk County	\$119,455	\$0	\$119,455
Westchester County	\$468,406	\$0	\$468,406
Members Subtotal	\$2,777,162	\$424,093	\$3,201,257
SDOT REG 08	\$56,026	\$0	\$56,026
SDOT REG 10	\$87,870	\$0	\$87,870
SDOT REG 11	\$116,324	\$0	\$116,324
NYSDOT Main Office	\$8,664	\$0	\$8,664
NYSDOT Subtotal	\$268,884	\$0	\$268,884
Category Total:	\$9,871,412	\$11,763,187	\$21,634,601

FFY 2022-2050 RTP Maintenance / FFY 2026-2055 RTP Development [A01]

Description

This task will maintain NYMTC's FFY 2022-2050 RTP as an accurate and working planning product for NYMTC's planning process and as a basis for establishing this process' fiscal constraint. Information will also be prepared to fully integrate the FFY 2022-2050 RTP into the metropolitan transportation planning process.

Expected Status as of April 1, 2022

Moving Forward, the FFYs 2022-2050 RTP and its specialized elements such as the Regional Freight Plan, Coordinated Plan, and Pedestrian-Bicycle, were adopted on September 9, 2021. Maintenance of the FFY 2022-2050 RTP's fiscally constrained element, major projects and financial plan is on-going.

Planning Assumptions for the SFY 2022-2023 Program

NYMTC will cumulatively process up to twenty amendments and/or administrative modifications to the FFY 2022-2050 RTP during the program year to maintain and update various sections. Summary packages will be developed as project selection guidance for specific TIP solicitations and for the development of the SFY 2023-2024 UPWP. An annual summary of Plan implementation progress will be prepared for member agency review. Preliminary efforts to develop the FFY 2026-2055 RTP, which will be adopted prior to October 1, 2025, will begin.

Activities for NYMTC Staff

1. Process amendments and administrative modifications to the FFY 2022-2050 RTP, as needed.
2. Prepare summary packages as project selection guidance for specific TIP solicitations and for the development of the SFY 2023-2024 UPWP.
3. Prepare an annual summary of FFY 2022-2050 RTP implementation progress and convene the Plan Subcommittee to review and adjust the FFY 2022-2050 RTP, as needed.
4. Work with member agencies to organize FFY 2022-2050 RTP presentations to planning boards, transportation boards and/or legislative committees.
5. Develop a Request for Proposals for professional services to assist with the development of the next RTP.

Activities for NYMTC Member Agencies

1. Process amendments to the FFY 2022-2050 RTP as needed.
2. Participate in the FFY 2022-2050 RTP Subcommittee assessment of Plan implementation progress.
3. Consider FFY 2022-2050 RTP guidance summaries for project selection for TIP solicitations and the SFY 2023-24 UPWP.
4. Work with staff to organize FFY 2022-2050 RTP presentations to planning boards, transportation boards and/or legislative committees.

Deliverables for NYMTC Staff and Member Agencies

1. Processed FFY 2022-2050 RTP amendments and administrative modifications (Q1-Q4)
2. Summary guidance package for the SFY 2023-2024 UPWP (Q1)

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

- 1) Development of NYMTC's 2026 – 2055 Regional Transportation Plan.

<u>PIN:</u>	PN24.01.881	<u>FHWA PL #:</u>	PN24(01)8
<u>Estimated Start Date:</u>	04/01/2023	<u>Estimated End Date:</u>	09/01/2025
<u>Estimated Cost:</u>	\$750,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$750,000
Corresponding tasks for NYMTC Staff: 5.			
This contract will retain professional services to help develop Plan 2055.			

Previously Programmed Funds:

NYC DOT: \$11,026

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

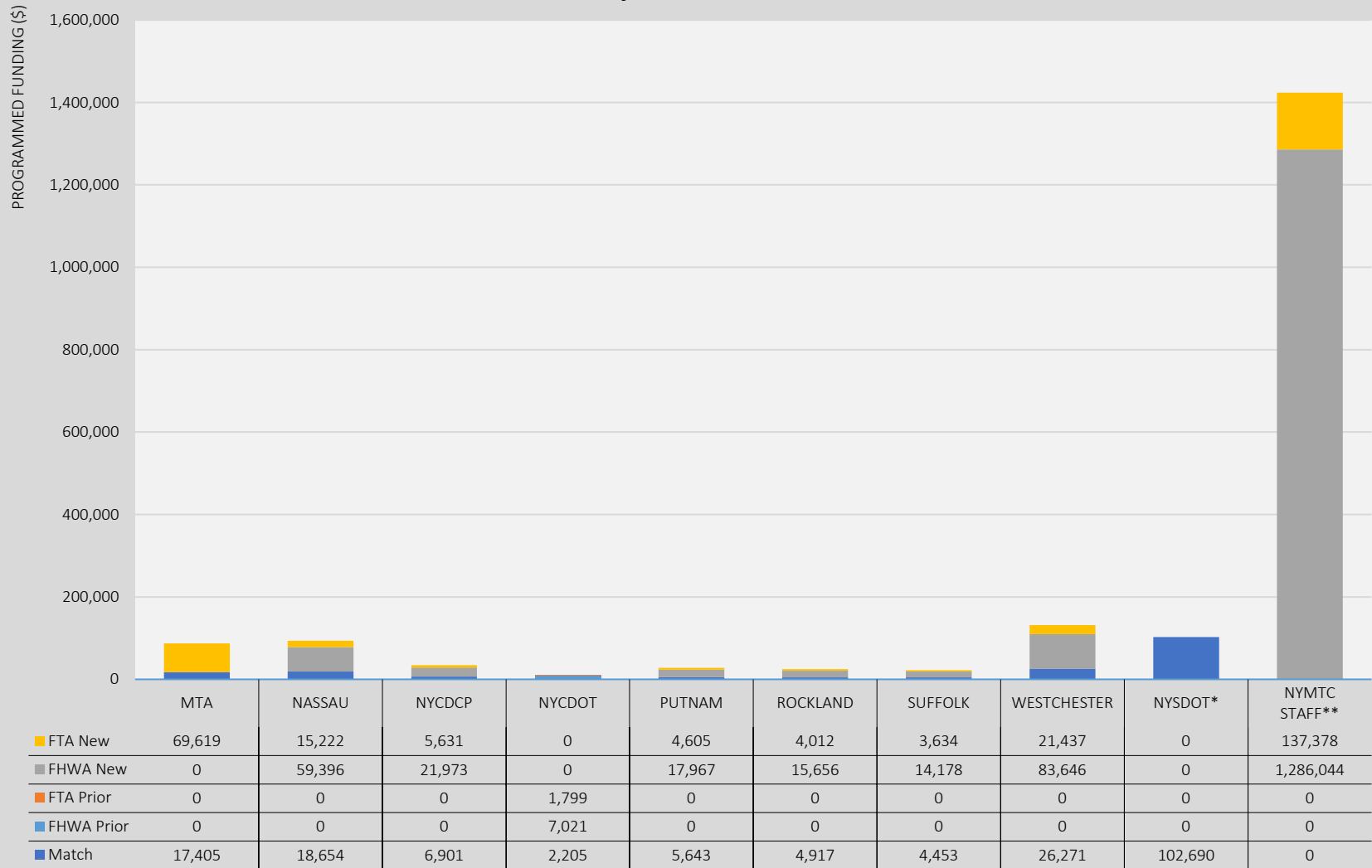
Summary of Task Funding:

See next pages.

FFY 2022-2050 RTP Maintenance / FFY 2026-2055 RTP Development

SFY 2022-2023

Total Project Funds: \$1,958,359



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$466,187	\$0	\$750,000	\$0	\$1,216,187	\$1,216,187
MHSTCC Staff	\$58,065	\$0	\$0	\$0	\$58,065	\$58,065
NSTCC Staff	\$75,490	\$0	\$0	\$0	\$75,490	\$75,490
NYCTCC Staff	\$73,680	\$0	\$0	\$0	\$73,680	\$73,680
NYMTC Staff Subtotal	\$673,422	\$0	\$750,000	\$0	\$1,423,422	\$1,423,422
MTA	\$87,024	\$0	\$0	\$0	\$87,024	\$87,024
Nassau County	\$93,272	\$0	\$0	\$0	\$93,272	\$93,272
NYCDCP	\$34,256	\$250	\$0	\$0	\$34,506	\$34,506
NYCDOT	\$11,027	\$0	\$0	\$11,026	\$0	\$11,027
Putnam County	\$28,215	\$0	\$0	\$0	\$28,215	\$28,215
Rockland County	\$24,585	\$0	\$0	\$0	\$24,585	\$24,585
Suffolk County	\$22,265	\$0	\$0	\$0	\$22,265	\$22,265
Westchester County	\$130,153	\$1,200	\$0	\$0	\$131,353	\$131,353
Members Subtotal	\$430,797	\$1,450	\$0	\$11,026	\$421,220	\$432,247
SDOT REG 08	\$32,257	\$0	\$0	\$0	\$32,257	\$32,257
SDOT REG 10	\$10,716	\$0	\$0	\$0	\$10,716	\$10,716
SDOT REG 11	\$51,053	\$0	\$0	\$0	\$51,053	\$51,053
NYSDOT Main Office	\$8,664	\$0	\$0	\$0	\$8,664	\$8,664
NYSDOT Subtotal	\$102,690	\$0	\$0	\$0	\$102,690	\$102,690
Total:						<u>\$1,958,359</u>

Congestion Management Process (CMP) [A02]

Description

Under current federal planning regulations, metropolitan areas with populations greater than 200,000 are designated as Transportation Management Areas (TMAs) and are required to engage in a CMP to provide for “safe and effective integrated management and operation of the transportation system”. The CMP is required to:

1. Include methods to monitor and evaluate performance,
2. Define congestion management objectives,
3. Establish data collection and system performance monitoring programs,
4. Identify and evaluate performance and benefits of management strategies,
5. Identify an implementation schedule and responsibilities, and
6. Include a process for periodically assessing the effectiveness of implemented strategies.

NYMTC’s CMP includes performance measures and identifies highly congested corridors in the NYMTC planning area. It also lists potential projects, programs and strategies to address congestion both in specific corridors and throughout the region. This project will maintain and improve NYMTC’s CMP so that the member agencies can consider congestion levels and develop and implement projects, programs and strategies to mitigate congestion.

Expected Status as of April 1, 2022

The 2021 CMP Status Report was adopted on September 9, 2021. A review of CMP operating procedures is underway. CMP discussions at the TCCs and relevant multi-agency working groups will continue.

Planning Assumptions for the SFY 2022-2023 Program

The review, update, and adoption of CMP operations procedures that began in the prior program year will be completed. CMP discussions will continue at the TCCs and with relevant multi-agency working groups. CMP metrics will be added to NYMTC’s performance dashboard. A CMP summary will be prepared for the UPWP guidance package. Preliminary efforts to develop the 2025 CMP Status Report will begin.

Activities for NYMTC Staff

1. Update NYMTC’s performance dashboard with CMP metrics.
2. Review and update NYMTC’s CMP operating procedures
3. Develop a Request for Proposals for professional services to assist with the development of the 2025 CMP Status Report.
4. Update CMP-related guidance for preparation and use of the NYBPM post-processor.
5. Consider CMP metrics and corridors at the TCCs and relevant multi-agency working groups.
6. Develop a CMP summary for the UPWP guidance package.

Activities for NYMTC Member Agencies

1. Participate in the review and update of the CMP operating procedures.
2. Participate in the consideration of CMP metrics and corridors at the TCCs and relevant multi-agency working groups.

Deliverables for NYMTC Staff and Member Agencies

1. CMP metrics included in the NYMTC performance dashboard (Q4)
2. Updated CMP operating procedures and guidance for preparation and use of the NYBPM post-processor (Q4)

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

- 1) Development of NYMTC's 2025 CMP Status Report.

<u>PIN:</u>	PN24.02.881	<u>FHWA PL #:</u>	PN24(02)8
<u>Estimated Start Date:</u>	04/01/2023	<u>Estimated End Date:</u>	09/01/2025
<u>Estimated Cost:</u>	\$250,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$250,000
Corresponding tasks for NYMTC Staff: 3.			
This contract will retain professional services to help develop the 2025 CMP Status Report.			

Previously Programmed Funds:

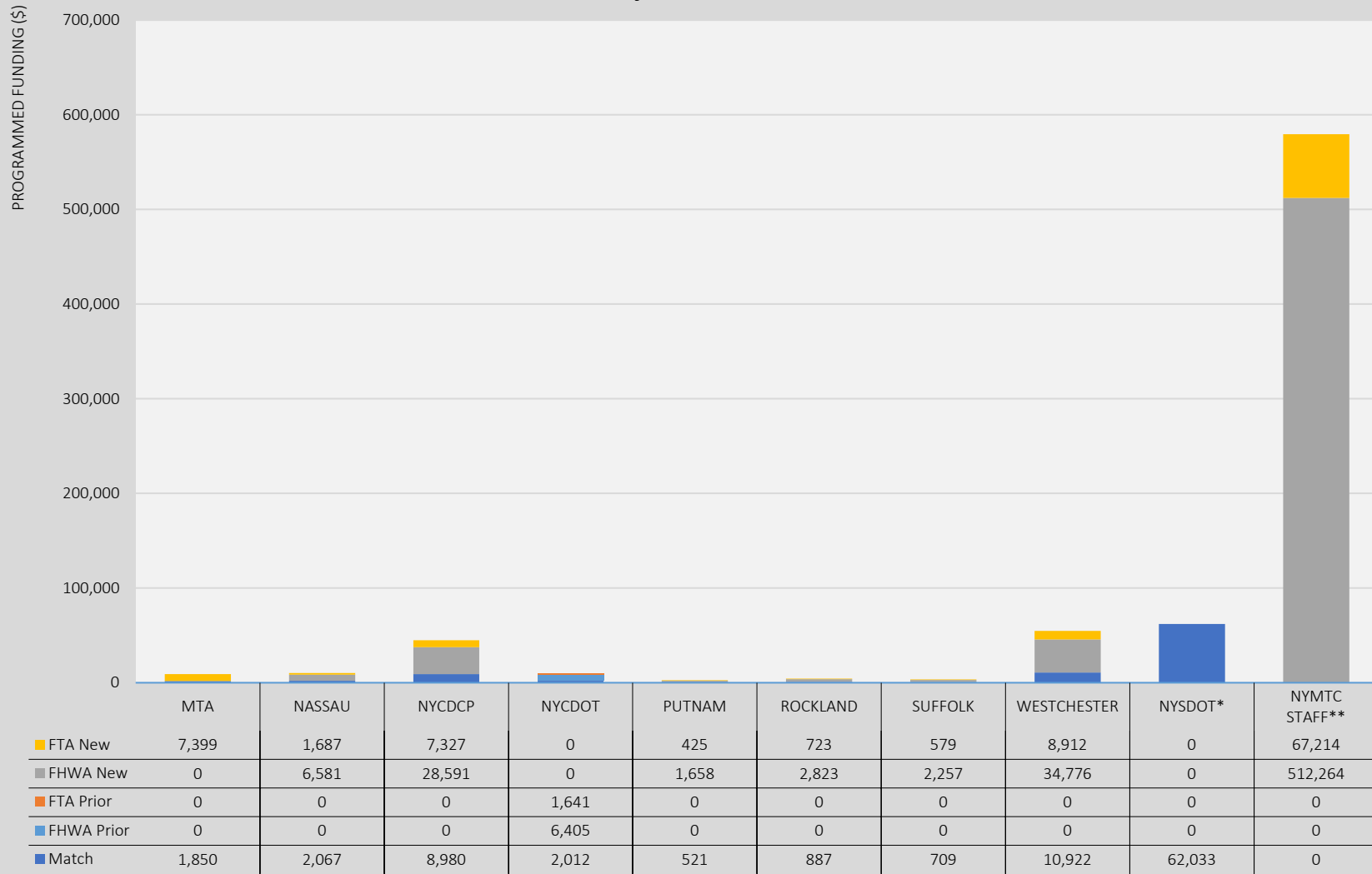
NYC DOT: \$10,058

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

Summary of Task Funding:

See next pages.

**Congestion Management Process
SFY 2022-2023
Total Project Funds: \$781,241**



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$214,800	\$0	\$250,000	\$0	\$464,800	\$464,800
MHSTCC Staff	\$37,745	\$0	\$0	\$0	\$37,745	\$37,745
NSTCC Staff	\$39,188	\$0	\$0	\$0	\$39,188	\$39,188
NYCTCC Staff	\$37,745	\$0	\$0	\$0	\$37,745	\$37,745
NYMTC Staff Subtotal	\$329,478	\$0	\$250,000	\$0	\$579,478	\$579,478
MTA	\$9,249	\$0	\$0	\$0	\$9,249	\$9,249
Nassau County	\$10,334	\$0	\$0	\$0	\$10,334	\$10,334
NYCDOP	\$44,648	\$250	\$0	\$0	\$44,898	\$44,898
NYCDOT	\$10,058	\$0	\$0	\$10,058	\$0	\$10,058
Putnam County	\$2,603	\$0	\$0	\$0	\$2,603	\$2,603
Rockland County	\$4,433	\$0	\$0	\$0	\$4,433	\$4,433
Suffolk County	\$3,545	\$0	\$0	\$0	\$3,545	\$3,545
Westchester County	\$54,610	\$0	\$0	\$0	\$54,610	\$54,610
Members Subtotal	\$139,480	\$250	\$0	\$10,058	\$129,672	\$139,730
SDOT REG 08	\$5,093	\$0	\$0	\$0	\$5,093	\$5,093
SDOT REG 10	\$27,861	\$0	\$0	\$0	\$27,861	\$27,861
SDOT REG 11	\$29,078	\$0	\$0	\$0	\$29,078	\$29,078
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$62,033	\$0	\$0	\$0	\$62,033	\$62,033
Total:						<u>\$781,241</u>

Transportation Performance Management (TPM) [A03]

Description

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

Expected Status as of April 1, 2022

All required performance targets and plans have been adopted. TIP impact assessment and the System Performance Report have been developed and included in the FFYs 2020-24 TIP and FFYs 2022-2050 RTP.

Planning Assumptions for the SFY 2022-2023 Program

Support will be provided for statewide and urbanized area performance reporting and target setting per federally mandated timelines. This includes NYSDOT's Full Performance Period Progress Report and Baseline Performance Period Report and the update of NYMTC's CMAQ Performance Plan, all due 10.1.2022. Additionally, transit providers must update their Public Transportation Agency Safety Plans and transit safety targets by 7/20/2022 and Transit Asset Management Plans by 10/1/2022.

Activities for NYMTC Staff

1. Maintain the TPM Dashboard as a visual presentation of the performance measures.
2. Participate in Urbanized Area coordination meetings on relevant performance measures.
3. Coordinate the development of relevant targets with NYSDOT and transit operators as needed.
4. Update NYMTC's CMAQ Performance Plan per federally mandated timelines.
5. Support the state's Full Performance Period Progress Report and Baseline Performance Period Report as needed.
6. Support the transit providers' updates of their Public Transportation Agency Safety Plans and Transit Asset Management Plans as needed.
7. Update the TIP impact assessment and FFY 2022-2050 RTP's System Performance Report as needed.

Activities for NYMTC Member Agencies

1. Develop the Full Performance Period Progress Report and Baseline Performance Period Report. [NYSDOT only]
2. Update Public Transportation Agency Safety Plans and Transit Asset Management Plans. [transit providers only]
3. Participate in Urbanized Area coordination meetings as needed.
4. Review and adopt NYMTC's next CMAQ Performance Plan.
5. Review and adopt updates to the TIP impact assessment and the Plan's System Performance Report as needed.

Deliverables for NYMTC Staff

1. CMAQ Performance Plan (Q2)
2. TIP impact assessment and FFY 2022-2050 RTP's System Performance Report amendments (Q2)

Deliverables for NYMTC Member Agencies

1. Full Performance Period Progress Report and Baseline Performance Period Report [NYSDOT only] (Q2)
2. Public Transportation Agency Safety Plans and Transit Asset Management Plans [transit providers only] (Q2)

Related Professional Services Contracts:

Not Applicable

Previously Programmed Funds:

NYC DOT: \$10,092

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

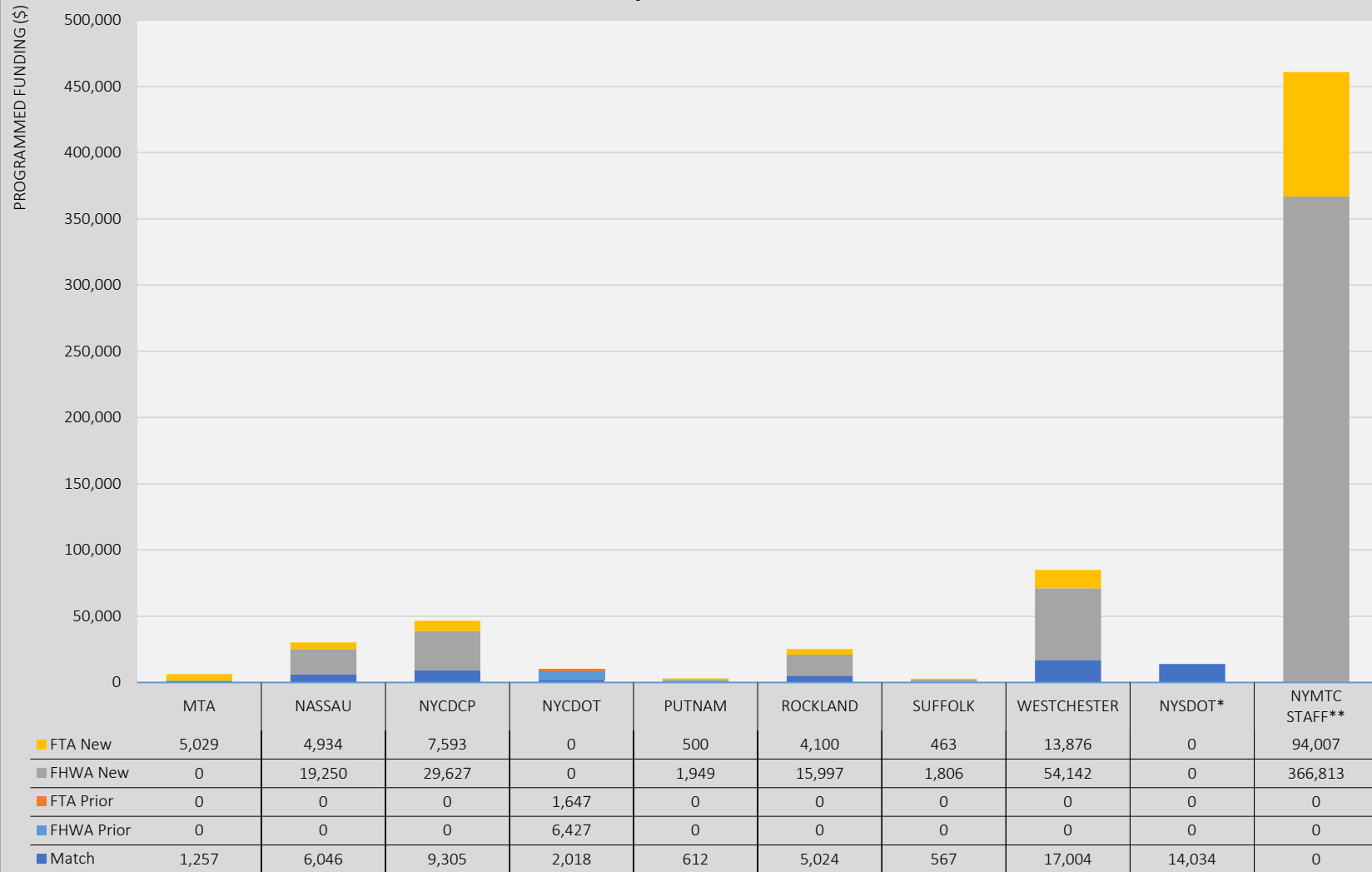
Summary of Task Funding:

See next pages.

Transportation Performance Management

SFY 2022-2023

Total Project Funds: \$684,027



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$277,395	\$0	\$0	\$0	\$277,395	\$277,395
MHSTCC Staff	\$29,395	\$0	\$0	\$0	\$29,395	\$29,395
NSTCC Staff	\$43,045	\$0	\$0	\$0	\$43,045	\$43,045
NYCTCC Staff	\$110,985	\$0	\$0	\$0	\$110,985	\$110,985
NYMTC Staff Subtotal	\$460,820	\$0	\$0	\$0	\$460,820	\$460,820
MTA	\$6,286	\$0	\$0	\$0	\$6,286	\$6,286
Nassau County	\$30,230	\$0	\$0	\$0	\$30,230	\$30,230
NYCDCP	\$46,275	\$250	\$0	\$0	\$46,525	\$46,525
NYCDOT	\$10,092	\$0	\$0	\$10,092	\$0	\$10,092
Putnam County	\$3,061	\$0	\$0	\$0	\$3,061	\$3,061
Rockland County	\$25,121	\$0	\$0	\$0	\$25,121	\$25,121
Suffolk County	\$2,836	\$0	\$0	\$0	\$2,836	\$2,836
Westchester County	\$85,022	\$0	\$0	\$0	\$85,022	\$85,022
Members Subtotal	\$208,923	\$250	\$0	\$10,092	\$199,081	\$209,173
SDOT REG 08	\$5,093	\$0	\$0	\$0	\$5,093	\$5,093
SDOT REG 10	\$2,143	\$0	\$0	\$0	\$2,143	\$2,143
SDOT REG 11	\$6,798	\$0	\$0	\$0	\$6,798	\$6,798
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$14,034	\$0	\$0	\$0	\$14,034	\$14,034
Total:						<u>\$684,027</u>

Regional Designations [A04]

Description

Through this task, NYMTC will use information from the 2020 Census to undertake required updates of its designations of urban area boundaries and related functional classification of roadways within its planning area. NYMTC will also use this opportunity to review and update its designations of intermodal connectors for the National Highway System.

Expected Status as of April 1, 2022

The United States Census Bureau published Federal Register notices with proposed and final criteria for defining urban areas based on the results of the 2020 Decennial Census during the preceding program year.

Planning Assumptions for the SFY 2022-2023 Program

The Census Bureau will publish a Federal Register notice announcing the qualifying urban areas based on the results of the 2020 Decennial Census and release TIGER/Line geographic shapefiles on their website by the end of the second quarter of the program year. USDOT will publish a Federal Register notice designating TMAs for urban areas with populations of 200,000 or more, as determined by the Census Bureau and the results of the 2020 Decennial Census, by the end of the third quarter of the program year. Any adjustments to UABs must be approved by the Governor(s) and FHWA Division Office(s). FHWA will consider all urban area boundaries final as of June 1, 2024 and will use the original 2020 Census boundaries for all urban areas that have not been adjusted.

Activities for NYMTC Staff

1. Receive and review urban area designations from the 2020 Census and relate them to the NYMTC planning area and existing UABs. Distribute this information to the member agencies.
2. Develop a preliminary revised UAB, prepare necessary documentation and organize TCC review and adoption.
3. Review the current functional classification of roadways and represent the classifications spatially on digital maps relative to the revised UAB. Distribute this information to the member agencies.
4. Develop a preliminary revised functional classification, prepare necessary documentation and organize TCC review and adoption.
5. Review the current National Highway System (NHS) intermodal connectors and represent the designated connectors spatially on digital maps to facilitate review by the member agencies. Distribute this information to the member agencies.
6. Develop a preliminary revised listing of NHS connectors, prepare necessary documentation, and organize TCC review and adoption.
7. Develop a preliminary revised listing of NHS connectors, prepare necessary documentation, and organize TCC review and adoption.

Activities for NYMTC Member Agencies

1. Participate in the TCC review of the revised UABs, functional classification and NHS connectors.
2. Participate in the TCC adoption of the above items.

Deliverables for NYMTC Staff and Member Agencies

1. Preliminary revised UAB (Q3)
2. Preliminary revised functional classification and NHS connectors (Q4)

Related Professional Services Contracts:

Not Applicable.

Previously Programmed Funds:

NYC DOT: \$16,114

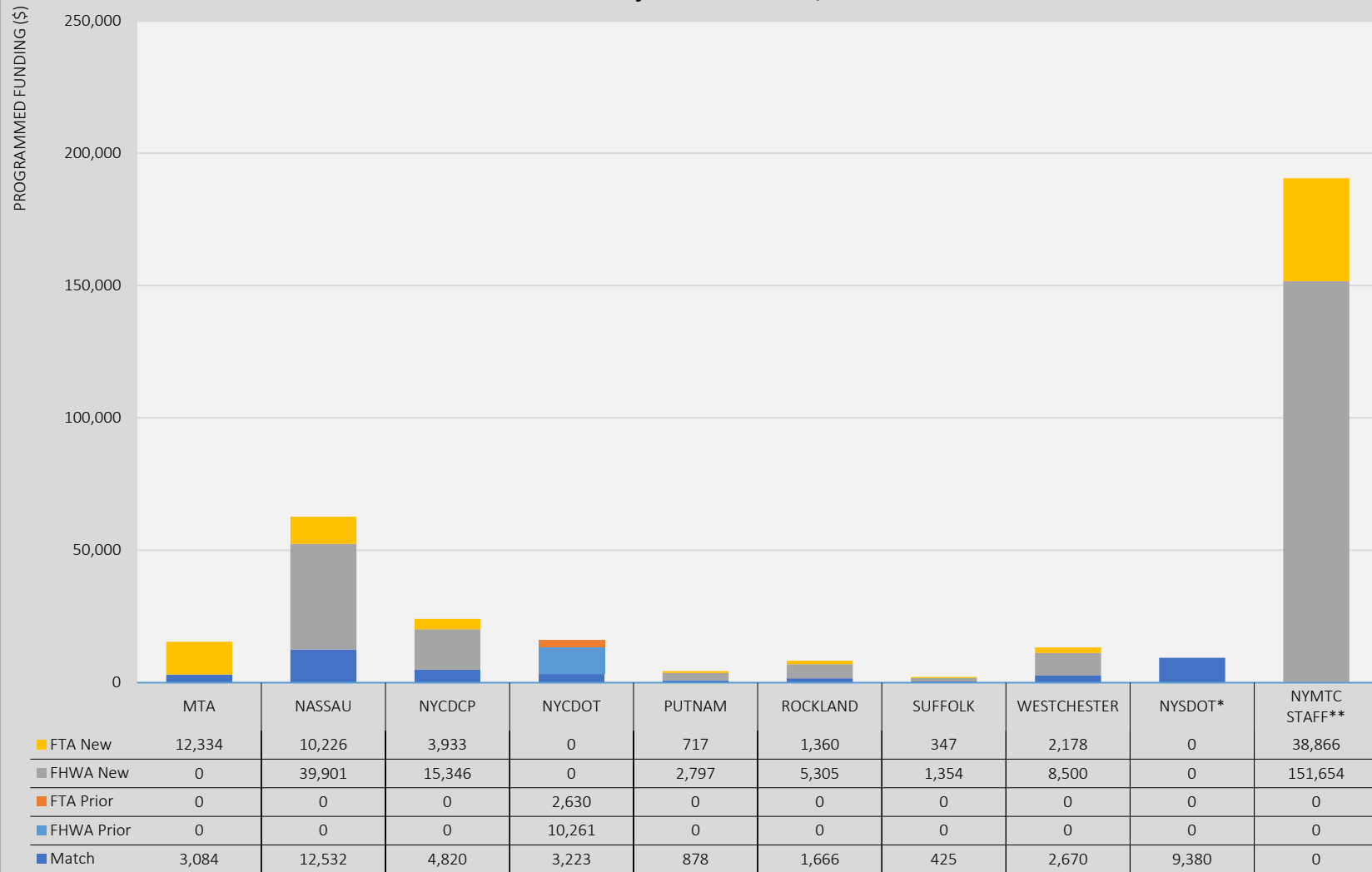
Several projects from the previous program were completed for less cost than anticipated.

Balance of unspent funds is available for reprogramming.

Summary of Task Funding:

See next pages.

**Regional Designations
SFY 2022-2023
Total Project Funds: \$346,387**



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

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

Project A04 Cost Summary
SFY 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$58,160	\$0	\$0	\$0	\$58,160	\$58,160
MHSTCC Staff	\$44,570	\$0	\$0	\$0	\$44,570	\$44,570
NSTCC Staff	\$50,045	\$0	\$0	\$0	\$50,045	\$50,045
NYCTCC Staff	\$37,745	\$0	\$0	\$0	\$37,745	\$37,745
NYMTC Staff Subtotal	\$190,520	\$0	\$0	\$0	\$190,520	\$190,520
MTA	\$15,418	\$0	\$0	\$0	\$15,418	\$15,418
Nassau County	\$62,658	\$0	\$0	\$0	\$62,658	\$62,658
NYCDOP	\$23,848	\$250	\$0	\$0	\$24,098	\$24,098
NYCDOT	\$16,115	\$0	\$0	\$16,114	\$0	\$16,115
Putnam County	\$4,392	\$0	\$0	\$0	\$4,392	\$4,392
Rockland County	\$8,331	\$0	\$0	\$0	\$8,331	\$8,331
Suffolk County	\$2,127	\$0	\$0	\$0	\$2,127	\$2,127
Westchester County	\$13,348	\$0	\$0	\$0	\$13,348	\$13,348
Members Subtotal	\$146,237	\$250	\$0	\$16,114	\$130,372	\$146,487
SDOT REG 08	\$5,093	\$0	\$0	\$0	\$5,093	\$5,093
SDOT REG 10	\$4,286	\$0	\$0	\$0	\$4,286	\$4,286
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$9,380	\$0	\$0	\$0	\$9,380	\$9,380
Total:						<u>\$346,387</u>

Model Development, Enhancement, and Applications [D01]

Description

This task 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.

Expected Status as of April 1, 2022

The NYBPM 2012 Base Year BY model is now available for use in performing regional emissions analyses for FFY 2022-2050 RTP, CMP status reports, and other analyses. NYMTC has selected a consultant to support the NYBPM 2019 BY Update project, and the project is underway. The updated NYBPM 2019 BY model is expected to be completed by December 2022.

The PIMS is being updated to meet transportation data collection needs and to improve user experience. PPS-AQ and PPS-CMP have been updated with the most recent inputs from NYSDOT. NYMTC produces a GHG Emissions Inventory Report following the completion of each Transportation Conformity Determination. Congestion estimates and forecasts maps have been prepared for the FFY 2022-2050 RTP.

Planning Assumptions for the SFY 2022-2023 Program

The NYBPM 2012 BY model is fully implemented and has replaced the NYBPM 2010 BY model. NYBPM 2019 BY development is underway and will incorporate the latest planning assumptions, including use of the most recently adopted SED dataset. 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 the 2023-2027 TIP.

Activities for NYMTC Staff

1. Continue the NYBPM BY 2019 Update project and complete the NYBPM 2019 model update.
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 2019 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.
8. Produce GHG Emissions Inventory Report following completion of each Transportation Conformity Determination.

Activities for NYMTC Member Agencies

1. Support the implementation of NYBPM 2012 BY Update.
2. Support NYBPM 2019 BY Update development, including attendance at Model Advisory Committee (MAC) meetings and reviewing technical memos.

Deliverables for NYMTC Staff

1. Greenhouse Gas Emissions Inventory Report (Q3)
2. Updated PPS-AQ (Q4)
3. Updated PPS-CMP (Q4)
4. Fully calibrated and validated NYBPM BY 2019 model (Q3)
5. Data requests catalogue (Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

1) PSA5 - Model Support, Updates and Enhancements

<u>PIN:</u>	PN23.03.881	<u>FHWA PL #:</u>	PN23(03)8
<u>Estimated Start Date:</u>	07/01/2022	<u>Estimated End Date:</u>	06/30/2027
<u>Estimated Cost:</u>	\$3,500,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$1,400,000
Corresponding tasks for NYMTC-Staff: 1-8; Corresponding deliverables:1-5			
This contract will provide two continuous, long-term in-house contractors to augment NYMTC staff for model support, updates and enhancements to NYMTC's models and post-processor software as well as an on-call team to provide ongoing technical assistance, procedures modifications and model extensions, testing and model user support.			

2) PIMS Data Collection Tool Upgrades

<u>PIN:</u>	PN21.12.881	<u>FHWA PL #:</u>	PN21(12)8
<u>Start Date:</u>	9/15/2021	<u>End Date:</u>	03/31/2023
<u>Cost:</u>	\$491,500	<u>Funds Obligated as of 3/31/2022</u>	\$491,500
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$202,189	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$0
Corresponding tasks for NYMTC-Staff: 5			
The New Jersey Institute of Technology (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.			

3) PIMS Hosting & Maintenance

<u>PIN:</u>	PN22.03.881	<u>FHWA PL #:</u>	PN22(03)8
<u>Start Date:</u>	12/06/2021	<u>End Date:</u>	12/31/2024
<u>Cost:</u>	\$206,500	<u>Funds Obligated as of 3/31/2022</u>	\$206,500
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$206,500	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$0
Corresponding tasks for NYMTC-Staff: 5			
NJIT will continue to host and maintain the PIMS application.			

4) Model Development Technical Support Contractor I

<u>PIN:</u>	PTCS.17.D11	<u>FHWA PL #:</u>	100T-224
<u>Start Date:</u>	10/15/2017	<u>End Date:</u>	07/04/2023
<u>Cost:</u>	\$1,458,259	<u>Funds Obligated as of 3/31/2022</u>	\$1,458,259
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$177,978	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$300,000
Corresponding tasks for NYMTC-Staff: 1-8; Corresponding deliverables:1-5			
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 Development Technical Support Contractor II

<u>PIN:</u>	PTCS.18.D13	<u>FHWA PL #:</u>	100T-224
<u>Start Date:</u>	12/05/2018	<u>End Date:</u>	07/04/2023
<u>Cost:</u>	\$983,147	<u>Funds Obligated as of 3/31/2022</u>	\$1733,147
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$91,394	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$250,000
Corresponding tasks for NYMTC-Staff: 1-8; Corresponding deliverables:1-3			
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.			

6) 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 3/31/2022</u>	\$620,358
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$502,189	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$0
Corresponding tasks for NYMTC-Staff: 1-7; 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.			

7) Support for NYBPM 2019 BY Update

<u>PIN:</u>	PN21.11.881	<u>FHWA PL #:</u>	PN2(11)18
<u>Start Date:</u>	11/9/2020	<u>End Date:</u>	07/04/2023
<u>Cost:</u>	\$845,256	<u>Funds Obligated as of 3/31/2022</u>	\$845,256
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$476,083	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$0
Corresponding tasks for NYMTC-Staff: 1; corresponding deliverables: 5			
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.			

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

<u>PIN:</u>	PN22.01.881	<u>FHWA PL #:</u>	PN22(01)8
<u>Start Date:</u>	11/9/2020	<u>End Date:</u>	07/04/2023
<u>Total Cost:</u>	\$2,400,414	<u>Funds Obligated as of 3/31/2022</u>	\$ 1,100,000
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$1,011,667	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$0
Corresponding tasks for NYMTC-Staff: 2-4, 8; corresponding deliverables: 1-3			
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: \$3,218,000

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

NYC DOT: \$29,997

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

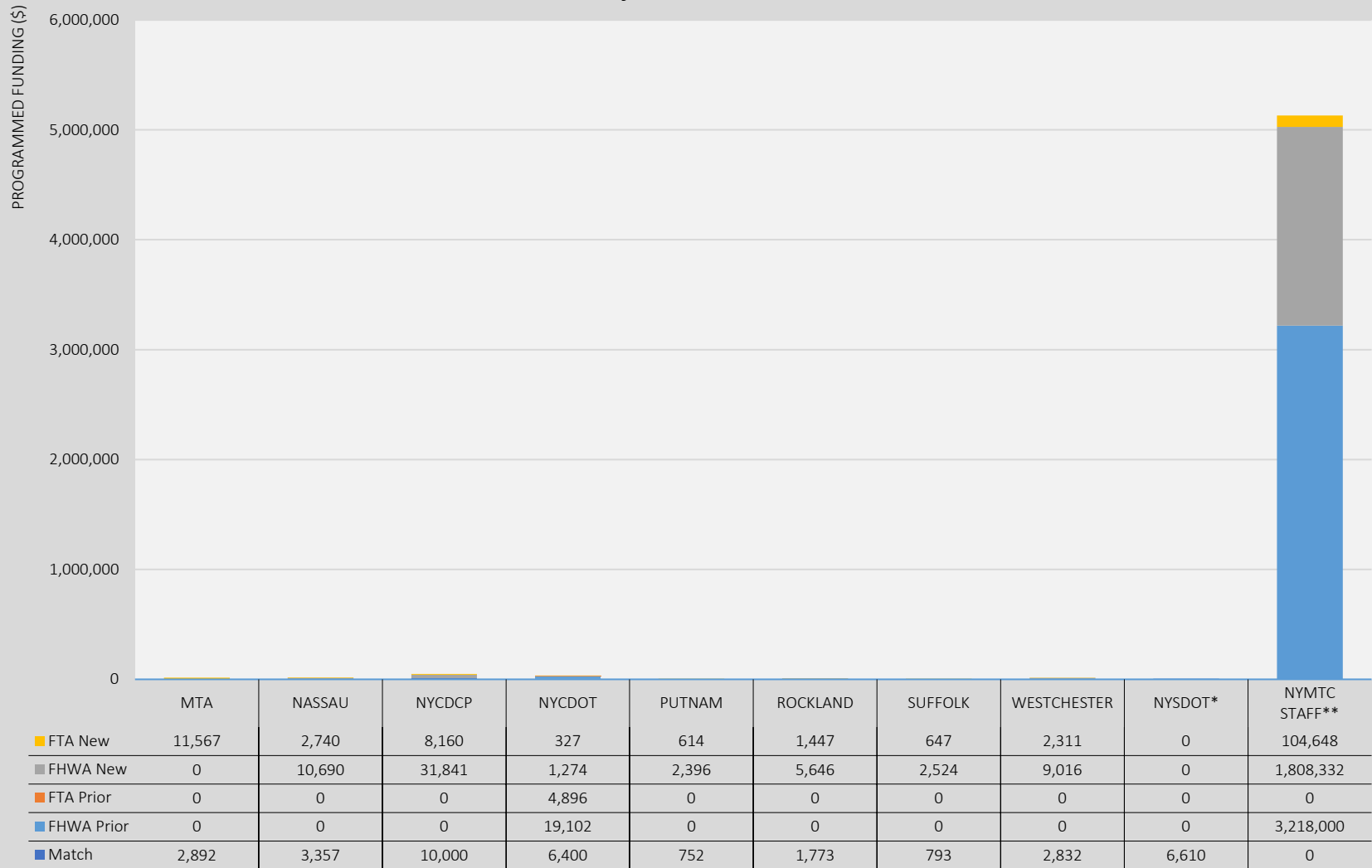
Summary of Task Funding:

See next pages.

Model Development, Enhancement, and Applications

SFY 2022-2023

Total Project Funds: \$5,281,586



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$495,695	\$0	\$4,618,000	\$3,218,000	\$1,895,695	\$5,113,695
MHSTCC Staff	\$10,315	\$0	\$0	\$0	\$10,315	\$10,315
NSTCC Staff	\$6,970	\$0	\$0	\$0	\$6,970	\$6,970
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$512,980	\$0	\$4,618,000	\$3,218,000	\$1,912,980	\$5,130,980
MTA	\$14,459	\$0	\$0	\$0	\$14,459	\$14,459
Nassau County	\$16,787	\$0	\$0	\$0	\$16,787	\$16,787
NYCDCP	\$49,751	\$250	\$0	\$0	\$50,001	\$50,001
NYCDOT	\$29,998	\$2,000	\$0	\$29,997	\$2,001	\$31,998
Putnam County	\$3,762	\$0	\$0	\$0	\$3,762	\$3,762
Rockland County	\$8,866	\$0	\$0	\$0	\$8,866	\$8,866
Suffolk County	\$3,964	\$0	\$0	\$0	\$3,964	\$3,964
Westchester County	\$14,159	\$0	\$0	\$0	\$14,159	\$14,159
Members Subtotal	\$141,746	\$2,250	\$0	\$29,997	\$113,999	\$143,996
SDOT REG 08	\$3,396	\$0	\$0	\$0	\$3,396	\$3,396
SDOT REG 10	\$3,215	\$0	\$0	\$0	\$3,215	\$3,215
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$6,610	\$0	\$0	\$0	\$6,610	\$6,610
Total:						<u>\$5,281,586</u>

Regional Surveys [E01]

Description

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

Expected Status as of April 1, 2022

NYMTC will continue its Travel Survey Data Collection and Utilization Program. NYMTC will continue a parallel research effort to establish a Travel Survey Community of Practice for sharing travel data. The Travel Survey Community of Practice will work share data and harmonize survey efforts among NYMTC's partnering agencies.

NYMTC will also initiate the development of RFP for the next RHETS with the consideration given to other data sources and methodology that may complement or supplement traditional travel survey methodologies. The RFP will be informed by the Smartphone Travel Survey research, the Travel Survey Community of Practice research, the 9/11 student research of the academic year 2020-2021, and the review and assessment of other available passive data.

Planning Assumptions for the SFY 2022-2023 Program

A research effort is underway to establish a Travel Survey Community of Practice for sharing travel data. The Travel Survey Community of Practice will encourage NYMTC's partner agencies to share data and harmonize survey efforts. Also, the continuing review of Big Data and other survey platforms, including the completed Smartphone Travel Survey Pilot Study, will inform the development of the scope of work and RFP for the next RHETS.

Activities for NYMTC Staff

1. Supervise consultant work for travel survey related studies/research/projects.
2. Continue research on Big Data & available Passive Data.
3. Develop RFP for the next RHETS.
4. Collect information as needed from member agencies and other sources for the execution of these surveys throughout the program year.
5. Continue to evaluate Big Data and other platforms and seek opportunities for their use in the transportation planning processes.
6. Review and provide comments on technical memos for each of the studies noted above throughout the program year.
7. Collect and organize information on past and current travel surveys performed in the region for the travel surveys inventory.
8. Respond to data requests and perform analysis related to various surveys as needed.

Activities for NYMTC Member Agencies

1. Participate in the established Travel Survey Community of Practice which aims to align NYMTC's partnering agencies in sharing data and harmonize survey efforts.
2. Provide data and information about survey projects being conducted throughout the region.
3. Review and provide comments on technical memos for each of the studies noted above throughout the program year.

Deliverables for NYMTC Staff

1. Intermediate and final reports and data deliverables on the establishment of Travel Survey Community of Practice (Q1)
2. RFP for the next RHETS (Q4)
3. Updated member agency travel survey projects list (Q4)

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

1) NYMTC Travel Survey Data Collection and Utilization Program

<u>PIN:</u>	PN22.04.881	<u>FHWA PL #:</u>	<u>PN22(04)8.</u>
<u>Start Date:</u>	07/01/2021	<u>End Date:</u>	<u>12/31/2022</u>
<u>Cost:</u>	\$240,662	<u>Funds Obligated as of 3/31/2022</u>	\$240,662
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$240,662	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$0
Corresponding task for NYMTC-Staff: 1-5; Corresponding deliverables: 1-2			
Research to assess the impacts of using existing data sources as proxies or as supplements to the Regional Household Travel Survey (RHTS) 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) Regional Household and Establishment Travel Survey

<u>PIN:</u>	PN23.05.881	<u>FHWA PL #:</u>	PN23(05)8
<u>Estimated Start Date:</u>	04/01/2023	<u>Estimated End Date:</u>	<u>03/31/2025</u>
<u>Cost:</u>	\$8,000,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$7,430,432
Corresponding task for NYMTC-Staff: 1;			
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: \$ 7,671,094

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.

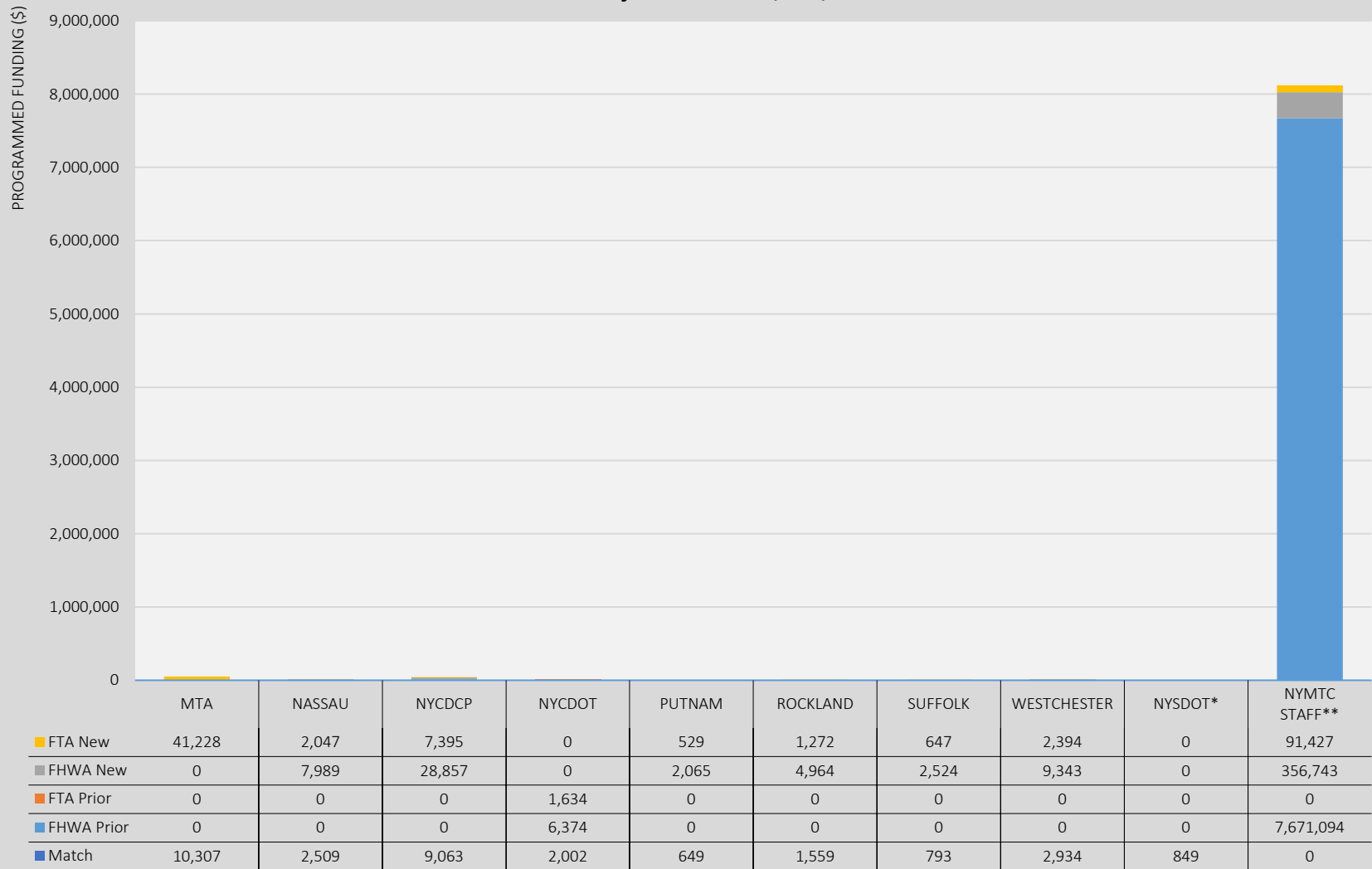
NYC DOT: \$10,010

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

Summary of Task Funding:

See next pages.

**Regional Surveys
SFY 2022-2023
Total Project Funds: \$8,269,192**



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$425,825	\$4,000	\$7,671,094	\$7,671,094	\$429,825	\$8,100,919
MHSTCC Staff	\$7,420	\$0	\$0	\$0	\$7,420	\$7,420
NSTCC Staff	\$10,925	\$0	\$0	\$0	\$10,925	\$10,925
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$444,170	\$4,000	\$7,671,094	\$7,671,094	\$448,170	\$8,119,264
MTA	\$51,535	\$0	\$0	\$0	\$51,535	\$51,535
Nassau County	\$12,545	\$0	\$0	\$0	\$12,545	\$12,545
NYCDCP	\$45,065	\$250	\$0	\$0	\$45,315	\$45,315
NYCDOT	\$10,010	\$0	\$0	\$10,010	\$0	\$10,010
Putnam County	\$3,243	\$0	\$0	\$0	\$3,243	\$3,243
Rockland County	\$7,795	\$0	\$0	\$0	\$7,795	\$7,795
Suffolk County	\$3,964	\$0	\$0	\$0	\$3,964	\$3,964
Westchester County	\$14,672	\$0	\$0	\$0	\$14,672	\$14,672
Members Subtotal	\$148,829	\$250	\$0	\$10,010	\$139,069	\$149,079
SDOT REG 08	\$849	\$0	\$0	\$0	\$849	\$849
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	\$849	\$0	\$0	\$0	\$849	\$849
Total:						<u>\$8,269,192</u>

Data Management [E02]

Description

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

Expected Status as of April 1, 2022

Development of the NYBPM BY 2012 update has concluded, and the NYBPM BY 2019 Update is underway. NYMTC is working with 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 2022-2023 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. For the MTA only: MetroCard station origin-destination (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 and 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 screen line 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.

Activities 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 2022-2023 Quarterly Travel Pattern brochures, collect data for 2022 Hub-bound Report and prepare the 2021 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 Transportation Information Gateway (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).
10. Collect transit service change data from various transit service operators (monthly).

Activities for NYMTC Member Agencies

1. Provide 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.
4. Provide transit ridership, bridge/tunnel crossings data.

Activities for NYMTC Member Agencies and Staff

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

Deliverables for NYMTC Staff

1. 2022 Hub-Bound Report (Q3)
2. Quarterly Travel Pattern brochures (Q1-Q4)
3. Assembled traffic volume and class data for NYBPM (Q4)
4. 2020 Regional Transportation Statistical Data Tables (Q4)

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)
5. Transit ridership, bridge/tunnel crossings data (Q1-Q4)

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

1) PSA4 - GIS Support

<u>PIN:</u>	PTCS.17.E13	<u>FHWA PL #:</u>	100T-225
<u>Start Date:</u>	08/01/2017	<u>End Date:</u>	07/04/2023
<u>Estimated Cost:</u>	\$1,266,046	<u>Funds Obligated as of 3/31/2022</u>	\$1,016,046
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$200,000	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$250,000
Corresponding tasks for NYMTC staff: 8			
Continuation of on-site consultant providing GIS support services.			

2) PSA5 - GIS Support

<u>PIN:</u>	PN23.04.881	<u>FHWA PL #:</u>	PN23(04)8
<u>Start Date:</u>	07/01/2022	<u>End Date:</u>	06/30/2027
<u>Cost:</u>	\$1,250,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$500,000
Corresponding tasks for NYMTC staff: 8			
Contract to provide one continuous, long term in-house contractor to augment NYMTC staff to provide support for GIS services			

3) PSA5 - Data Collection, Monitoring and Analysis

<u>PIN:</u>	PN23.05.881	<u>FHWA PL #:</u>	PN23(05)8
<u>Start Date:</u>	08/01/2017	<u>End Date:</u>	07/04/2023
<u>Cost:</u>	\$1,250,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$500,000
Corresponding tasks for NYMTC staff: 1-10;			
Contract to provide periodic, on-call support services from a consultant team for data collection, monitoring and analysis.			

NYC DOT Contracts:

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

Estimated contract cost: \$750,000

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

Estimated contract cost: \$300,000

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

Putnam County Contracts

Contract Name: Traffic Counts and Pavement Management Data Collection

Estimated contract cost: \$400,000

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

Suffolk County Contracts

Contract Name: Traffic Counts

Estimated contract cost: \$60,000

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

Previously Programmed Funds:

NYMTC Staff: \$450,000

New York State procurement rules require funds to be fully programmed before contracts can be solicited. One of the above is a multi-year contract. Unspent funds are being carried over to the current program.

Nassau County: \$300,000

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

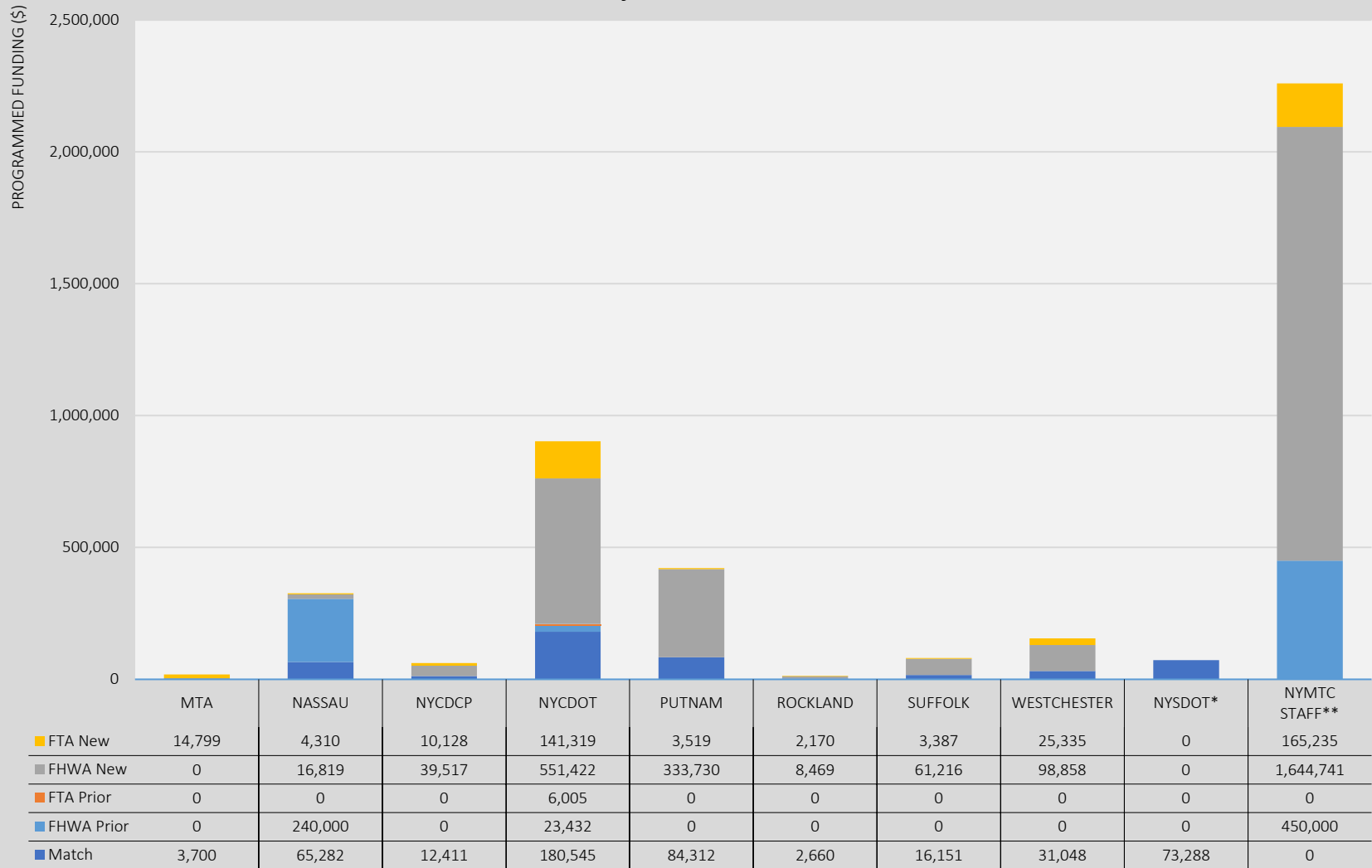
NYC DOT: \$36,796

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

Summary of Task Funding:

See next pages.

Data Management
SFY 2022-2023
Total Project Funds: \$4,313,809



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$751,773	\$14,450	\$1,450,000	\$450,000	\$1,766,223	\$2,216,223
MHSTCC Staff	\$32,445	\$0	\$0	\$0	\$32,445	\$32,445
NSTCC Staff	\$11,308	\$0	\$0	\$0	\$11,308	\$11,308
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$795,526	\$14,450	\$1,450,000	\$450,000	\$1,809,976	\$2,259,976
MTA	\$18,499	\$0	\$0	\$0	\$18,499	\$18,499
Nassau County	\$26,411	\$0	\$300,000	\$300,000	\$26,411	\$326,411
NYCDOP	\$61,806	\$250	\$0	\$0	\$62,056	\$62,056
NYCDOT	\$152,723	\$0	\$750,000	\$36,796	\$865,927	\$902,723
Putnam County	\$21,561	\$0	\$400,000	\$0	\$421,561	\$421,561
Rockland County	\$13,299	\$0	\$0	\$0	\$13,299	\$13,299
Suffolk County	\$20,754	\$0	\$60,000	\$0	\$80,754	\$80,754
Westchester County	\$151,042	\$4,200	\$0	\$0	\$155,242	\$155,242
Members Subtotal	\$466,095	\$4,450	\$1,510,000	\$336,796	\$1,643,749	\$1,980,545
SDOT REG 08	\$4,244	\$0	\$0	\$0	\$4,244	\$4,244
SDOT REG 10	\$39,649	\$0	\$0	\$0	\$39,649	\$39,649
SDOT REG 11	\$29,395	\$0	\$0	\$0	\$29,395	\$29,395
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$73,288	\$0	\$0	\$0	\$73,288	\$73,288
Total:						<u>\$4,313,809</u>

Transportation Improvement Program

This category includes planning projects and activities 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. These activities also include planning projects that will carry out solicitations for specific federal grant programs, including the enhanced Section 5310 program, CMAQ program, and TAP. Finally, it includes planning projects and activities to carry out regional emissions analyses and Transportation Conformity Determinations for the TIP and Plan.

Highlights for the SFY 2022-2023 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.
- Development of the FFYs 2023-2027 TIP will continue.

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 developed.
- A Transportation Conformity Determination was developed to incorporate the 2020-2024 MTA's Capital Program.

Category: Transportation Improvement Program (TIP)
Cost Summary

	<u>Funds programmed in SFY 2022-23</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$1,747,933	\$709,808	\$2,457,741
MHSTCC Staff	\$625,740	\$0	\$625,740
NSTCC Staff	\$701,084	\$0	\$701,084
NYCTCC Staff	\$566,056	\$0	\$566,056
NYMTC Staff Subtotal	\$3,640,813	\$709,808	\$4,350,621
MTA	\$21,079	\$0	\$21,079
Nassau County	\$79,975	\$0	\$79,975
NYCDCP	\$56,075	\$0	\$56,075
NYCDOT	\$0	\$365,352	\$365,353
Putnam County	\$420,275	\$0	\$420,275
Rockland County	\$42,724	\$0	\$42,724
Suffolk County	\$51,965	\$0	\$51,965
Westchester County	\$88,181	\$0	\$88,181
Members Subtotal	\$760,274	\$365,352	\$1,125,627
SDOT REG 08	\$22,071	\$0	\$22,071
SDOT REG 10	\$72,868	\$0	\$72,868
SDOT REG 11	\$18,846	\$0	\$18,846
NYSDOT Main Office	\$43,318	\$0	\$43,318
NYSDOT Subtotal	\$157,103	\$0	\$157,103
Category Total:	\$4,558,190	\$1,075,160	\$5,633,351

Regional Program Management [B01]

Description

NYMTC is responsible for developing and maintaining the TIP. The TIP identifies projects which will use federal transportation funding. The TIP is the first five years of the fiscally constrained FFY 2022-2050 RTP, and projects selected for the TIP must be consistent with the FFY 2022-2050 RTP.

Expected Status as of April 1, 2022

NYMTC is building the FFYs 2023-2027 TIP for adoption in late August/early September 2022. In addition, up to 20 amendments of and/or administrative modifications to the TIP have been processed each month.

Planning Assumptions for the SFY 2022-2023 Program

Up to 150 amendments and up to 200 administrative modifications of the TIP will be adopted or processed, respectively. The visualization of the TIP and fiscally constrained element of the FFY 2022-2050 RTP will be updated each quarter. 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, RAISE, INFRA, and Section 5339 discretionary programs, and other programs. The development of the FFYs 2023-2027 TIP will be completed, with adoption expected in late August/early September 2022.

Activities for NYMTC Staff

1. Process monthly TIP amendments and administrative modifications to keep the program current, including public review and responses to public commentary.
2. Maintain project intake and evaluation process and software.
3. Update the TIP visualization on the NYMTC website each quarter.
4. Build and adopt the FFYs 2023-2027 TIP.
5. Produce the 2022 Annual Listing of Obligated Projects and related visualization.
6. Develop a new Program Management Tool for use in building and maintaining the TIP and the fiscally constrained element of the FFY 2022-2050 RTP.
7. Support statewide solicitations for the TAP and section 5310 programs.
8. Support federal discretionary funding solicitation for HSIP, RAISE, INFRA, and Section 5339 among other discretionary programs.

Activities for NYMTC Member Agencies

1. Submit monthly TIP amendment and/or administrative modification requests to keep the TIP current.
2. Provide geospatial data for the visualization of the TIP and the fiscally constrained element of the FFY 2022-2050 RTP.
3. Develop projects programmed on the TIP for funding obligation.
4. Participate in evaluating and ranking project proposals for TAP and Section 5310 funding.
5. Support the development of the 2022 Annual Listing of Obligated Projects.

Deliverables for NYMTC Staff and Member Agencies

1. Up to 150 amendments and up to 200 administrative modifications of the TIP (Q1 – Q4)
2. Updated quarterly TIP visualizations (Q1 – Q4)
3. FFYs 2023-2027 TIP (Q2)
4. 2022 Annual Listing of Obligated Projects (Q3)
5. Project selections/recommendations for TAP and Section 5310 funding (Q4)

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

1. Transportation Improvement Program Financial Management System

<u>PIN:</u>	PN22.05.881	<u>FHWA PL #:</u>	PN22(05)8
<u>Estimated Start Date:</u>	6/01/2022	<u>Estimated End Date:</u>	05/31/2024
<u>Cost:</u>	\$250,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 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

New York State procurement rules require funds to be fully programmed before contracts can be solicited

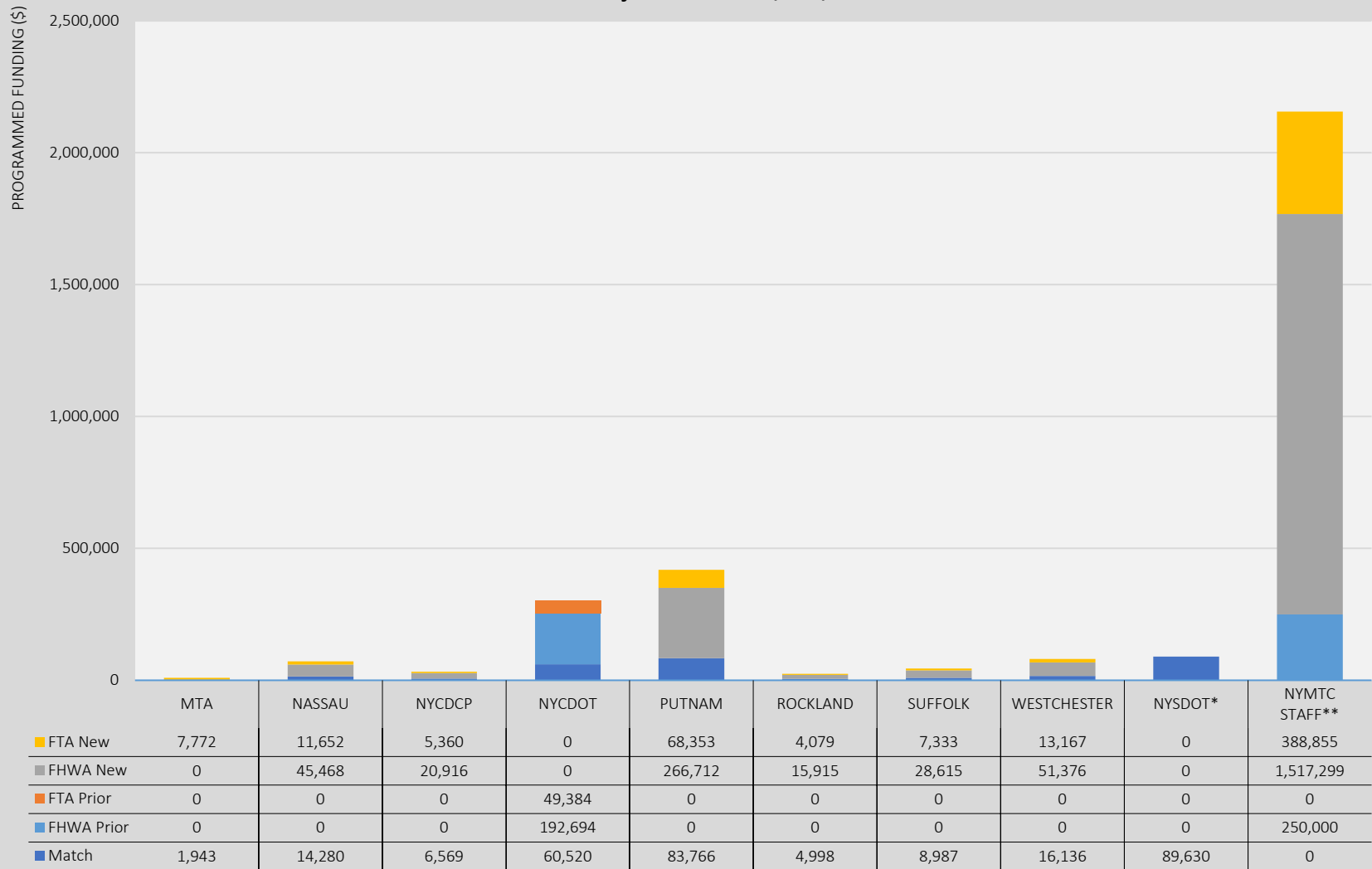
NYC DOT: \$302,598

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

Summary of Task Funding:

See next pages.

**Program Management
SFY 2022-2023
Total Project Funds: \$3,231,779**



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$600,033	\$50,000	\$250,000	\$250,000	\$650,033	\$900,033
MHSTCC Staff	\$384,200	\$0	\$0	\$0	\$384,200	\$384,200
NSTCC Staff	\$483,085	\$0	\$0	\$0	\$483,085	\$483,085
NYCTCC Staff	\$388,836	\$0	\$0	\$0	\$388,836	\$388,836
NYMTC Staff Subtotal	\$1,856,154	\$50,000	\$250,000	\$250,000	\$1,906,154	\$2,156,154
MTA	\$9,715	\$0	\$0	\$0	\$9,715	\$9,715
Nassau County	\$71,400	\$0	\$0	\$0	\$71,400	\$71,400
NYCDOP	\$32,595	\$250	\$0	\$0	\$32,845	\$32,845
NYCDOT	\$302,598	\$0	\$0	\$302,598	\$0	\$302,598
Putnam County	\$418,831	\$0	\$0	\$0	\$418,831	\$418,831
Rockland County	\$24,992	\$0	\$0	\$0	\$24,992	\$24,992
Suffolk County	\$44,935	\$0	\$0	\$0	\$44,935	\$44,935
Westchester County	\$79,479	\$1,200	\$0	\$0	\$80,679	\$80,679
Members Subtotal	\$984,545	\$1,450	\$0	\$302,598	\$683,397	\$985,995
SDOT REG 08	\$16,978	\$0	\$0	\$0	\$16,978	\$16,978
SDOT REG 10	\$32,148	\$0	\$0	\$0	\$32,148	\$32,148
SDOT REG 11	\$18,846	\$0	\$0	\$0	\$18,846	\$18,846
NYSDOT Main Office	\$21,659	\$0	\$0	\$0	\$21,659	\$21,659
NYSDOT Subtotal	\$89,630	\$0	\$0	\$0	\$89,630	\$89,630
Total:						\$3,231,779

Regional Emissions Analysis and Transportation Conformity [B02]

Description

This task will undertake the regional emissions analyses and Transportation Conformity Determinations prepared for projects or revisions to projects which are non-exempt under the Clean Air Act (CAA) Amendments of 1990 and included in the TIP and the fiscally constrained element of the RTP.

Expected Status as of April 1, 2022

The FFY 2020-2024 Transportation Improvement Program (TIP) with an associated Transportation Conformity Determination was adopted on March 18, 2021. Transportation Conformity document was adopted on August 19, 2021 for FFY 2020-2024 TIP, as amended and FFY 2022-2050 Regional Transportation Plan (RTP). Preparation for a subsequent Transportation Conformity Determination for the FFY 2023-2027 TIP and FFY 2022-2050 RTP, as amended, will be underway for adoption prior to October 1, 2022.

Planning Assumptions for the SFY 2022-2023 Program

Preparations are underway for the Transportation Conformity Determination for non-exempt projects for the conformity associated with the FFY 2023-2027 TIP.

Activities for NYMTC Staff

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

Activities for NYMTC Staff and Member Agencies

1. Collect and review the following data as part of the FFY 2023-2027 TIP development:
 - a) Non-exempt projects for the regional emissions analysis
 - b) Regionally significant” non-federal, non-exempt projects
 - c) Transit operational policy and service level changes
 - d) Roadway operational policy changes
 - e) Geo-spatial information for the above, if applicable
2. Support public comment and review periods.
3. Develop draft and final Transportation Conformity Determination documentation for the FFY 2023-2027 TIP and FFY 2022-2050 RTP, as amended.
4. Following adoption of the Transportation Conformity Determination for the FFY 2023-2027 TIP, the Project Information Management Systems (PIMS) will remain open for new and updated project collections for future conformity runs.

Deliverables for NYMTC Staff and Member Agencies

1. Transportation Conformity Determination for the FFY 2023-2027 TIP, and FFY 2022-2050 RTP, as amended (Q2).

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

1) PSA4 -Transportation Conformity Determination Support

<u>PIN:</u>	PTCS.17.B11	<u>FHWA PL #:</u>	100T-233
<u>Start Date:</u>	03/01/2019	<u>End Date:</u>	07/04/2023
<u>Estimated Total Cost:</u>	\$994,440	<u>Funds Obligated as of 3/31/2022</u>	\$694,440
<u>Estimated Funds Remaining as of 04/01/2022</u>	\$159,808	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$300,000
Corresponding tasks for NYMTC staff: 1-3; corresponding deliverables for staff and members: 1.			
This contractor will participate in the development of draft and final Transportation Conformity Determination documentation, as needed.			

2) PSA5 - Transportation Conformity Determination Support

<u>PIN:</u>	PN23.01.881	<u>FHWA PL #:</u>	PN23(01)8
<u>Start Date:</u>	07/01/2022	<u>End Date:</u>	06/30/2027
<u>Estimated Total Cost:</u>	\$1,500,000	<u>Funds Obligated as of 3/31/2022</u>	\$0
<u>Estimated Funds Remaining as of 04/01/2022</u>	N/A	<u>Unobligated Funds Programmed in 2022-2023 Program</u>	\$600,000
Corresponding tasks for NYMTC staff: 1-3; corresponding deliverables for staff and members: 1.			
This contractor will participate in the development of draft and final Transportation Conformity Determination documentation, as needed.			

Previously Programmed Funds:

NYMTC Staff: \$459,808

The above includes a multi-year contract.

NYC DOT: \$62,754

Several projects from the previous program were completed for less cost than anticipated.

Balance of unspent funds is available for reprogramming.

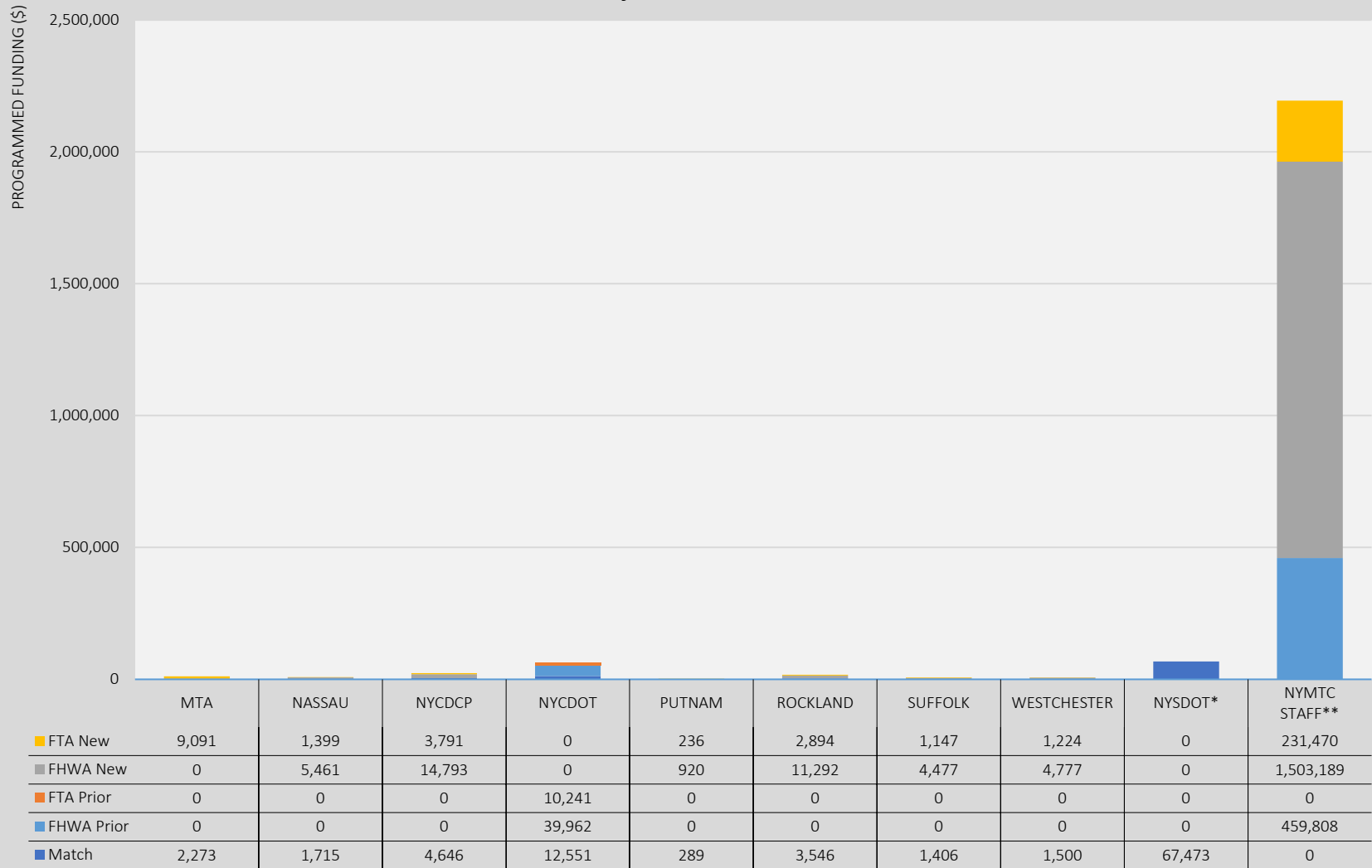
Summary of Task Funding:

See next pages.

Regional Emissions Analysis and Transportation Conformity

SFY 2022-2023

Total Project Funds: \$2,401,572



* 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 2022-2023

<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 2022- 2023</u>	<u>Total Project Cost</u>
Central Staff	\$472,900	\$25,000	\$1,059,808	\$459,808	\$1,097,900	\$1,557,708
MHSTCC Staff	\$241,540	\$0	\$0	\$0	\$241,540	\$241,540
NSTCC Staff	\$217,999	\$0	\$0	\$0	\$217,999	\$217,999
NYCTCC Staff	\$177,220	\$0	\$0	\$0	\$177,220	\$177,220
NYMTC Staff Subtotal	\$1,109,659	\$25,000	\$1,059,808	\$459,808	\$1,734,659	\$2,194,467
MTA	\$11,364	\$0	\$0	\$0	\$11,364	\$11,364
Nassau County	\$8,575	\$0	\$0	\$0	\$8,575	\$8,575
NYCDCP	\$22,980	\$250	\$0	\$0	\$23,230	\$23,230
NYCDOT	\$62,755	\$0	\$0	\$62,754	\$0	\$62,755
Putnam County	\$1,444	\$0	\$0	\$0	\$1,444	\$1,444
Rockland County	\$17,732	\$0	\$0	\$0	\$17,732	\$17,732
Suffolk County	\$7,030	\$0	\$0	\$0	\$7,030	\$7,030
Westchester County	\$7,502	\$0	\$0	\$0	\$7,502	\$7,502
Members Subtotal	\$139,382	\$250	\$0	\$62,754	\$76,877	\$139,632
SDOT REG 08	\$5,093	\$0	\$0	\$0	\$5,093	\$5,093
SDOT REG 10	\$40,720	\$0	\$0	\$0	\$40,720	\$40,720
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$21,659	\$0	\$0	\$0	\$21,659	\$21,659
NYSDOT Subtotal	\$67,473	\$0	\$0	\$0	\$67,473	\$67,473
Total:						<u>\$2,401,572</u>

Discretionary Program Activities

This category includes projects and activities proposed by NYMTC Central Staff or the member agencies which are supplemental to NYMTC's Core Program. The projects and activities must align with the vision and shared goals in "Moving Forward", the 2022-2050 Regional Transportation Plan. Each project in this category has identified one or more of these targeted shared goals.



SAFETY AND SECURITY

A transportation system that ensures the safety and security of people and goods across all uses and modes.



RELIABLE AND EASY TRAVEL

A transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided.



PLANNING FOR CHANGING DEMAND

A transportation system that efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods.



REDUCING ENVIRONMENTAL IMPACTS

A transportation system that minimizes its greenhouse gas emissions and other impacts on the environment, especially the effects of climate change.



RESILIENCY

A transportation system that is resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions.

2022-2023 DISCRETIONARY ACTIVITIES AND TARGETED PLAN GOALS

	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
NYMTC Central Staff					
G01: Regional Freight Land Use Study		●	●		●
G02: Clean Freight Corridors Planning Study		●		●	
G03: Community Planning Workshops	●	●	●	●	
G04: Palisades Interstate Park Shared Use Path Feasibility	●	●		●	
G05: Regional Waste Movement Study		●	●	●	
G06: Post-COVID Mobility Assessment	●	●	●		●
G07: September 11th Memorial Program 2022-2023 Academic Year	●	●	●	●	●
Metropolitan Transportation Authority					
G01: Regional Economic Impact Forecasts for Potential Projects		●	●		
G02: Geospatial Mobility Database Replica Access		●	●		
G03: Pandemic Travel Change Study		●	●		
G04: First and Last Mile Station Access Mobility Study & Toolkit Development		●			
G05: NYC Transit B Division Phase II Subway Capacity Study		●	●		

2022-2023 DISCRETIONARY ACTIVITIES AND TARGETED PLAN GOALS

	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
Nassau County					
G01: Land Use – Transportation Element of Comprehensive Plan	●	●	●	●	●
G02: Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury	●	●	●	●	
G03: Nassau County Traffic Signal Progression and Optimization Study II - Oceanside	●	●	●	●	
G04: Nassau County Traffic Signal Progression and Optimization Study III – Hewlett and Lynbrook	●	●	●	●	
G05: Roadway Sustainability and Compliance Study		●	●	●	
G06: Lido Beach Multi-Use Trail Planning Study	●	●	●	●	●
G07: Nassau-Queens Interface Transportation Study – Project Support	●	●	●	●	
G08: Nassau County Shared-Mobility Management Plan		●	●		
G09: Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan		●		●	
New York City Department of City Planning (NYCDCP)					
G01: Evaluation of Parking Policy		●			
G02: Neighborhood Studies	●	●	●	●	
G03: Freight and Last Mile Demands	●	●	●	●	
G04: Transportation Equity		●	●		
G05: Micromobility Study	●	●	●	●	●

2022-2023 DISCRETIONARY ACTIVITIES AND TARGETED PLAN GOALS

	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
New York City Department of Transportation (NYCDOT)					
G01: Pedestrian Map	●	●		●	
G02: Red Hook Traffic & Truck Study	●	●	●	●	
G03: Lindenwood/Spring Creek Transportation Study	●	●	●	●	
G04: Impact of Long-term Teleworking on VMT		●		●	
G05: Mobility Report		●	●		
G06: NYC Pedestrian Planning Studies	●	●	●	●	
G07: Off-Hour Deliveries Program Expansion Evaluation Study	●		●	●	
G08: Brooklyn College Flatbush Avenue Transportation Study		●	●		
G09: Building Profile and Loading Dock Utilization Study		●	●	●	
G10: Green Wave Comprehensive Transportation Plan	●	●	●	●	
G11: Coney Island Alternative Access	●	●	●	●	
G12: Morris Park East Bronx Transportation Study	●	●	●	●	
G13: Eastern Queens Greenway Plan	●	●	●	●	
G14: Truck Route Effects and Communications Tools Study	●	●	●	●	●
Putnam County					
G01: Putnam County Intersection Planning and Feasibility Study	●	●			
G02: Southeast, NY to Danbury, CT Link Feasibility / Planning Study		●			

2022-2023 DISCRETIONARY ACTIVITIES AND TARGETED PLAN GOALS

	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
Rockland County					
G01: Clarkstown Safety and Sustainability Study for Route 303 & Route 304	●	●	●		
Suffolk County					
G01: Implementation Plan Development and Public Outreach for Suffolk County Reimagine Transit Initiative		●	●	●	
G02: Regional Economic Impacts of Electrification and Double Tracking of LIRR Port Jefferson Branch Study		●	●	●	
G03: Downtown Amityville Active Transportation Study	●	●	●	●	
Westchester County					
G01: County Mobility and Redesign Study		●	●	●	
G02: Grasslands Transportation Demand Management Plan		●	●		
G03: Parking Management and Complete Streets Workshops	●	●	●	●	
G04: White Plains TransCenter Conceptual Planning and Design	●	●			
G05: Transit Fare Policy and Fare Structure Analysis Study		●	●	●	
G06: Transportation and Food Access in Westchester County		●			

Category G: Discretionary Program Activities
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2022-23</u>	<u>Previously</u> <u>Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$724,354	\$1,350,000	\$2,074,354
MHSTCC Staff	\$45,785	\$0	\$45,785
NSTCC Staff	\$0	\$0	\$0
NYCTCC Staff	\$21,200	\$0	\$21,200
NYMTC Staff Subtotal	\$791,339	\$1,350,000	\$2,141,339
MTA	\$2,882,349	\$3,700,000	\$6,582,349
Nassau County	\$670,542	\$2,853,197	\$3,523,739
NYCDCP	\$1,809,381	\$0	\$1,809,381
NYCDOT	\$1,330,065	\$870,076	\$2,200,144
Putnam County	\$75,828	\$1,160,000	\$1,235,828
Rockland County	\$0	\$795,808	\$795,808
Suffolk County	\$514,991	\$0	\$514,991
Westchester County	\$649,229	\$353,000	\$1,002,229
Members Subtotal	\$7,932,385	\$9,732,081	\$17,664,469
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:	\$8,723,724	\$11,082,081	\$19,805,808

NYMTC Central Staff

G01: Regional Freight Land Use Study

Description:

The Regional Freight Element of NYMTC's current Regional Transportation Plan recommends an "areawide" study of freight land use. This study 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: 2019Q1

End Date: 2022Q1

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



RESILIENCY

Activities:

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

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 (COMPLETED).
2. Preliminary draft, final draft and final geo-spatial visualization of current freight-related and industrial land uses in the multi-state metropolitan region (COMPLETED).
3. Preliminary draft, final draft and final geo-spatial visualization of recent trends in these land uses in the multi-state metropolitan region (COMPLETED).
4. Preliminary draft, final draft and final of a technical memorandum providing supporting information to the geo-spatial visualizations (SFY 21-22 Program Year).
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) (COMPLETED).

6. Preliminary draft, final draft and final technical memorandum providing supporting information to the geo-spatial visualizations (Q2).
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 (Q2).
8. Preliminary draft, final draft and final technical memorandum providing supporting information to the geo-spatial visualizations and presenting final alternative future scenarios (Q2).

Project Costs:	\$153,800
New FHWA / FTA Funds:	\$53,800
Previously Programmed Funds:	\$100,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$100,000
Consultant will support all aspects of this study.	

G02: Clean Freight Corridors Planning Study

Description:

Per the recommendations of the Regional Freight Element of NYMTC's current Regional Transportation Plan, this study will assess opportunities for Clean Freight Corridors in the NYMTC planning area that are integrated within the multi-state metropolitan region. The study 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: 2022Q1

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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 (COMPLETED).
2. Develop a Regional Assessment for Clean Freight Corridors in the NYMTC planning area in the context of the multi-state metropolitan region (COMPLETED).
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 (COMPLETED).
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 (COMPLETED).
5. Prioritize Clean Freight Corridor designations (COMPLETED).
6. Identify appropriate clean transportation technologies and alternative fuels for identified/selected corridors (COMPLETED).
7. Develop and carry out public outreach to inform the designation of Clean Freight Corridors (COMPLETED).
8. Identify funding resources and potential public and private partnerships to support Clean Freight Corridor implementation (COMPLETED).
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 (Q1).

Deliverables:

1. Technical memo describing the plan for engaging the project organizational bodies and meeting schedules for the duration of the study (COMPLETED).
2. Geo-spatial representation of already designated alternative-fuel corridors and clean fuels infrastructure (COMPLETED).
3. Preliminary draft, final draft and final Regional Assessment for Clean Freight Corridors (COMPLETED).
4. Preliminary draft, final draft and final technical memo describing current clean fuels technologies scan and likely future development of these technologies (COMPLETED).
5. Geo-spatial representation of existing infrastructure that would support additional corridor designations (COMPLETED).
6. Preliminary draft, final draft and final technical memo summarizing relevant laws and regulations (COMPLETED).
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 (Q1).

Project Costs:	\$181,500
New FHWA / FTA Funds:	\$81,500
Previously Programmed Funds:	\$100,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$100,000
Consultant will support all aspects of this study.	

G03: Community Planning Workshops

Description:

Moving Forward, NYMTCs Federal Fiscal Years 2022-2050 Regional Transportation Plan, includes a Vision Goal to ensure a transportation system that efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods. Among the planning process recommendations for this goal are the following: Use the Plans CDEAs as a targeting mechanism for a continuing program of community planning activities that encourage development in centers and downtowns to reinforce walkable, aesthetically pleasing, and transit-accessible environments; encourage consideration of local transportation issues in comprehensive/master planning and community visioning processes; make walking safer and more convenient through safety and streetscape improvements; support downtown development/redevelopment; encourage walkability, Complete Streets, and remote parking in targeted centers; and complete and distribute the MTA First Mile/Last Mile Station Access Toolkit.

To implement these recommendations, the Community Planning Workshops will enable NYMTCs members agencies to develop up to ten half-day community workshops that will be either fully virtual or hybrid (in person and virtual). The locations of the workshops will be consistent with the CDEAs. Workshop topics will follow those recommended in Moving Forward. The workshops will provide planning assistance to local municipalities and community boards and will facilitate discussions enabling participating communities to develop, evaluate and implement improvements consistent with the topic(s) chosen, with an emphasis on preparing future project proposals for various funding sources including competitive federal funding programs such as the HSIP, CMAQ program, TAP and Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities program.

Start Date: 2021Q1	End Date: 2023Q4
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Identify workshop locations and topics and develop workshop approaches.
2. Workshop outreach.
3. Workshop execution.

Deliverables:

1. Preliminary drafts, final drafts and final versions of up to ten written technical memoranda identifying and prioritizing key issues and concerns for each workshop location and describing the workshop topic, approach and structure for each location.
2. Preliminary draft, final draft and final copy for the webpage as well as visuals that illustrate the project and workshop locations.
3. Distribution lists for the relevant workshops in an Excel or CSV file format.
4. Responses received to workshop outreach via community media, social media, emails, and website, with a subset of responses from residents, businesses, non-governmental organizations, stakeholders and local elected officials in identified communities of concern.
5. Preliminary drafts, final drafts and final versions of up to ten written technical memoranda identifying outreach programs for each workshop location consistent with NYMTCs Title VI Program and Language Access Operating Procedures.
6. Preliminary drafts, final drafts and final versions of public notices, press releases and social media messages for each workshop location.
7. Provide preliminary drafts, final drafts and final versions of workshop agendas/programs and relevant workshop materials.
8. Preliminary drafts, final drafts and final versions of workshop summary reports as well as appropriate digital files of workshop recordings.

Project Costs:	\$388,450
New FHWA / FTA Funds:	\$138,450
Previously Programmed Funds:	\$250,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$250,000
Consultant will implement a series of community workshops.	

G04: Palisades Interstate Park Shared Use Path Feasibility

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, facilitating greater use from residents of Westchester County and Rockland County. The SUPs proximity to the Palisades Interstate Park provides a potentially low cost and common-sense connection that allows for the safe management of an existing flow of cyclists, walkers, hikers and other users and as an opportunity to catalyze latent demand for a shared use path 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: 2022Q4

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Organize a Technical Advisory Committee 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.
5. Develop a final concept plan with preliminary cost estimates.

Deliverables:

1. Public Outreach Program
2. Public informational materials
3. Preliminary draft, final draft and final concept plan Q4

Project Costs:	\$550,758
New FHWA / FTA Funds:	\$150,758
Previously Programmed Funds:	\$400,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$400,000
Consultant will support all aspects of this study.	

G05: Regional Waste Movement Study

Description:

This study is a recommendation of the Freight Element of Moving Forward, NYMTC's FFYs 2022-2050 Regional Transportation Plan. The project will perform a regional assessment of needs and opportunities associated with the movement of municipal solid waste (MSW) and construction and demolition (C&D) debris. With the closure of regional landfills, the transportation of MSW and C&D to locations outside the NYMTC planning area will be a critical challenge, even with reductions in the rate of waste production related to recycling and other efforts. The best utilization of truck, rail, and water modes to accomplish these moves, and the placement of supporting facilities and infrastructure, are important region-wide transportation issues. Various agencies and transportation carriers have studied the question extensively, and this effort will build on this work and identify multimodal transportation improvements at a regional level.

Start Date: 2022Q1	End Date: 2024Q3
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Study governance.
2. Study outreach program.
3. Literature review and agency interviews.
4. Key study parameters & existing conditions.
5. Medium- and long-term forecasts.
6. Opportunities and recommendations.
7. Final study report.

Deliverables:

1. Study outreach program.
2. Study parameters
3. Existing conditions
4. Medium and long-term forecasts
5. Opportunities and recommendations
6. Final report

Project Costs:	\$426,173
New FHWA / FTA Funds:	\$126,173
Previously Programmed Funds:	\$300,000
Reason for Unspent Funds:	Unspent funds from prior program.
Related Professional Services Contracts:	\$300,000
Consultant will support all aspects of this study	

G06: Post-COVID Mobility Assessment

Description:

This assessment will explore the medium-term and long-term impacts of the COVID-19 pandemic in a comprehensive and regional approach. Building from the post-pandemic UPWP studies and other studies underway in the region, this study will assess the wide range of mobility options, including less studied modes such as micromobility, microtransit, ride hailing, goods movement, etc. The assessment will focus on impacts to modal volumes for passengers and goods, employer practices and workstyles, real estate trends and regional demographics, supply chains and e-commerce activity, and technological innovations which impact mobility beyond the immediate, looking toward the time after we attain the “new normal”. Significant uncertainty currently exists about the ways the pandemic will affect transportation demand and supply in the future. These effects need to be studied and understood to better support medium- and long-range planning.

Start Date: 2022Q1

End Date: 2024Q3

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



RESILIENCY

Activities:

1. Study governance.
2. Study outreach program.
3. Synthesis, including literature review and agency interviews.
4. Assessment of pandemic impacts to date.
5. Forecasts of medium- and long-term impacts.
6. Planning impacts and future recommendations
7. Final report.

Deliverables:

1. Study outreach program
2. Synthesis report and methodological approach
3. Current pandemic impacts
4. Forecasts of impacts

5. Planning impacts and future recommendations
6. Final report

Project Costs:	\$385,683
New FHWA / FTA Funds:	\$85,683
Previously Programmed Funds:	\$300,000
Reason for Unspent Funds:	Unspent funds from prior program years.
Related Professional Services Contracts:	\$300,000
Consultant will support all aspects of this study.	

G07: September 11th Memorial Program 2022-2023 Academic Year

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: 2022Q1

End Date: 2023Q2

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities:

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.

Deliverables:

1. Committee developed rating and ranking process (2022Q1)
2. Final recommendation list of student interns and research assistants (2022Q2)
3. Technical Memo on progress to initiate successful proposals (2022Q2)
4. Student research reports (2023Q2)

Project Costs:	\$154,975
New FHWA / FTA Funds:	\$154,975
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$140,000
Stipends for selected students.	

Metropolitan Transportation Authority

G01: Regional Economic Impact Forecasts for Potential Projects

Description:

The MTA has begun a Comparative Evaluation effort that seeks to assess numerous expansion and enhancement projects using a consistent set of performance metrics, including the projection of regional economic benefits. This effort will support the MTAs Twenty-Year Needs Assessment and inform the development of the next MTA Capital Plan.

MTA is seeking a consultant to forecast the regional economic impacts associated with potential Expansion and enhancement projects. This process will translate the transportation benefits of potential transit projects into forecasts of their regional economic benefits, such as increased productivity, employment, wages, and tax receipts.

Start Date: 2022Q1

End Date: 2024Q1

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities:

1. Project Management
2. Development and Validation of Regional Economic Benefits Model
3. Application of Regional Economic Benefits Model
4. User's Manual
5. Final Report

Deliverables:

1. Project Management
 - a. Project schedule including details for each project/scenario
 - b. Draft and final agenda and minutes for each meeting
 - c. Monthly progress reports including schedule status
 - d. Meeting presentation materials (including project kickoff and Steering Committee meetings)
2. Development & Validation of Regional Economic Benefits Model
 - a. Regional Economic Benefits Model
 - b. Model Calibration and Validation Report
3. Application of Regional Economic Benefits Model
 - a. Draft Regional Economic Benefits Forecasts for each Project/Scenario
 - b. Summary of Comments Received on Draft Forecasts and their Resolution for Each Project
 - c. Final Regional Economic Benefits Forecasts for each Project/Scenario
 - d. Technical Memorandum for Each Project Summarizing the Conceptual Infrastructure Plan, Conceptual Service Plan, and Economic Performance Metrics including Data Sources and Assumptions
4. User's Manual
 - a. Draft User's Manual
 - b. Final User's Manual
5. Final Report that will include:
 - a. Investment Spending Impacts from construction and operation of the investment including indirect jobs and income.
 - b. Travel Cost Savings accruing to transit riders who switch travel modes.
 - c. Travel Time Reduction from new and existing users of the transit system
 - d. Improved Travel Time Reliability the savings associated with the reduction in apparent travel time due to increased reliability from the transit investment.
 - e. Increased Market Accessibility estimating the economic benefit of enhancing the reach of labor, consumer, recreation and tourist markets from transit investments
 - f. Improved Intermodal and Interregional Connectivity - estimate the economic benefit of increasing access to and from intermodal terminals such as Grand Central and Penn Station

The analysis will model the long-term impacts from implementation of each of the alternative system enhancement initiatives including net new jobs, increased personal income and increases in gross regional product over a 25-year horizon.

Project Costs:	\$1,632,536
New FTA Funds:	\$1,632,536
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$1,500,000
Consultant will support all aspects of this study.	

G02: Geospatial Mobility Database Replica Access

Description:

The MTA is seeking to exercise a modified version of an existing agreement between New York State Division of Budget and ReplicaHQ. Doing so would allow all employees across all New York State agencies and New York State authorities (including Metropolitan Transportation Authority) and Metropolitan Planning Organizations (MPOs) within the state of New York to access the data.

Replica is a geospatial mobility database that is comprised of records of movement by individuals, collected by private sector entities from members of the public using smartphones, tablets, laptops and other mobility devices. This data is combined with demographic data from public sources to create a statistically representative population and provide an aggregate summary of current travel behaviors on a time of day, modal choice and geographic basis, while maintaining anonymity of the persons being tracked. The data can be used to for various analyses such as, but not limited to, origin/destination pairs, travel paths and trip purposes.

Start Date: 2022Q1	End Date: 2022Q4
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities:

Not Applicable – this is a software as a service contract.

Deliverables:

1. The Replica tool and all associated data
2. Access to nationwide, weekly updated, origin/destination pairs
 - Census tract resolution
 - Hourly temporal resolution
 - Weekly data backdated to January 1, 2020
3. Access to fully calibrated New York MSA for the Fall of 2019 with Spring and Fall updates
4. Access to mobility data, broken down by different geographies including the following metrics and/or similar metrics:
 - Trip volume
 - Mode split
 - Trip purpose
 - Trip start time
 - Intra-geo trips
 - Vehicle miles travelled
 - Residents sheltering in-place
 - Residents travelling to work or school
 - Access to consumer spend data, broken down by different geographies
5. User friendly downloads of visualizations and dashboards. which shall be developed from time to time by Replica in response to MTA requests to order to facilitate use of the data.

Project Costs:	\$1,060,039
New FTA Funds:	\$1,060,039
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$975,000
Data purchase	

G03: Pandemic Travel Change Study

Description:

An MTA all agency-wide study (Metro North Railroad [MNR], Long Island Railroad [LIRR], NYCT Subway & Bus, and Bridges and Tunnels) that provides critical insights and understanding about changes in residents' (not just MTA customers) travel patterns within the MTA travel region during the pandemic.

The primary objectives of the Pandemic Travel Change Study are to:

1. Identify and understand travel changes and mode shifts, and frequency in travel among each MTA agency, by mode and by sub-region due to factors of the pandemic.
2. Determine how residents of the MTA service area have modified travel behavior during the pandemic to/from one of the five boroughs such as mode shift, teleworking, frequency of travel to New York City for work and non-work purposes, and recreational travel.
3. Obtain resident employment shifts and health concerns (i.e., underlying conditions/high risk, social distancing) regarding travel on MTA services.
4. 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.
5. Determine impacts and changes of the pandemic on contactless OMNY and other fare payment options.
6. Identify customers attitudes and satisfaction about various service attributes and their importance to identify improvements while using MTA services during the pandemic.

Start Date: 2022Q1	End Date: 2023Q2
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities:

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
9. Code/Tabulation/Clean/Edit/Weight or Smooth/ Cross tabulation/Banners/Data File
10. Create Data Weighting Plan
11. Weight or Smooth Data/Cross Tabulation/Banners/Data Files
12. Statistical/Multivariate Analysis/Weighting Scheme (Smoothing)
13. Provide Flash Report
14. Draft Report & Data files
15. Final Report / Revise Final Report

Deliverables:

1. Technical Appendix
2. A cloud based 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 software and screenshots 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.
8. Nine (9) final reports: All agency (MTA); Metro North Railroad (MNR), Long Island Railroad (LIRR), NYC Transit Subway, Staten Island Railroad (SIR), Local Bus, Express Bus, Paratransit, Bridges and Tunnels.

Project Costs:	\$2,053,601
New FTA Funds:	\$153,601
Previously Programmed Funds:	\$1,900,000
Reason for Unspent Funds:	Multi-Year study
Related Professional Services Contracts:	\$1,900,000
Consultant will support all aspects of this study.	

G04: First and Last Mile Station Access Mobility Study & Toolkit Development

Description:

The MTA aims to reevaluate how customers will access its network going forward. The overarching goal of this initiative is to develop the tools and strategies to encourage alternative means of station access and mobility choices while reducing reliance on the use of single-occupancy vehicles and associated parking facilities. The MTA aims to use this Study and the Toolkit to serve as a facilitator to local governments, developers, land use planners and other public and private transportation providers to improve access to transit within our service territory.

The MTA is seeking the services of a team of expert consultants to conduct a wide-ranging first- and last-mile study that will accomplish the following objectives:

- Develop a schema for MTA commuter railroad station typologies using factors that could influence the success of first-last mile initiatives.
- Develop a first- and last-mile Station Access Options Toolkit (the Toolkit) that can be used by local governments in the New York Metropolitan area and organizations such as private developers to inform and support their efforts to meet the mobility and station access needs of their residents.
- The Toolkit should be a menu of new and existing transportation options, technologies, providers, modes, and methodologies for service implementation.
- The Toolkit should also include a methodology to help local governments evaluate the benefits of integrating their third-party transportation providers into MTAs One Metro New York (OMNY) platform and MTAs MyMTA app for trip planning functions.
- The Toolkit should draw on and incorporate knowledge from existing first- and last- mile plans and programs produced by researchers and other transit agencies (see Exhibit B, Sample First and Last Mile Studies for a reference list of such reports); and
- Identify five Long Island Rail Road and five Metro-North stations that have high potential to utilize one or a combination of the options identified in the Toolkit described above and develop first-and last-mile pilot programs (the Pilot Programs). These selected stations should demonstrate significant potential for attracting alternate mode trips to the station.

The Pilot Programs for each station should specify how the MTA can facilitate innovative private sector companies and existing public services to complement existing transit services. The Pilot Programs will be designed so as not to involve the MTA operating or maintaining any new services.

Start Date: 2021Q4	End Date: 2022Q4
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL

Activities:

1. Summarize and update an inventory of alternative means of commuter railroad station access based on reviews and surveys of existing and emerging mobility technology companies and transportation services, the success and/or lessons learned from mobility pilot programs within the MTA service territory and nationwide as applicable, including internally-sourced information provided by MTA.
2. Identify which factors at a given station influence the use of first- and last-mile services and develop a schema of station typologies.
3. Develop a comprehensive Toolkit encompassing the above findings that will serve as a living step-by-step guide for MTAs stakeholders.
4. Design 10 Pilot Programs.

Deliverables:

1. An expanded inventory of existing and emerging mobility technologies and alternative multi-modal means of station access which builds on and augments MTAs existing inventory, along with a detailed description of each mode, including existing use cases.
2. A schema of station typologies using factors that could influence the success of first-last mile initiatives. This schema should include (a) a scoring matrix ranking the compatibility of each station with various kinds of mobility technologies and other forms of access choices, and (b) an access gap analysis that includes recommendations for how the MTA can serve as a platform and bridge for mobility technology companies to fill in that gap by providing transportation service in partnership with local governments and communities.
3. A comprehensive first- and last-mile station access mobility Toolkit which shall serve as a guidebook with a menu of options and choices for localities and governments to determine what would work best for their local needs. This deliverable should include a format for introducing potential pilot programs and methods of implementation for each station, including identified sources of funding.
4. Pilot Programs plans for 10 promising stations within suburban environments based on station typologies five MNR and five LIRR stations, with at least one in each of seven counties within MTAs commuter rail service territory (Westchester, Putnam, Dutchess, Rockland, Orange, Nassau, and Suffolk Counties).

Project Costs:	\$528,564
New FTA Funds:	\$28,564
Previously Programmed Funds:	\$500,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$500,000
Consultant will support all aspects of this study.	

G05: NYC Transit B Division Phase II Subway Capacity Study

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 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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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities:

This study will evaluate capacity constraints and potential improvements for the 7 Line and B Division corridors. The study consists of two tasks to support NYCTs 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 Communications-Based Train Control (CBTC) signals.
2. Identification and development of potential chokepoint alleviation concepts along the corridors.

Deliverables:

1. Provide a report for the study, including:
 - a. Rail simulation for various operating scenarios along these corridors
 - b. 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:	\$1,307,609
New FTA Funds:	\$7,609
Previously Programmed Funds:	\$1,300,000
Reason for Unspent Funds:	Multi-Year study
Related Professional Services Contracts:	\$1,300,000
Consultant will support all aspects of this study.	

Nassau County

G01: Land Use – Transportation Element of Comprehensive Plan

Description:

Relate potential transportation and mobility strategies to the land use patterns and policies established in the Nassau County Comprehensive Plan and the RTP 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: 2022Q1

End Date: 2023Q3

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities:

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.
4. Lay the foundation for the next Comprehensive Plan Update.

Deliverables:

1. Update relevant Census and Census-related data, such as journey-to-work.
2. Incorporate current NYMTC SED forecasts into plan.
3. Update land use maps to reflect new development data.

4. Incorporate the Nassau Hub IOS and Nassau Coliseum Redevelopment initiatives into Existing Conditions portion of Plan. Q3-Q4: Incorporate Complete Streets guidelines, NYMTC 2050 SED and TAZ-level forecasts, and elements of Plan 2050 already in place into future Comprehensive plan update.
5. Public outreach will be conducted, as needed, throughout the project.
6. Q1-2 UPWP FY 2022-2023: Finalize Plan.

Project Costs:	\$581,520
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$581,520
Reason for Unspent Funds:	Project start delayed.
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

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 Congestion Management Plan. 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: 2022Q1

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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; h) Pedestrian activity.
2. Data Development: Includes the following: a) Data entry; b) Data analysis; 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.

Deliverables:

Technical Memorandum and Final Report (schedule TBD)

Project Costs:	\$150,706
New FHWA / FTA Funds:	\$676
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

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 Congestion Management Plan. This project will focus on 22 signals along Central Avenue, Long Beach Road and Lawson Blvd (Oceanside).

Start Date: 2020Q3

End Date: 2022Q1

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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; h) Pedestrian activity.
2. Data Development Includes the following: a) Data entry; b) Data analysis; 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.

Deliverables:

Technical Memorandum and Final Report (schedule TBD)

Project Costs:	\$150,706
New FHWA / FTA Funds:	\$676
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

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 Congestion Management Plan. This project will focus on 28 signals along Mill Road and Burnside Avenue (Hewlett), and Peninsula Blvd (Lynbrook).

Start Date: 2021Q1

End Date: 2022Q2

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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; h) Pedestrian activity.
2. Data Development Includes the following: a) Data entry; b) Data analysis; 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.

Deliverables:

Technical Memorandum and Final Report (schedule TBD)

Project Costs:	\$167,171
New FHWA / FTA Funds:	\$818
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

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: 2019Q1

End Date: 2023Q1

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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.

Deliverables:

1. RFP for consultant Services
2. Project Data Collection
3. Roadway Treatment Recommendations and Standard Detail Designs
4. Pavement Management System & Final Report

Project Costs:	\$762,095
New FHWA / FTA Funds:	\$232
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

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.

Approximately 1-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 preliminary 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. It will also assess trail alignment alternatives which utilize public parklands and adjacent properties within the corridor. Study goals are to increase safety and accessibility for pedestrians, cyclists and all other users of the Long Beach Barrier Island and will move the County closer to its ultimate goal of providing a bicycle network that seamlessly connects the east and west ends of the Barrier Islands. Key stakeholders, including residents, business owners, the Town of Hempstead, and the City of Long Beach, will be engaged as part of the public outreach process, including 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: 2022Q4

End Date: 2023Q3

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities:

1. Develop RFP for consultant services and execute contract (10%)
2. Prepare and initiate public engagement plan, Conduct field data collection (30%)
3. Develop model of existing conditions (20%)
4. Prepare design alternatives and vet with public (40%)

Deliverables:

1. Execute consultant contract [UPWP FY 2021-2022 Q2]
2. Submission of Public Engagement Plan and Tech Memo on data collection methods [Q4]
3. Submission of Existing Conditions model [UPWP FY 2022-2023 Q1]
4. Tech memo on design alternatives (prioritization and cost estimates) [Q2]
5. Final report [Q3]; Post report follow up (as needed) [Q4]

Project Costs:	\$268,211
New FHWA / FTA Funds:	\$99
Previously Programmed Funds:	\$268,211
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$240,000
Consultant will support all aspects of this study.	

G07: Nassau-Queens Interface Transportation Study – Project Support

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 is 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, to be led by NYCDOT, will support the NYMTC Plan 2045 RTP vision goals to reduce congestion, to enhance the environment, and improve the regional economy and quality of life. Additionally, the study will contribute to meeting several ONENYC vision goals 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.

Start Date: 2018Q1	End Date: 2022Q4
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities (as initially set forth by NYCDOT):

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.
9. Draft final report with recommendations.
10. Finalize report.

Deliverables (based on revised study schedule received from NYCDOT):

1. Detailed scope of work (Q1 UPWP FY 2019)
2. Data Collection Plan (Q4 UPWP FY 2018)
3. Tech Memo 1. Analysis of Existing Conditions (Q3 UPWP FY 2019)
4. Tech Memo 2. Analysis of Future Conditions (Q4 UPWP FY 2019)
5. Preliminary Recommendations and Improvement Measures (Q1 UPWP FY 2020)
6. Draft Final Report (Q4 UPWP FY 2019)
7. Final Report (UPWP FY 2021)

Project Costs:	\$110,390
New FHWA / FTA Funds:	\$779
Previously Programmed Funds:	\$109,611
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$75,000
Consultant will support all aspects of this study.	

G08: Nassau County Shared-Mobility Management Plan

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 manage such services comprehensively and proactively. 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: 2021Q4	End Date: 2022Q1
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities:

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.
7. Economic Modeling (to be authorized at the discretion of County).

Deliverables:

1. Mobility surveys to be distributed to public and medium-large employers, and technical memorandum summarizing all data from surveys (Q4 UPWP FY 2020-2021 through Q1 UPWP FY 2021-2022)
2. Technical Memorandum summarizing the analysis process and findings (Q1-Q2 UPWP FY 2021-2022)

3. Technical memorandum identifying pilot project(s) (Q2)
4. Technical Memorandums with draft and final recommendations (Q2-Q3)
5. Technical report/implementation plan (final document) (Q4)
6. Public and stakeholder engagement program, and development and management of project website (all quarters)
7. Economic modeling (to be authorized at the discretion of County) (Q2-Q3)

Project Costs:	\$666,089
New FHWA / FTA Funds:	\$411
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.	

G09: Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan

Description:

This project will develop a plan to reduce the overall emissions of the NC fleet of vehicles, by converting as many petroleum powered vehicles to electric vehicles as possible. This is an extensive process that will inventory the county fleet, which will identify a what vehicles would be suitable to be replaced with EV vehicles. Additionally, the plan will provide a plan for the necessary charging infrastructure these vehicles require. Another part of this plan will be public outreach do determine the current and potential future needs of County residents as it pertains to EV charging stations. A strategic plan will be developed to include potential public/private partnerships, so any investments that are made due to this plan have the ability to maximize the ability for positive impact.

Start Date: 2022Q1

End Date: 2023Q1

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Conduct analysis of all NC fleet vehicles: providing an inventory of condition and remaining service life expectancy.
2. Make recommendations for emission reducing vehicles to replace currently operating vehicles based on the need and use of the vehicle.
3. Conduct public outreach for needs of public infrastructure related to EV use and charging.
4. Develop public/private partnership strategies that NC can use to expand the impact of investment in EV infrastructure as well as promote EV use.
5. Produce a final comprehensive plan of how to migrate towards an EV County fleet.

Deliverables:

1. Q1-2 Conduct analysis of all NC fleet vehicles: providing an inventory of condition and remaining service life expectancy.
2. Conduct public outreach for needs of public infrastructure related to EV use. Q3-4 develop public/private partnership strategies that NC can use to expand the impact of investment in EV infrastructure as well as promote EV use.
3. Produce a final comprehensive plan of how to migrate towards an EV County fleet.

Project Costs:	\$666,851
New FHWA / FTA Funds:	\$666,851
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

New York City Department of City Planning (NYCDCP)

G01: Evaluation of Parking Policy

Description:

The landscape for parking in the city has changed dramatically over the last several years as a result of a number of forces citywide including the pandemic, the need to create more affordable housing, various new uses occupying parking lanes, etc. This study will seek to evaluate parking policy around these issues with the goal of planning for the future of parking in the city.

This work is consistent with the RTP goals of a transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided; efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods; and minimizes its greenhouse gas emissions and other impacts on the environment, especially the effects of climate change.

Start Date: 2022Q1

End Date: 2022Q4

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL

Activities:

1. On street parking in low density neighborhoods: To support the agency's Where We Live work program, we believe it would be beneficial to have a better sense of how on-street space is used in various low-density neighborhoods across the city. One of the key challenges with permitting a wider range of building types and additional units in low density areas will be trying to lower parking requirements. Having a sense of whether on-street capacity exists (or not) in different low-density areas of the city would give this work a strong data-based starting point.
2. EV Charging and On-street pricing/logistics city wide.
3. Loss of parking across the city is tied to a number of new programs that have reduced parking in the city: Open Restaurants, new bike programs/creation of bike lanes, SBS, parking reductions/waivers for affordable housing, etc. How has the reduction of street parking impacted people? Has there been a further disincentive to own a vehicle? Is private parking becoming a higher demand use? How do we get ahead and think about the future of parking in the city?

Deliverables:

1. Existing conditions and consideration of future demand (Q1)
2. Data collection plans (Q2)
3. Assessment of future demand and technical needs assessments (Q3)
4. Final reports with transportation improvement recommendations and funding options (Q4)

Project Costs:	\$249,469
New FHWA / FTA Funds:	\$249,469
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

G02: Neighborhood Studies

Description:

This project will perform neighborhood transportation studies at select locations around the city. Locations for analysis will be selected through consultation with DCP's Borough Office staff, coordination with other city agencies and input from community boards and the general public. These studies will look to improve safety and increase mobility and connectivity in these neighborhoods. The study areas are consistent with the Regional Transportation Plans Coordinated Development Emphasis Areas and support the plans goals for safety and efficiency of the transportation system.

Start Date: 2021Q1	End Date: 2021Q4
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

This project will perform neighborhood transportation studies at select locations around the city. Locations for analysis will be selected through consultation with DCP's Borough Office staff, coordination with other city agencies and input from community boards and the general public. These studies will look to improve safety and increase mobility and connectivity in these neighborhoods. The study areas are consistent with the Regional Transportation Plans Coordinated Development Emphasis Areas and support the plans goals for safety and efficiency of the transportation system.

1. *Hunts Point and Co-op City Station Area Studies*

Further preliminary transportation studies done by Transportation Division at Hunts Point and Co-op City. Address issues related to pedestrian and vehicular circulation, including furthering the study area to include more of Garrison and intersections along the Bruckner. (CD 2 and 10)

2. *Port Morris/Lower Concourse Waterfront pedestrian and bike safety study*

Residential growth is booming in this area especially along the waterfront and the pedestrian and bicycle amenities and safety features have not kept pace. The crossings under the Deegan to the waterfront and across major intersections (138th and Exterior, e.g.) are treacherous. Also, areas around the Harlem River bridges could be more

efficient (ex. passageways under the bridges) to link the shore public walkway once stretches of the walkway open. (CD1 and 4)

3. *Broadway Congestion and Bike/Ped Safety Study*

The corridor from Van Cortland Park (north) to Harlem River (south) is a commercial corridor with good public transit (1 train) and current zoning could allow for more growth in the future. Major congestion along Broadway and inefficient intersections. (230th and Broadway) Putnam greenway along Deegan adds new future connection along the corridor. (CD 8)

4. *Boston Road pedestrian/bike safety and bus corridor study*

From Pelham Parkway (south) to Westchester County line (north) This is a predominantly C8 corridor, major vehicle route, only bus public transit along majority of corridor, possible future neighborhood study as a full mixed-use corridor. (CD 11 and 12)

5. *Soundview ped/bike safety and circulation study*

CD 9 south of Bruckner Boulevard has more than 4300 units of housing planned plus potential for 600,000 SF of commercial development (redevelopment of shopping center) occurring in this district. Area has limited connections north due to Bruckner Expressway, many private applicants have transportation impacts, only bus public transit without walking over Bruckner. White Plains Road, Soundview Avenue, Lafayette Avenue, Story Avenue. (CD 9)

6. *University Heights Waterfront transportation and ped/bike circulation and infrastructure analysis*

Limits of Fordham Road/Major Deegan intersection are limiting opportunities for lots to the north and south of Fordham Road/ University Heights Bridge. Opportunity to create other connections to the north and south through land reclamation (connect to Roberto Clemente State Park in the south and West 225th Street to the North (over Metro North), possible connections over Deegan Expressway. (CD 7)

7. *Sheridan-Hunts Point Access Improvement Plan*

How will SDOT's plans change the surrounding area's traffic flow and connections - areas such as Sheridan and Westchester and Bruckner/Hunts Point Avenue/Southern Boulevard. Proposal for 1,000 plus units along Bronx River waterfront. (CD 2 and 9)

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 (Q1)
2. Data collection and analysis (Q2)
3. Development of recommendations (Q3)
4. Final Report with transportation improvement recommendations and funding options (Q4)

Project Costs:	\$755,916
New FHWA / FTA Funds:	\$755,916
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$100,000
Consultant will conduct traffic counts.	

G03: Freight and Last Mile Demands

Description:

With the continued expansion of e-commerce, and of same day and rapid delivery expectations, many communities around the city are experiencing safety and quality of life issues. This study will evaluate the proliferation of new freight facilities around the city and seek to limit or mitigate their impacts on local communities. Fortunately, there is plenty of existing work and analysis to build on: the Regional Transportation Plan Freight Element, CDOT's Smart Truck Management Plan and their Freight NYC report. We will continue to work closely with CDOT and EDC to coordinate our efforts to improve freight operations in the City. This work will also tie in closely to the study of Red Hook that is included in CDOT's UPWP submittal.

Start Date: 2022Q1

End Date: 2023Q4

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Study freight citywide and especially last mile distribution facilities to understand their location decisions and identify the negative impacts on local traffic and communities. What's state of the art for the facilities to reduce their impacts on neighborhoods? Are there greener options for delivery? What last-mile options are there for a more sustainable system?
2. Look at circulation around a select few of the facilities to reduce impacts on neighborhoods.
3. Study new approaches to loading zones in outer boroughs to accommodate increased use of delivery services.

Deliverables:

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

1. Document existing conditions and state of the industry (Q1)
2. Data collection and analysis (Q2)
3. Development of draft recommendations (Q3)
4. Final reports documenting study work and recommendations (Q4)

Project Costs:	\$273,192
New FHWA / FTA Funds:	\$273,192
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

G04: Transportation Equity

Description:

Transportation investments and impacts have historically occurred to the detriment of certain population and community groups. This activity will develop or identify existing metrics related to an equitable transportation system and perform analyses looking at transportation through an equity lens to ensure that we are planning for all users. This work supports the RTP goals of: promote equity in transportation and workplace access opportunities for all populations, regardless of age, ability, race, ethnicity, or income; promote responsible environmental stewardship in transportation projects; and address unequal impacts of transportation emissions on communities. Through this activity, NYC DCP will develop metrics for assessing transportation equity in land use decisions, and inform policy decisions accordingly

Start Date: 2022Q1

End Date: 2023Q4

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities:

1. Modifying our Travelshed mapping to incorporate additional measures of access.
2. Defining the 15-minute city concept for applicability in NYC planning decisions.
3. Creating an "Accessibility vs. Mobility" framework for thinking about neighborhood resources.
4. Analyses of new census data with transportation data.
5. Updating our profiles of transportation demand and commuting patterns.
6. Evaluation of the Central Business District Tolling Program.
7. Identifying neighborhood-level ways to improve access and create new connections, including Cross Bronx Expressway opportunities to reconnect communities and Decking over Park Avenue Metro North line.

Deliverables:

NYC DCP will prepare one or more reports during each quarter to document all of our work in these areas.

Project Costs:	\$307,288
New FHWA / FTA Funds:	\$307,288
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

G05: Micromobility Study

Description:

Bike share and other micromobility providers are increasing in areas that have been lacking in such infrastructure throughout the City, but particularly in the Bronx, and in lower density areas of the other boroughs. We are seeking to study the current landscape of cycling and micromobility with an eye toward increasing the use of these options. This study will build on the work of the Bike/Ped Element of the RTP and support the plan goal of: encourage walking and biking, transit-oriented development, Complete Streets, parking and curb management, and other long-term sustainable land use strategies that support passenger and goods movement.

Start Date: 2022Q1	End Date: 2023Q4
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities:

The study will seek to answer the following questions:

1. How are residents using bikes and other individual micromobility options? Travel, commuting, recreation, exercise, relaxation, others?
2. What limits are there to more people using bicycles as a mode? Utilization rates of bike lanes?
3. Are there major network connections missing that would help? How have these options changed transportation patterns?
4. Are there programs that could support bike use? Training? Groups? Have other cities been successful in increasing bike use?

Deliverables:

1. Development of work program and overall project goals (Q1)
2. Development of surveys, data collection and public outreach plans to identify issues and opportunities (Q2)

3. Preliminary recommendations (Q3)
4. Final report and recommendations (Q4)

Project Costs:	\$223,516
New FHWA / FTA Funds:	\$223,516
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

New York City Department of Transportation (NYCDOT)

G01: Pedestrian Map

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 are still be determined.

The third 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. The final deliverable will be an action item report that will be a blueprint for future actions.

Start Date: 2020Q1

End Date: 2022Q4

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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

Deliverables:

1. Corridors Map (Q1 2021)
2. Deficiencies Suite (Q3 2021)
3. Prioritization Suite (Q2 2022)
4. Action Item Report (Q4 2022)

Project Costs:	\$212,893
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$212,893
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0

G02: Red Hook Traffic & Truck Study

Description:

Red Hook is one of the NYC neighborhoods experiencing significant land use changes, largely influenced by the growing e-commerce industry. As a waterfront area with historical industrial uses, the area has become attractive for the placement of last-mile warehouses. The presence of Ikea, the cruise terminal, a UPS distribution center, and the PANYNJ container port already generate significant trips (vehicular and truck) in Red Hook. These uses attract increased vehicular trips, especially increased truck traffic to bring, and distribute, goods for local delivery. Red Hook was identified as CDEAs in the 2050 Plan.

For several years Red Hook residents and elected officials have complained and held meetings with relevant agencies to develop initiatives and responses to a variety of issues raised about truck traffic including structural damage to homes and a perceived safety threat. Red Hook residents have been particularly concerned about heavy truck traffic on corridors with residential use such as Van Brunt, Columbia, and Lorraine streets.

The study will comprehensively examine traffic and truck issues in the neighborhood and assess the dynamics of placing e-commerce distribution warehouses in neighborhoods with significant residential use. It would complement the New York City Street Plan by examining ways to ensure safe and effective movement and interaction of pedestrians, cyclists, buses, cars, and trucks. Through collaboration with sister agencies such as DCP, EDC, and PANYNJ pertinent issues will be identified and a comprehensive plan to address changing travel demand, needs, and community concerns will be developed.

Start Date: 2022Q1	End Date: 2024Q4
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Draft scope of work and develop and execute data collection plan and public outreach plans.
2. Conduct existing conditions analysis and draft report.
3. Conduct future conditions analysis and draft report.

4. Develop/evaluate recommendations/improvement measures.
5. Draft the draft final report.

Deliverables:

1. Draft scope of work and data collection plan (Q2 2022)
2. Existing conditions analysis (Q4 2023)
3. Draft final report (Q4 2024)

Project Costs:	\$450,219
New FHWA / FTA Funds:	\$450,219
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

G03: Lindenwood/Spring Creek Transportation Study

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: 2022Q4

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Conduct reconnaissance, literature search, and draft detailed scope of work.
2. Conduct 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.
9. Draft final report with recommendations.

Deliverables:

1. Draft scope of work (Q2 2018)
2. Data Collection Plan (Q2 2018)
3. Analysis of Existing Conditions (Q4 2019)
4. Draft Final Report (Q4 2022)

Project Costs:	\$100,012
New FHWA / FTA Funds:	\$100,012
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

G04: Impact of Long-term Teleworking on VMT

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: 2022Q4

End Date: 2024Q1

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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

Deliverables:

1. List of interview and survey questions (Q4 2022)
2. Survey and interview results (Q4 2023)
3. Presentation with analysis and recommendations (Q1 2024)

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

G05: Mobility Report

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, 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 2023 to highlight the years trends.

Start Date: 2022Q1

End Date: 2023Q2

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities:

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

Deliverables:

1. Project Outline and Schedule (Q2 2022)
2. Draft final report (Q2 2023)

Project Costs:	\$108,522
New FHWA / FTA Funds:	\$1
Previously Programmed Funds:	\$108,521
Reason for Unspent Funds:	Unspent funds from prior program years
Related Professional Services Contracts:	\$0

G06: NYC Pedestrian Planning Studies

Description:

The Pedestrian Unit staff will study selected corridors or complex intersections and 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. These planning studies will develop preliminary design recommendations for physical or operational improvements, such as curb extensions, sidewalk widenings, intersection re-alignments or signal modifications. These studies may also inform future capital projects, such as complete road reconstructions.

NYC DOT will contribute to meeting the regions goals, as stated in Plan 2050, of A transportation system that ensures the safety and security of people and goods across all users and modes by promoting safe streets and intersections; A transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided by improving first- and last-mile access to transit; A transportation system that efficiently serves todays population and plans for a growing number of residents, workers, and increasing number of goods by encouraging walking and biking; and A Transportation system that minimizes its greenhouse gas emissions and other impacts on the environment, especially climate change by encouraging alternatives to single-occupant vehicle trips.

Start Date: 2022Q1	End Date: 2022Q4
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Scope development and selection of up to four sites.
2. Data collection and initial community outreach.
3. Preliminary recommendations.
4. Community presentation and outreach.
5. Final recommendations.

Deliverables:

1. Scope of work/site selection (Q1 2022)
2. Data collection and existing conditions analysis (Q2 2022)
3. Proposed final recommendations (Q4 2022)

Project Costs:	\$368,877
New FHWA / FTA Funds:	\$368,877
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$60,000
Consultant will collect traffic counts.	

G07: Off-Hour Deliveries Program Expansion Evaluation Study

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: 2022Q4

Targeted Plan Goals:



SAFETY AND SECURITY



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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

Deliverables:

1. Tech Memo 1- Scope of Work, Data Collection Plan, and Survey Design (Q1 2020)
2. Tech Memo 2- OHD Performance Assessment Summary (Q4 2021)
3. Draft Final Report (Q4 2022)

Project Costs:	\$110,088
New FHWA / FTA Funds:	\$110,088
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

G08: Brooklyn College Flatbush Avenue Transportation Study

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: 2023Q1
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities:

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

Deliverables:

1. Draft Scope of Work (Q2 2021)
2. Existing Conditions Analysis (Q1 2022)
3. Recommendations and Draft Final Report (Q1 2023)

Project Costs:	\$100,583
New FHWA / FTA Funds:	\$100,583
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

G09: Building Profile and Loading Dock Utilization Study

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 do they, are not 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 NYMTC's 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 BPM 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 a safe, sustainable, equitable, and efficient freight deliveries in New York City. 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: 2022Q2
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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.
5. Recommendations: Improving freight efficiencies of buildings.

Deliverables:

1. Data Collection Plan (Q2 2020)
2. Freight Building Profiles & Loading Dock Usage Summaries (Q1 2022)
3. Draft Final Report (Q2 2022)

Project Costs:	\$51,907
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$51,907
Reason for Unspent Funds:	Multi-year Study
Related Professional Services Contracts:	\$0

G10: Green Wave Comprehensive Transportation Plan

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: 2023Q4

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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

Deliverables:

1. Existing conditions analysis (Q4 2021)
2. Community outreach materials (Q3 2022)
3. Draft final report (Q4 2023)

Project Costs:	\$155,165
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$155,165
Reason for Unspent Funds:	Multi-year Study
Related Professional Services Contracts:	\$0

G11: Coney Island Alternative Access

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 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. 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: 2022Q4
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Conduct reconnaissance, literature search, and draft detailed scope of work.
2. Conduct 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.
9. Draft final report with recommendations.

Deliverables:

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

Project Costs:	\$139,613
New FHWA / FTA Funds:	\$1
Previously Programmed Funds:	\$139,612
Reason for Unspent Funds:	Multi-year Study
Related Professional Services Contracts:	\$0

G12: Morris Park East Bronx Transportation Study

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 areas 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 have 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: 2022Q4
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Conduct reconnaissance, literature search, and draft detailed scope of work.
2. Conduct 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.
9. Draft final report with recommendations.

Deliverables:

1. Detailed scope of work (Q1 2019)
2. Data Collection Plan (Q2 2019)
3. Analysis of Existing Conditions (Q3 2021)
4. Draft Final Report (Q4 2022)

Project Costs:	\$150,286
New FHWA / FTA Funds:	\$150,286
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

G13: Eastern Queens Greenway Plan

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 will 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: 2022Q4
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

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

Deliverables:

1. Community Workshop Summary (Q3 2020)
2. Draft Plan (Q4 2022)

Project Costs:	\$77,401
New FHWA / FTA Funds:	\$1
Previously Programmed Funds:	\$77,400
Reason for Unspent Funds:	Multi-year Study
Related Professional Services Contracts:	\$0

G14: Truck Route Effects and Communications Tools Study

Description:

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

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

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

As e-commerce and related sectors involving goods distribution expand, it is critical that truck safety be maintained and enhanced. There is a need for increasing pedestrian and cyclist safety, while also maintaining the connectivity that the NYC Truck Route Network provides the NYC region. Truck priority safety corridors are designated corridors that involve truck crashes with a vulnerable road user (cyclist or pedestrian). These corridors serve as examples of locations where safety improvements with respect to freight movements may be most needed. This section of the report will address the nature of TPSCs and truck routes where safety enhancements can be applied without compromising goods movement. Various safety treatments will be assessed with respect to trucks, and a series of best practices will be identified.

Start Date: 2020Q1

End Date: 2023Q1

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities:

1. Project kick-off
2. Data count collection
3. Truck routing model development
4. Research and report writing - truck routing and navigation tools
5. Field work
6. Industrial business zone case study - existing conditions and issues identification, truck origin-destination analysis and recommendations for future safety improvements (short, mid, and long-term)
7. Truck route analysis
8. Truck route analysis report writing

Deliverables:

1. Truck routing and navigation tool memo (Q2 2022)
2. IBZ case study (Q4 2022)
3. Truck route analysis report (Q1 2023)

Project Costs:	\$24,246
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$24,246
Reason for Unspent Funds:	Multi-year Study
Related Professional Services Contracts:	N/A

Putnam County

G01: Putnam County Intersection Planning and Feasibility Study

Description:

The study will conduct a needs assessment of various intersections throughout Putnam County and evaluate the feasibility of (i) converting an intersection to a roundabout, or (ii) traffic signal placement /upgrades at an intersection, or (iii) addition of turn lane(s) at an intersection.

The study will supplement the Corridors Study previously conducted in Putnam County, which analyzed/made recommendations in regard to, among other things, transportation infrastructure and traffic patterns on a broad scale. Moreover, the study findings may directly impact projects currently on the Transportation Improvement Program (TIP), e.g., PIN 8756.09 (Fair Street from Route 52 to John Simpson Road Project), PIN 8757.48 (Peekskill Hollow Road Renovation Project), PIN 8761.97 (Stoneleigh Avenue/Drewville Road Intersection Improvements Project).

The intersections expected to be analyzed include, but are not limited to: - Fishkill Road (CR10) and NYS Route 301 - Lower Station Road (CR 12) and NYS Route 9D - Oscawana Lake Road (CR 20) and Church Street - Drewville Road (CR 36) and Weber Hill Road - Croton Falls Road (CR 34) and West Shore Drive (CR 38) - Towners Road (CR 45) and NYS Route 52 - Fair Street (CR 60) and NYS Route 311 - Cornwall Hill Road (CR 64) and NYS Route 311 - Fields Lane and North Salem Road (CR 55) - Milltown Road (CR 54) and Gage Road (CR 61) - Bryant Pond Road and Peekskill Hollow Road (CR 21).

The study will examine the feasibility of and make recommendations on improving traffic conditions, e.g., traffic signal upgrades, geometric improvements such as the addition of turn lanes, placement of a roundabout, with consideration given to plan consistency (long range plan).

Start Date: 2022Q1	End Date: 2023Q4
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL

Activities:

1. Conduct a survey of existing conditions at intersections throughout Putnam County. Identify traffic constraints and recommend improvements thereto.
2. Analyze the feasibility and advantages/disadvantages of the afore-described project alternatives at specific intersections, considering such things as intersection geometry, sight distance, traffic control, queueing and operational issues, and other potential impediments.
3. Develop a county-wide planning and feasibility study on transit-related infrastructure needs, particularly as pertains to specific intersections, and traffic signal placement/upgrades, roundabout/turning lanes placement.

Deliverables:

1. Draft report: Putnam County Intersection Planning and Feasibility Study.
1. Final report: Putnam County Intersection Planning and Feasibility Study. (2023Q4)

Project Costs:	\$75,828
New FHWA / FTA Funds:	\$75,828
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$60,000
Consultant will support all aspects of this study.	

G02: Southeast, NY to Danbury, CT Link Feasibility / Planning Study

Description:

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: 2022Q4
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL

Activities:

1. Conduct a survey of existing conditions at intersections throughout Putnam County. Identify traffic constraints and recommend improvements thereto.
2. Analyze the feasibility and advantages/disadvantages of the afore-described project alternatives at specific intersections, considering such things as intersection geometry, sight distance, traffic control, queueing and operational issues, and other potential impediments.
3. Develop a county-wide planning and feasibility study on transit-related infrastructure needs, particularly as pertains to specific intersections, and traffic signal placement/upgrades, roundabout/turning lanes placement.

Deliverables:

1. Draft report: Putnam County Intersection Planning and Feasibility Study.
2. Final report: Putnam County Intersection Planning and Feasibility Study. (2022Q1)

Project Costs:	\$1,160,000
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$1,160,000
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$928,000
Consultant will support all aspects of this study.	

Rockland County

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

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) Route 304: From Route 59 to Route 9W (seven-miles)

Start Date: 2022Q1

End Date: 2025Q3

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities:

1. Consultant under the guidance of project manager will create of Technical Advisory Committee and public outreach program.
2. The consultant will 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. The consultant will review and use the previously completed State Route 303 and Route 304.
4. Computer simulation of certain intersections will also be developed based on the data collected.

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

Project Costs:	\$795,808
New FHWA / FTA Funds:	\$0
Previously Programmed Funds:	\$795,808
Reason for Unspent Funds:	Project start delayed.
Related Professional Services Contracts:	\$750,000
Consultant will support all aspects of this study.	

Suffolk County

G01: Implementation Plan Development and Public Outreach for Suffolk County Reimagine Transit Initiative

Description:

Project Objective: In 2019, NYMTC awarded Suffolk County funding to complete the Suffolk County Mobility Implementation Plan, also known as the Suffolk County Reimagine Transit Initiative. This effort has advanced a county-wide conversation about how the County's bus network should serve its residents, businesses and visitors, resulting in a transit network restructuring aimed at ensuring the County's transit resource are allocated in accordance with community goals and priorities. This effort has involved significant data collection, the development of key metrics and data assessment tools, the development of draft network concepts illustrating the key differences between ridership-based service approaches and coverage-based service approaches, and finally the developing of a draft network plan. This effort also includes a roll-out plan with branding and marketing recommendations, enhanced passenger amenities and other recommendations to enhance the passenger experience.

As the Reimagine Transit Initiative moves towards completion, Suffolk County is looking ahead to ensure a successful roll-out of the new network by creating new outreach and roll-out materials, updated visuals, including both to-scale and schematic maps, wayfinding guides, and enhanced rider outreach and communications. The roll out will also include post-implementation surveying of riders in the short- and mid-term to ensure passengers are adjusting to system changes.

Previous Work: This study will build upon previous commitments by NYMTC to Suffolk County, including funding for the ongoing Suffolk County Mobility Implementation Plan, which entails a comprehensive transit network restructuring effort. The proposed Branding and Outreach effort is part of County Executive Bellone's Connect Long Island Regional Transportation and Development Plan, which calls for more investments in mass transit and strengthened connections to downtowns and major regional assets. This project also builds off County investments in planning for a Route 110 Bus Rapid Transit service and is consistent with NYMTC's Plan 2050 and Suffolk County Comprehensive Plan 2035.

Start Date: 2022Q2

End Date: 2023Q1

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Project Management & Coordination (10%)
2. Data Collection and Analysis (10%)
3. Branding and Wayfinding Guide (20%)
4. Suffolk County Transit Systemwide Map & Related Materials (20%)
5. Communications and Outreach Plan (20%)
6. Post-Implementation Rider Survey (20%)

Deliverables:

1. PMT and Project Schedule and Milestones (Q2 2022-2023)
2. Interim Report Existing conditions analysis, identification of best practices case studies (Q2 2022-2023)
3. Interim Report Branding guide with templates (Q3 2022-2023)
4. New Suffolk County Transit map, individual route maps and schedules, user guide(s), bus stop signage (Q3 2022-2023)
5. Communications and Outreach Plan with draft digital material (Q4 2022-2023)
6. Development of up to two virtual or in-person ridership surveys (Q1 2023-2024)

Project Costs:	\$189,004
New FHWA / FTA Funds:	\$189,004
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$150,000
Consultant will support all aspects of this study.	

G02: Regional Economic Impacts of Electrification and Double Tracking of LIRR Port Jefferson Branch Study

Description:

Project Objective:

Suffolk County Economic Development and Planning is requesting funding to study the potential regional economic impacts from the provision of complete one-seat ride service on the Long Island Rail Road (LIRR) current single-track in diesel territory of the Port Jefferson branch to/from Huntington Station, by the installation of additional and/or a full second track with new electrification of all tracks or ability to run battery-electric multiple units (known as the Port Jefferson Branch Expansion Project or Expansion). These stations include Greenlawn, Northport, Kings Park Smithtown, St. James, Stony Brook, and Port Jefferson to the current Port Jefferson diesel train yard.

Currently, riders who board or depart at stations between Huntington and Port Jefferson (historically commuting to Penn Station in Manhattan), must often switch trains during their trip, as the route from these stations are not electrified and are situated in diesel only territory. This process is time consuming and inconvenient for passengers, who are often exposed to inclement weather on open platforms. Transfers will also be required in the future for riders on this branch that plan to travel to the forthcoming LIRR terminus underneath Grand Central Terminal (GCT), or to the existing Atlantic Avenue terminal in Brooklyn. The new tracks and terminal underneath GCT into Queens do not support LIRR diesel sized locomotives and multi-level passenger cars. Providing electric or battery-operated trains on expanded track would eliminate the need to change trains and would create a time-saving for the existing approximately two hour trip to Manhattan.

Train transfers make commutes more burdensome on transit users in this branch, and may hinder continued economic growth for this area. In addition to potential benefits to riders, the County anticipates potential environmental impacts from switching from diesel to electric or battery powered trains. Ultimately, the County hopes to understand any financial, planning, employment, and community benefits and impacts from the electrification (or ability to run battery-electric multiple units) and double tracking of the Port Jefferson Branch by the LIRR is likely to have on the surrounding region.

Previous Work:

There have been no regional economic impact analyses examining this potential project. The MTA has stated intention to Progress efforts to build a new Huntington/ Port Jefferson Branch electric yard in its MTA Capital Program 2015-2019. The 2020-2024 Capital Program does not feature mention of this, though the agency commissioned a feasibility study on battery-operated trains in April 2021, which may present a lower cost and quicker development timeline for such retrofits.

Start Date: 2021Q1	End Date: 2021Q4
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Project Management & Coordination (10%)
2. Data Collection and Analysis (40%)
3. Draft and Final Report (50%)

Deliverables:

1. PMT, Project Schedule and Methodology (Q1 2022-2023)
2. Data Collection and Analysis Memorandum (Q4 2022-2023)
3. Draft and Final Report (Q4 2022-2023)

Project Costs:	\$75,381
New FHWA / FTA Funds:	\$75,381
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$60,000
Consultant will support all aspects of this study.	

G03: Downtown Amityville Active Transportation Study

Description:

The objective of this study is to advance the goals of Connect Long Island, the County Executives regional transportation and development plan, the Suffolk County Department of Economic Development & Planning (SCEDP) wants to aid villages and towns in performing walkability studies in order to better connect mass transit, central business districts, open space, residential areas, and other places of interest. SCEDP seeks funding to conduct an Active Transportation Study for Downtown Amityville that will build upon prior initiatives to increase connectivity in the County, including the ongoing Route 110 Bus Rapid Transit planning and programs to support transit-oriented development and walkability.

The Village of Amityville Downtown Redevelopment Committee was formed with the purpose of attracting new business and development to the downtown area, promoting walkability and pedestrian improvements, and establishing a community-based vision for the future of downtown Amityville. The Committee has identified a strong community concern that Broadway (NY State Route 110) – Amityville’s Main Street - is too wide and auto-oriented and has expressed interest in pursuing a road diet. Furthermore, parking access has traditionally been a problem and a current assessment of available downtown parking, and in particular pedestrian connections to off-street parking, is a community goal.

The Amityville Active Transportation Study will result in a detailed planning document with an existing conditions assessment, data gathering and analysis, identification of major issues and obstacles to walkability and bikeability, specific recommendations for areas of improvement, and conceptual designs of proposed roadway treatments and modifications. Anticipated findings include analysis of the potential for wider sidewalks, street furnishings, enhanced crosswalks, curb extensions, road diets, bike facilities, and other improvements. Suffolk County has the full support of the Village of Amityville and the Amityville Downtown Revitalization Committee and will work in partnership with them throughout this project.

Previous Work:

This study would build off several other recent planning initiatives. SCEDPs Route 110 Bus Rapid Transit Project Development planning includes a non-motorized transit and mobility task to identify parallel walking and biking routes along the 110 BRT corridor, with the goal of ensuring connectivity between the BRT and surrounding neighborhoods. In addition, a walking audit was recently completed by Vision Long Island and AARP in conjunction with the Amityville Downtown Revitalization Committee in the fall of 2020. While each of these studies have identified active transportation issues to be addressed, each was limited in scope and serve as building blocks for a larger, more robust study.

The Amityville Downtown Revitalization Committee has been very active in recent years and has been successful in securing funding on the NYSDOT Transportation Improvement Plan for design and construction of a pedestrian connection between Route 110/Broadhollow Road and the LIRR station. Amityville has also seen several new residential developments in the area immediately surrounding the downtown area, with a need for established pedestrian connections between these developments and the downtown.

Start Date: 2022Q1	End Date: 2023Q3
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Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Project Management & Coordination (10%)
2. Data Collection and Analysis (15%)
3. Conceptual Designs & Recommendations (30%)
4. Community Outreach (20%)
5. Draft and Final Report (25%)

Deliverables:

1. PMT, Project Schedule and Methodology (Q1 2022-2023)
2. Existing Conditions Chapter (Q4 2022-2023)
3. Development of draft and final recommendations for infrastructure improvements, signage, wayfinding, streetscaping, etc. (Q3 2023-2024)
4. Summary of stakeholder input (Q3 2023-2024)
5. Draft and Final Report (Q4 2023-2024)

Project Costs:	\$250,606
New FHWA / FTA Funds:	\$250,606
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$200,000
Consultant will support all aspects of this study.	

Westchester County

G01: County Mobility and Redesign Study

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 is using 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.

Start Date: 2019Q1

End Date: 2022Q3

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Literature and case study review of other similar re-envisioning models (completed 2019/20 program year)
2. Identification of existing issues and gaps in service (completed 2021-2022 program year)
3. Identify alternative models and compare cost-benefits of each
4. Recommend redesign of bus system with alternative mobility options
5. Prepare Final Report

Deliverables:

1. RFP to solicit consultant (completed 2019/20 program year)
2. Tech Memo 1- review literature and existing conditions (completed 2020-2021 program year)
3. Tech Memo 2- identify alternatives, comparisons and recommendations
4. Final Report

Project Costs:	\$350,417
New FHWA / FTA Funds:	\$210,417
Previously Programmed Funds:	\$140,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$150,000
Consultant will support all aspects of this study.	

G02: Grasslands Transportation Demand Management Plan

Description:

This activity 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: 2022Q3
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities:

1. Literature and case study review of other multi-tenant campus transportation management plans (complete)
2. Develop RFP to solicit a consultant (completed in 20/21 program year)
3. Identify existing mobility issues (expected to be completed in 21/22 program year)
4. Stakeholder Engagement (expected to be completed in 21/22 program year)
5. Identify alternatives to SOV commuting and recommend TDM Plan including long-term management solutions and implementation strategies
6. Prepare Final TDM Plan

Deliverables:

1. RFP to solicit consultant (completed in 20/21 program year)
2. Tech memo - Review of existing conditions (expected to be completed in 21/22 program year)
3. Tech memo - identify alternatives, compare scenarios, and develop recommendations
4. Final Transportation Management Plan Report
5. Transportation Demand Management toolkit

Project Costs:	\$38,165
New FHWA / FTA Funds:	\$25,165
Previously Programmed Funds:	\$13,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$13,000
Consultant will support all aspects of this study.	

G03: Parking Management and Complete Streets Workshops

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: 2022Q1

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

Parking Management workshops tasks:

1. Develop an RFP to solicit a consultant (completed in 21/22)
2. Conduct an on-site pre-meeting and site visit with consultant and community representatives/stakeholders to identify key parking issues (target completion 21/22)
3. Hold workshop engaging the public to identify parking management strategies that are appropriate for the community and address their specific needs (target completion 21/22)
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
4. Prepare Final Report

Deliverables:

For each type of workshop:

1. RFP to solicit consultant (completed 21/22)
2. Workshop materials (expected to be complete 21/22)
3. Final Report

Project Costs:	\$23,954
New FHWA / FTA Funds:	\$13,954
Previously Programmed Funds:	\$10,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$10,000
Consultant will implement a series of workshops.	

G04: White Plains TransCenter Conceptual Planning and Design

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: 2022Q4

Targeted Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL

Activities:

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
4. Prepare Final Report

Deliverables:

1. RFP to solicit consultant (expected to be complete 21/22)
2. Technical Memo summarizing existing conditions and transit demand at the facility
3. Public engagement plan and materials
4. Final Report with alternative conceptual plans, costs, and a phased implementation plan (Q4)

Project Costs:	\$275,735
New FHWA / FTA Funds:	\$85,735
Previously Programmed Funds:	\$190,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$210,000
Consultant will support all aspects of this study.	

G05: Transit Fare Policy and Fare Structure Analysis Study

Description:

This study will assess the current Bee-Line Bus Systems fare policies and structures and analyze potential changes that will be able to be accommodated upon introduction of the OMNY Fare Payment System. The study will review peer transit agency fare policies that develop an optimal payment structure that aims to improve efficiency in fare collection and attract riders. The recommendations will consider equity, modal integration, transfers, new fare collection technologies, customer convenience and operational feasibility.

Start Date: 2022Q1	End Date: 2022Q4
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Targeted Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities:

1. Develop RFP and solicit a consultant.
2. Existing conditions analysis: Assessment of peer agency fare policies and current Bee-Line fare structure strengths and weaknesses.
3. Analyze alternatives that would best fit with Westchester's Bee-Line system and develop and optimal fare policies and structures.
4. Public Outreach- Engage the public sector and obtain stakeholder feedback.
5. Develop a final report with a new fare structure recommendation.

Deliverables:

1. RFP
2. Existing Conditions Tech Memo
3. Alternatives Analysis and Recommendation Tech Memo
4. Final Report

Project Costs:	\$158,770
New FHWA / FTA Funds:	\$158,770
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$100,000
Consultant will support all aspects of this study.	

G06: Transportation and Food Access in Westchester County

Description:

This study will look at how food access is impacted by transportation, freight delivery issues and land uses. The study will focus on underserved areas of Westchester County where there are challenges associated with accessing healthy food, and recommend transportation improvements, land use and delivery policies and programs to enhance food access.

Start Date: 2022Q1

End Date: 2022Q4

Targeted Plan Goals:



RELIABLE AND EASY TRAVEL

Activities:

1. Develop RFP and solicit a consultant.
2. Existing Conditions - Analyze food insecurity data in Westchester County, considering areas with low income and zero vehicle populations, review locations of grocery stores and identify impediments to freight deliveries.
3. Identify strategies for improving grocery access through an analysis of transportation, delivery issues and land use issues to generate more convenient delivery options and transportation improvements that facilitate faster and more convenient access to food.
4. Public Outreach to engage with appropriate stakeholders, social service agencies on food access issues.
5. Develop a final report with recommendations for improving access to food, linking enhanced transportation strategies with land use changes.

Deliverables:

1. RFP
2. Technical Memo 1- Existing Conditions
3. Technical Memo 2- Strategy Recommendations
4. Final Report

Project Costs:	\$155,188
New FHWA / FTA Funds:	\$155,188
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$100,000
Consultant will support all aspects of this study.	

Related Planning Activities Funded Through Other Sources

Sponsor Agency: New York City Department of Transportation

Reimagining the Cross Bronx Expressway

This study is a collaborative effort between the New York City Department of Transportation (NYC DOT), New York State Department of Transportation (NYSDOT), and the New York City Department of City Planning (NYCDCP) to reconnect neighborhoods divided over 60 years ago by the construction of the Cross-Bronx Expressway (CBE). The study will develop a community-driven plan to redress the negative impacts of the CBE on the surrounding Bronx communities while affirmatively advancing residents' health and wellbeing.

Project Start:	March 2022
Estimated Project Completion Date:	September 2023
Project Cost:	\$3,700,000
Primary Fund Source	RAISE Planning Grant, Local

Driver Behavior Study

A study of driving behavior to identify specific behaviors indicating a pattern of dangerous driving associated with traffic crashes, injuries, and fatalities; including, but limited to, and to the extent feasible, an analysis of hit-and-run police reports, convictions for traffic-related violations or crimes, including convictions pursuant to Section 19-190 and Section 1212 of the Vehicle and Traffic Law; MV104AN crash reports attributing dangerous conduct to the driver, driving activity of vehicles registered to people with suspended or revoked licenses; and changes in patterns of dangerous driving and any additional interventions undertaken by the department or another city agency designed to address dangerous driving.

Project Start:	August 2021
Estimated Project Completion Date:	December 2023
Project Cost:	\$250,000
Primary Fund Source	Local

Truck Electrification and Freight De-carbonization Study

NYC DOT and EDC will undertake a joint study to explore the barriers to truck electrification, and to develop strategies to address these challenges and the evaluation of broader freight de-carbonization goals to support marine freight highway development that will transform and present an innovative vision for the future of freight movement in NYC. The study will develop a citywide plan for first 100 truck charging stations citywide and will identify actions that city, state and federal levels could pursue to remove barriers to truck electrification and marine highway development.

Project Start:	January 2022
Estimated Project Completion Date:	June 2023
Project Cost:	\$1,800,000
Primary Fund Source	Local

Coordinated Intelligent Transportation Systems Deployment in New York City (CIDNY)

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:	June 2022
Project Cost:	\$1,500,000
Primary Fund Source	FHWA STP LG Urban

Sponsor Agency: Westchester County

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 2022
Estimated Project Completion Date:	March 2023
Project Cost:	\$700,000
Primary Fund Source	CMAQ

Section 5307 Planning Studies

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

Project Start:	April 2022
Estimated Project Completion Date:	March 2023
Project Cost:	\$280,000
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

Port Authority of New York and New Jersey

Port Authority Bus Terminal Replacement Program

The Port Authority of New York & New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) are undertaking a Tier II Environmental Impact Statement (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 New York metropolitan region is facing a freight mobility challenge. As the largest consumer market in the US and a global hub for finance, commerce, culture, and trade, the region relies on a limited network of highway bridges and tunnels to supply 90% of all goods crossing the Hudson River. By 2045, the population is expected to increase 13% and employment by 12%. A growing population and expanding businesses translate into a demand for more goods, further burdening existing infrastructure. To remain globally competitive, the region must maintain an efficient goods movement system. Forecasts indicate that freight moving to, from, or within the region will grow by 57% by 2045. The overwhelming amount is moved by truck. To that end, PANYNJ developed the CHFP to evaluate improvements to the regional goods movement network that can meet the anticipated future demand.

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 FHWA have advanced early planning efforts in preparation of publishing the Notice of Intent (NOI) for the Tier II EIS in the Federal Register. Publication of the NOI and advancement of the environmental review is anticipated with improvement to the PA’s Capital Program as the Coronavirus pandemic subsides. 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 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.

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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

PATH Extension to Newark Liberty International Airport/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:	Ongoing
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	\$10,321,100	For full performance-based maintenance & upgrade services in Zone 3 (Metro NYC/Long Island) over a 5-year term to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
All MPOs				
C-15-52	Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management)	June 2022	\$3,725,000	Progress & support specific task-order based assignments related to planning, policy, technical assistance & research needs that may be inter-regional or statewide in scope & aim to reduce congestion, energy consumption & greenhouse gas emissions, improve mobility, increase transportation efficiency through multimodal measures & promote or foster a sustainable transportation system.
C-17-53	Pavement Condition Data Collection Services	December 2024	\$20,500,000	Collect pavement condition data as necessary to comply w/annual state & federal requirements & NYSDOT pavement management practices & develop & maintain a system to track location, dimension & condition of other highway related assets.
C-17-56	Statewide Coordination of Metropolitan Planning Programs	March 2023	\$100,000	Support & maintain the ongoing coordination of metropolitan planning programs in NYS for statewide benefit; ongoing collaboration of the 14 MPOs; & on-going coordination of metropolitan & statewide planning programs.
C-17-59	Traffic Data System	February 2029	\$3,890,100	Implement an automated traffic data management system application.
C-18-53	Probe Data: Floating Car (GPS-based)	August 2023	\$337,500	Purchase floating car probe data to establish performance targets to assess travel reliability, congestion & emissions & perform other analyses & visualizations of road performance for passenger cars & trucks. Data will be utilized by NYSDOT & MPOs.

SPR #	Project Title	ProjectedEnd Date	SPR Funding	Short Description
C-18-55	NYS Transportation Master Plan	January 2023	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities.
C-19-51	Short Count Traffic Count Program (2020-2024)	December 2024	\$25,613,607	Provide for collection of traffic data in NYSDOT Regions 1 - 11 (divided into Zones).
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	February 2025	\$3,580,616	Establish a research & analysis capability w/Oak Ridge National Labs (ORNL), Center for Transportation Analysis, to assist NYS in analyzing national data.
SP-20-03	Research, Development & Support of an Integrated Planning & Performance Data & Analytics Framework (PPDAF)	September 2023	\$906,500	Leverage the current analysis tools to research & further integrate travel time datasets & available open-source analytics tools w/other transportation, economic & demographic data to support efficient & consistent planning & analysis.
SP-21-02	Program & Project Management System Support Services	September 2024	\$1,140,000	Provide support services for post-implementation of a Department-wide enhanced & improved enterprise level program & project management system to facilitate improvements to capital program delivery.
SP-21-04	Highway Oversize/Overweight Credentialing System (HOOCS) Phase 2	September 2026	\$1,950,000	Implement a Commercial Off-the-Shelf (COTS) HOOCS software solution & obtain accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements. Phase 2 will advance functionality of HOOCS.
SP-21-05	Statewide Small Culvert Inventory & Inspection System Improvements	December 2023	\$4,000,000	Expand the number of small culverts contained w/in NYSDOT's Agile Assets Maintenance Management System (MMS) to create a complete statewide inventory & inspection of small culverts.
SP-21-06	Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management	December 2022	\$295,000	Demonstrate the ability of an enhanced IIMS to provide improved sharing of incident reporting between First/Secondary Response teams & operations centers to: improve situational awareness, enhance coordinated response to incidents & safety of incident scenes, reduce incident duration & impact (lane closures, delay, & occurrence of secondary incidents) using analytical tools that correlate IIMS w/vehicle sensor & other data sources.

SPR #	Project Title	ProjectedEnd Date	SPR Funding	Short Description
SP-21-08	Continuous Count Traffic Count Program, Zone 1	February 2024	\$5,082,107	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
SP-21-09	Continuous Count Traffic Count Program, Zone 2	February 2024	\$4,824,525	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.

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 Training

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

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

Budget Summaries

Council Budget

USE OF FUNDS:	2022-2023 FTA MPP	2022-2023 FHWA PL	New Match *	NEW FHWA PL/ FTA MPP	PROGRAMMED IN PRIOR YEARS	Total
Staff:						
Central/TCC Staff	\$2,371,881	\$9,256,525	\$592,970	\$12,221,376	\$0	\$12,221,376
Central/TCC Staff Consultants	\$0	\$5,240,000	\$0	\$5,240,000	\$16,392,531	\$21,632,531
Subtotal Central Staff, TCCs, Match	\$2,371,881	\$14,496,525	\$592,970	\$17,461,376	\$16,392,531	\$33,853,907
Members:						
MTA	\$2,581,284	\$0	\$645,321	\$3,226,605	\$3,700,000	\$6,926,605
Nassau County	\$196,810	\$767,946	\$241,189	\$1,205,946	\$3,203,197	\$4,409,143
NYC Dept. City Planning	\$398,920	\$1,636,568	\$508,872	\$2,544,360	\$0	\$2,544,360
NYC Dept.of Transportation	\$367,505	\$1,433,990	\$450,374	\$2,251,868	\$1,526,588	\$3,778,463
Putnam County	\$88,868	\$714,758	\$200,906	\$1,004,532	\$1,160,000	\$2,164,532
Rockland County	\$44,707	\$174,446	\$54,788	\$273,941	\$795,808	\$1,069,749
Suffolk County	\$112,160	\$485,645	\$149,451	\$747,256	\$0	\$747,256
Westchester County	\$228,388	\$891,160	\$279,887	\$1,399,435	\$353,000	\$1,752,435
Subtotal Members	\$4,018,642	\$6,104,513	\$2,530,789	\$12,653,943	\$10,738,593	\$23,392,536
TOTAL	\$6,390,522	\$20,601,038	\$3,123,759	\$30,115,319	\$27,131,124	\$57,246,443
SOURCE OF FUNDS:						
FTA MPP, NY-80-0032;						
FHWA 2022-2023 PL	\$6,390,522	\$20,601,038	\$3,123,759	\$30,115,319	\$0	\$30,115,319
Prior Year FHWA PL, FTA MPP				\$0	\$27,131,124	\$27,131,124
TOTAL	\$6,390,522	\$20,601,038	\$3,123,759	\$30,115,319	\$27,131,124	\$57,246,443

FTA/FHWA split = 20.4% FTA and 79.6% 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>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>CENTRAL STAFF</u>							
Program Support and Administration	\$3,203,995	\$205,214	\$3,409,209	\$2,006,846	\$5,416,055	\$906,846	\$4,509,209
General Development and Comprehensive Planning	\$463,860	\$3,000	\$466,860	\$2,086,783	\$2,553,643	\$2,086,783	\$466,860
Long-Range Transportation Planning (LRTP)	\$2,689,835	\$18,450	\$2,708,285	\$14,739,094	\$17,447,379	\$11,339,094	\$6,108,285
Transportation Improvement Program (TIP)	\$1,072,933	\$75,000	\$1,147,933	\$1,309,808	\$2,457,741	\$709,808	\$1,747,933
Discretionary Program Activities	\$584,354	\$0	\$584,354	\$1,490,000	\$2,074,354	\$1,350,000	\$724,354
Total Central Staff	\$8,014,977	\$301,664	\$8,316,641	\$21,632,531	\$29,949,172	\$16,392,531	\$13,556,641
<u>TCC STAFF</u>							
<u>Mid Hudson South TCC</u>							
Program Support and Administration	\$182,725	\$0	\$182,725	\$0	\$182,725	\$0	\$182,725
General Development and Comprehensive Planning	\$25,620	\$0	\$25,620	\$0	\$25,620	\$0	\$25,620
Long-Range Transportation Planning (LRTP)	\$219,955	\$0	\$219,955	\$0	\$219,955	\$0	\$219,955
Transportation Improvement Program (TIP)	\$625,740	\$0	\$625,740	\$0	\$625,740	\$0	\$625,740
Discretionary Program Activities	\$45,785	\$0	\$45,785	\$0	\$45,785	\$0	\$45,785
Total Mid Hudson South TCC	\$1,099,825	\$0	\$1,099,825	\$0	\$1,099,825	\$0	\$1,099,825
<u>Nassau/Suffolk TCC</u>							
Program Support and Administration	\$154,123	\$0	\$154,123	\$0	\$154,123	\$0	\$154,123
General Development and Comprehensive Planning	\$7,647	\$0	\$7,647	\$0	\$7,647	\$0	\$7,647
Long-Range Transportation Planning (LRTP)	\$236,971	\$0	\$236,971	\$0	\$236,971	\$0	\$236,971
Transportation Improvement Program (TIP)	\$701,084	\$0	\$701,084	\$0	\$701,084	\$0	\$701,084
Discretionary Program Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Nassau Suffolk TCC	\$1,099,825	\$0	\$1,099,825	\$0	\$1,099,825	\$0	\$1,099,825

	<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>							
Program Support and Administration	\$258,696	\$0	\$258,696	\$0	\$258,696	\$0	\$258,696
General Development and Comprehensive Planning	\$6,008	\$0	\$6,008	\$0	\$6,008	\$0	\$6,008
Long-Range Transportation Planning (LRTP)	\$260,155	\$0	\$260,155	\$0	\$260,155	\$0	\$260,155
Transportation Improvement Program (TIP)	\$566,056	\$0	\$566,056	\$0	\$566,056	\$0	\$566,056
Discretionary Program Activities	\$21,200	\$0	\$21,200	\$0	\$21,200	\$0	\$21,200
Total NYC TCC	\$1,112,115	\$0	\$1,112,115	\$0	\$1,112,115	\$0	\$1,112,115
<u>MTA</u>							
Program Support and Administration	\$74,247	\$0	\$74,247	\$0	\$74,247	\$0	\$74,247
General Development and Comprehensive Planning	\$46,460	\$0	\$46,460	\$0	\$46,460	\$0	\$46,460
Long-Range Transportation Planning (LRTP)	\$202,470	\$0	\$202,470	\$0	\$202,470	\$0	\$202,470
Transportation Improvement Program (TIP)	\$21,079	\$0	\$21,079	\$0	\$21,079	\$0	\$21,079
Discretionary Program Activities	\$407,349	\$0	\$407,349	\$6,175,000	\$6,582,349	\$3,700,000	\$2,882,349
Total MTA	\$751,605	\$0	\$751,605	\$6,175,000	\$6,926,605	\$3,700,000	\$3,226,605
<u>Nassau County</u>							
Program Support and Administration	\$140,534	\$0	\$140,534	\$0	\$140,534	\$0	\$140,534
General Development and Comprehensive Planning	\$62,658	\$0	\$62,658	\$50,000	\$112,658	\$50,000	\$62,658
Long-Range Transportation Planning (LRTP)	\$252,237	\$0	\$252,237	\$300,000	\$552,237	\$300,000	\$252,237
Transportation Improvement Program (TIP)	\$79,975	\$0	\$79,975	\$0	\$79,975	\$0	\$79,975
Discretionary Program Activities	\$438,739	\$0	\$438,739	\$3,085,000	\$3,523,739	\$2,853,197	\$670,542
Total Nassau County	\$974,143	\$0	\$974,143	\$3,435,000	\$4,409,143	\$3,203,197	\$1,205,946

	<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>							
Program Support and Administration	\$195,895	\$1,000	\$196,895	\$0	\$196,895	\$0	\$196,895
General Development and Comprehensive Planning	\$173,860	\$750	\$174,610	\$0	\$174,610	\$0	\$174,610
Long-Range Transportation Planning (LRTP)	\$305,649	\$1,750	\$307,399	\$0	\$307,399	\$0	\$307,399
Transportation Improvement Program (TIP)	\$55,575	\$500	\$56,075	\$0	\$56,075	\$0	\$56,075
Discretionary Program Activities	\$1,707,881	\$1,500	\$1,709,381	\$100,000	\$1,809,381	\$0	\$1,809,381
Total NYC Dept of City Planning	\$2,438,860	\$5,500	\$2,444,360	\$100,000	\$2,544,360	\$0	\$2,544,360
<u>NYC Dept of Transportation</u>							
Program Support and Administration	\$215,869	\$0	\$215,869	\$0	\$215,869	\$161,993	\$53,875
General Development and Comprehensive Planning	\$5,074	\$0	\$5,074	\$0	\$5,074	\$5,074	\$0
Long-Range Transportation Planning (LRTP)	\$240,023	\$2,000	\$242,023	\$750,000	\$992,023	\$124,093	\$867,928
Transportation Improvement Program (TIP)	\$365,353	\$0	\$365,353	\$0	\$365,353	\$365,352	\$0
Discretionary Program Activities	\$2,090,006	\$138	\$2,090,144	\$110,000	\$2,200,144	\$870,076	\$1,330,065
Total NYC Dept. of Transportation	\$2,916,325	\$2,138	\$2,918,463	\$860,000	\$3,778,463	\$1,526,588	\$2,251,868
<u>Putnam County</u>							
Program Support and Administration	\$32,464	\$0	\$32,464	\$0	\$32,464	\$0	\$32,464
General Development and Comprehensive Planning	\$9,128	\$0	\$9,128	\$0	\$9,128	\$0	\$9,128
Long-Range Transportation Planning (LRTP)	\$66,837	\$0	\$66,837	\$400,000	\$466,837	\$0	\$466,837
Transportation Improvement Program (TIP)	\$420,275	\$0	\$420,275	\$0	\$420,275	\$0	\$420,275
Discretionary Program Activities	\$15,828	\$0	\$15,828	\$1,220,000	\$1,235,828	\$1,160,000	\$75,828
Total Putnam County	\$544,532	\$0	\$544,532	\$1,620,000	\$2,164,532	\$1,160,000	\$1,004,532

	<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>							
Program Support and Administration	\$90,416	\$0	\$90,416	\$0	\$90,416	\$0	\$90,416
General Development and Comprehensive Planning	\$48,371	\$0	\$48,371	\$0	\$48,371	\$0	\$48,371
Long-Range Transportation Planning (LRTP)	\$92,430	\$0	\$92,430	\$0	\$92,430	\$0	\$92,430
Transportation Improvement Program (TIP)	\$42,724	\$0	\$42,724	\$0	\$42,724	\$0	\$42,724
Discretionary Program Activities	\$45,808	\$0	\$45,808	\$750,000	\$795,808	\$795,808	\$0
Total Rockland County	\$319,749	\$0	\$319,749	\$750,000	\$1,069,749	\$795,808	\$273,941
<u>Suffolk County</u>							
Program Support and Administration	\$56,881	\$0	\$56,881	\$0	\$56,881	\$0	\$56,881
General Development and Comprehensive Planning	\$3,964	\$0	\$3,964	\$0	\$3,964	\$0	\$3,964
Long-Range Transportation Planning (LRTP)	\$59,455	\$0	\$59,455	\$60,000	\$119,455	\$0	\$119,455
Transportation Improvement Program (TIP)	\$51,965	\$0	\$51,965	\$0	\$51,965	\$0	\$51,965
Discretionary Program Activities	\$104,991	\$0	\$104,991	\$410,000	\$514,991	\$0	\$514,991
Total Suffolk	\$277,256	\$0	\$277,256	\$470,000	\$747,256	\$0	\$747,256
<u>Westchester County</u>							
Program Support and Administration	\$166,704	\$1,200	\$167,904	\$0	\$167,904	\$0	\$167,904
General Development and Comprehensive Planning	\$25,715	\$0	\$25,715	\$0	\$25,715	\$0	\$25,715
Long-Range Transportation Planning (LRTP)	\$463,006	\$5,400	\$468,406	\$0	\$468,406	\$0	\$468,406
Transportation Improvement Program (TIP)	\$86,981	\$1,200	\$88,181	\$0	\$88,181	\$0	\$88,181
Discretionary Program Activities	\$319,229	\$100,000	\$419,229	\$583,000	\$1,002,229	\$353,000	\$649,229
Total Westchester County	\$1,061,635	\$107,800	\$1,169,435	\$583,000	\$1,752,435	\$353,000	\$1,399,435

	<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>							
Program Support and Administration	\$5,942	\$0	\$5,942	\$0	\$5,942	\$0	\$5,942
General Development and Comprehensive Planning	\$5,093	\$0	\$5,093	\$0	\$5,093	\$0	\$5,093
Long-Range Transportation Planning (LRTP)	\$56,026	\$0	\$56,026	\$0	\$56,026	\$0	\$56,026
Transportation Improvement Program (TIP)	\$22,071	\$0	\$22,071	\$0	\$22,071	\$0	\$22,071
Discretionary Program Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 8	\$89,133	\$0	\$89,133	\$0	\$89,133	\$0	\$89,133
<u>NYSDOT REG 10</u>							
Program Support and Administration	\$28,933	\$0	\$28,933	\$0	\$28,933	\$0	\$28,933
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning (LRTP)	\$87,870	\$0	\$87,870	\$0	\$87,870	\$0	\$87,870
Transportation Improvement Program (TIP)	\$72,868	\$0	\$72,868	\$0	\$72,868	\$0	\$72,868
Discretionary Program Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 10	\$189,670	\$0	\$189,670	\$0	\$189,670	\$0	\$189,670
<u>NYSDOT Reg 11</u>							
Program Support and Administration	\$51,208	\$0	\$51,208	\$0	\$51,208	\$0	\$51,208
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning (LRTP)	\$116,324	\$0	\$116,324	\$0	\$116,324	\$0	\$116,324
Transportation Improvement Program (TIP)	\$18,846	\$0	\$18,846	\$0	\$18,846	\$0	\$18,846
Discretionary Program Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 11	\$186,377	\$0	\$186,377	\$0	\$186,377	\$0	\$186,377

	<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>							
Program Support and Administration	\$75,808	\$0	\$75,808	\$0	\$75,808	\$0	\$75,808
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning (LRTP)	\$8,664	\$0	\$8,664	\$0	\$8,664	\$0	\$8,664
Transportation Improvement Program (TIP)	\$43,318	\$0	\$43,318	\$0	\$43,318	\$0	\$43,318
Discretionary Program Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Albany	\$127,790	\$0	\$127,790	\$0	\$127,790	\$0	\$127,790

Funding Programmed in Prior Years

USE OF FUNDS:	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	\$16,392,531	\$0	\$16,392,531	\$0
Subtotal Central Staff, TCCs	\$16,392,531	\$0	\$16,392,531	\$0
Members:				
MTA	\$3,700,000	\$2,960,000	\$0	\$740,000
Nassau County	\$3,203,197	\$673,098	\$1,889,460	\$640,639
NYC Dept. City Planning	\$0	\$0	\$0	\$0
NYC Dept.of Transportation	\$1,526,588	\$249,139	\$972,131	\$305,318
Putnam County	\$1,160,000	\$911,296	\$16,704	\$232,000
Rockland County	\$795,808	\$129,876	\$506,771	\$159,162
Suffolk County	\$0	\$0	\$0	\$0
Westchester County	\$353,000	\$178,602	\$103,798	\$70,600
Subtotal Members	\$10,738,593	\$5,102,010	\$3,488,864	\$2,147,719
Total Central Staff, TCC & Members	27,131,124	5,102,010	19,881,395	2,147,719

Due to unexpected delays in consultant contract awards, unanticipated staff vacancies, the expected transition to the next 5-year planning services agreement, and ongoing multi-year studies and the accumulation of funds for several large upcoming consultant projects including the next Regional Establishment & Household Transportation Survey and the next Socioeconomic and Demographic forecast, \$27.1 million in prior years' FHWA-PL and FTA-MPP funds are programmed for the 2022-23 UPWP period.

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

NYMTC-Staff Schedule of Programmed Funding for Professional Services Contracts

Row Labels	NEW	OLD	Grand Total
A01 - FFY 2022-2050 RTP Maintenance / FFY 2026-2055 RTP Development	750,000		750,000
Support development of FFYs 2026-2055 Plan	750,000		750,000
A02 - Congestion Management Process	250,000		250,000
Support development of the 2025 CMP Status Report	250,000		250,000
B01 - Program Management		250,000	250,000
Interim Program Management Support Platform		250,000	250,000
B02 - Regional Emissions Analysis and Transportation Conformity	600,000	459,808	1,059,808
Transportation Conformity Determination Support - PSA5	600,000		600,000
Transportation Conformity Determination Support - PSA4		459,808	459,808
C01 - Annual Unified Planning Work Program (UPWP) Development and Program Reporting	500,000	450,000	950,000
Program and Grants Support - PSA5	500,000		500,000
UPWP Web Application		450,000	450,000
D01 - Model Development, Enhancement, and Applications	1,400,000	3,218,000	4,618,000
Model Development Technical Support Contractor II		341,394	341,394
PPS-AQ and PPS-CMP Hosting, Maintenance, and Technical Support		1,011,667	1,011,667
Model Development Technical Support Contractor I		477,978	477,978
Model Software Technical Assistance and Model Extensions		502,189	502,189
PIMS Hosting & Maintenance		206,500	206,500
PSA5 - Model Support, Updates and Enhancements	1,400,000		1,400,000

Project Information Management System (PIMS) Data Collection T		202,189	202,189
Support for NYBPM 2019 BY Update		476,083	476,083
D02 - Socioeconomic and Demographic (SED) Forecasts and Census Data		2,086,783	2,086,783
SED Forecast Project		1,500,000	1,500,000
Socio Economic Demographic Forecast Contractor PSA4		564,783	564,783
2050 Socioeconomic and Demographic Models Enhancements and Dev		22,000	22,000
E01 - Regional Surveys		7,671,094	7,671,094
Regional Household Travel Survey		7,430,432	7,430,432
NYMTC Travel Survey Data Collection and Utilization Program		240,662	240,662
E02 - Data Management	1,000,000	450,000	1,450,000
Geographic Information System (GIS) Support - PSA5	500,000		500,000
Data Collection, Monitoring and Analysis - PSA5	500,000		500,000
GIS Support PSA4		450,000	450,000
F01 - MPO Operations and Management	600,000	456,846	1,056,846
Public Involvement, Outreach and Engagement Support - PS5	600,000		600,000
PSA4 - Public Involvement Plan Development Support Contractor		456,846	456,846
G01 - Regional Freight Land Use Study		100,000	100,000
Study support (estimated balance)		100,000	100,000
G03 - Community Planning Workshops		250,000	250,000
Workshop development and execution		250,000	250,000
G04 - Palisades Interstate Park Shared Use Path Feasibility Study		400,000	400,000
Study support and execution		400,000	400,000
G05 - Regional Waste Movement Study		300,000	300,000

Study support and public engagement		300,000	300,000
G06 - Post-COVID Mobility Assessment		300,000	300,000
Study support and public engagement		300,000	300,000
G07 - G01: September 11th Memorial Program 2022-2023 Academic Year	140,000		140,000
September 11th Memorial Program	140,000		140,000
Grand Total	5,240,000	16,392,531	21,632,531

Public Comments:



Re: EDF Comments on the New York Metropolitan Council's Unified Plan Work Program

Environmental Defense Fund appreciates the opportunity to submit comments to the New York Metropolitan Transportation Council (NYMTC) on its Unified Planning Work Program. Guided by science and economics, EDF seeks innovative solutions to resolve environmental problems and uses a multi-disciplinary approach to accelerate the transition to zero-emissions transportation systems. Consistent with its organizational purpose, EDF is engaged in activities to facilitate efficient market design and sound policy making that will modernize the energy grid and decarbonize the transportation sector. Thus, NYMTC's goal to support the sustainable development of transportation systems in New York City, Long Island, and the Lower Hudson Valley, mirrors own EDF's commitment to advance the strategic deployment of green transportation technologies in the region.

The New York metropolitan area relies heavily on trucks for freight. In fact, nearly ninety percent of goods are moved by truck in the region compared to the national average of 70%.^{1,2} Without policy intervention, this share will continue to rapidly increase as the City's freight volume is expected to grow by 68% or 312 million tons by 2045.³ Though a critical and necessary part of the system, trucks are significant contributors to environmental degradation and pollution. Medium and heavy-duty trucks account for only 6% of vehicles on New York City (NYC) roads yet emit 12% of the city's greenhouse gas (GHG) emissions.⁴ As such, the regional, state, and city officials must endeavor to decarbonize this class of vehicles rapidly. Doing so would not only benefit the residents and businesses within the region but would fulfill one of NYMTC's key goals as articulated in the United States Department of Transportation's 2022-2026 Strategic Plan. That is to:

¹ New York City Department of Transportation. 2021. "Smart Trucks Management Plan." New York City, 4.

² New York City Economic Development Commission. 2018. *Freight NYC*. New York City: NYCEDC, 7.

³ New York City Economic Development Commission. 2018. *Freight NYC*. New York City: NYCEDC, 3.

⁴ The City of New York. 2016. "Inventory of Greenhouse Gas Emissions." New York City, 5.

“... substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.”⁵

Transitioning the medium- and heavy-duty vehicle sector from internal combustion of fossil fuels to non-emitting technologies is essential for any strategy to avert the worst impacts of climate change and to advance public health and justice. To achieve this ideal, it is critical that NYMTC and its partners gain a better understanding of the truck owners, truck operators, and fleets in the region. EDF recommends that the NYMTC and its subsidiary agencies use a greater share of their discretionary funding to:

further advance the systematic, frequent, and long-term collection of freight and truck electrification data.

expand the scope of studies for 2022-2023 year as outlined in the UPWP to better address issues directly or indirectly related to truck decarbonization.

allocate specific funding amounts and resources to ensure more public engagement in each initiative.

Advancing the Systematic Collection of Freight/ Truck Electrification Data

Generally, there is a dearth of up-to-date and publicly available data on the freight sector and fleets in the region, particularly on small fleets. According to the Trucking Association of New York, there were 46, 040 trucking companies located in New York in 2021, and the vast majority are small, locally owned businesses.⁶ To better understand the differential impacts of transportation policies on the region, it is vital that data on both small and large truck operators is collected.

⁵ U.S. Department of Transportation. 2021. "FY 2022-26 DOT Strategic Plan." *U.S. Department of Transportation*. December 3. <https://www.transportation.gov/dot-strategic-plan>.

⁶ Trucking Association of New York. 2021. "TANY 2021 Fact Sheet." *Trucking Association of New York*. <https://nytrucks.org/images/images/resources/NewYorkFastFacts2021.pdf>.

Gathering this information also presents an opportunity to better understand the impacts of trucking on disadvantaged communities. To this end, NYMTC should consider replicating the style and frequency (annually) of the NYCDOT's Mobility Report for the freight sector.⁷ Information collected should include but should not be limited to the number of MDHVs used for freight by vehicle class, location, fuel type and size, typical operational practices of fleets such as the number of trips per vehicle and the trip time of day. It would also be valuable to have details on the number of trips originating within versus out of the region, truck operations in environmental justice communities, as well as information on freight safety, energy use, and emissions impacts. We acknowledge that this is no small undertaking and would require significant resources. Nevertheless, collecting this information would significantly enhance policy and decision-making as the agency strives to implement its Federal Fiscal Years (FFYs) 2022-2050 Regional Transportation Plan (RTP) *Moving Forward* and as the organization begins to write its Freight Plan as a part of the Plan 2055 visioning exercise.

Conducting an additional iteration of the Regional Truck Driver Survey may also serve as another impactful strategy to collect regional freight data. The last Regional Truck Driver Survey was administered between 2007 and 2008 and informal methodologies were used to collect data from drivers. Ideally, a more rigorous version of the study should be conducted to better understand the needs, concerns, and operational practices of truck operators. This kind of data will help agencies such as the New York City Department of Transportation (NYCDOT) and the New York Economic Development Commission (NYCEDC) have better informed decision-making as they attempt to craft a truck decarbonization strategy and advance the transition to zero-emissions technologies. In keeping with NYMTC's culture of transparency, making the data collected from these and other studies publicly available on the organization's website for further research and analysis and integrating the information collected into New York State and the City's open data platforms would be ideal.

⁷ The Advanced Clean Trucks (ACT) Rule adopted by the New York State (NYS) has a fleet reporting requirement that will provide a well-needed opportunity to collect data on truck operators in the New York Metropolitan area. However, this exercise only applies to fleets with 50 or more trucks. Given the fact that most truck operators in NYS are small businesses, this exercise is unlikely to provide a full picture of the state of freight and the trucking industry. Furthermore, the ACT has no provisions to collect data beyond April 1, 2023, and only requires fleet owners to submit a single report over the life of the rule.

Expanding Research Scope of Projects for 2022-2023

EDF believes that some of the studies outlined in the UPWP could also be modified to better address the needs of MDHV operators, particularly those that have begun to transition to zero-emissions technologies. These studies include the Freight and Last Mile Demands Study and the Truck Route Effects and Communications Study.

We applaud NYMTC, NYCDOT, the New York City Department of City Planning (NYC DCP) and their partners for commissioning a study on freight and last mile demands in NYC and for adopting a more local lens by conducting a secondary analysis on the Red Hook community. In addition to the effects of truck traffic on congestion in NYC, it would be beneficial to model the impacts of increased truck traffic on air quality, noise, and other measures of public health and to explore how electrification may help to alleviate some of the negative impacts of truck traffic. Researchers should also explore policy tools and strategies that can be used to ensure appropriate siting of warehouses and incentivize sustainable and community-centered warehouse development (such as Community Benefits Agreements).

The Truck Route Effects and Communications Tools Study is also a welcomed effort. We believe that the NYCDOT's truck route map would be further enhanced and support drivers of zero-emissions vehicles if it mapped alternative fueling infrastructure and parking for MDHEVs. NYCDOT could leverage the data, methodologies and criteria used in NYMTC's Clean Freight Corridors Study to determine which sites and infrastructure are best suited for this vehicle segment. The study should also assess the extent to which current routing tools can successfully identify suitable fueling and parking sites for drivers.

EDF commends NYCDOT's and EDC's decision to undertake a joint study to explore the barriers to truck electrification. Though this initiative is not supported through NYMTC's discretionary funding, we would like to take this medium to encourage NYCDOT and EDC to assess current truck electrification incentives and their impact on the marketplace during this exercise. The uptake of MDHEV electrification incentives both at the city and state level has been inadequate and we are concerned about the ability of small fleet owners to successfully access these incentives to decarbonize their fleets. We would also like to highlight that in our review of the UPWP report, we observed that there is no mention of the Green Loading Zone Pilot commissioned by NYCDOT and would like to know if it is on the track for the 2022-2023 program year. If not, we believe that it may further incentivize truck electrification in the short term, help to optimize operations for fleets, and if possible, it should be supported with federal funding. This would be in line with NYCDOT's expressed desire for federal funding for this and other projects in its December 2021 Delivering Green Report.

Resource Allocation for Public-Engagement and Greater Emphasis on Equity

Finally, in our review, we also observed that while a few of the research projects and pilots have clear equity and public engagement components, others do not. We encourage NYMTC to adopt a framework for its UPWP that would require every agency to explicitly detail what equity concerns and considerations are being addressed through each program and pilot. Understanding the differential impacts of specific policies or strategies is critical particularly for disadvantaged communities. Furthermore, to ensure that these initiatives best meet the needs of communities and industry, it is important to have robust consultation processes with the relevant stakeholders and it

is also essential that each project is given sufficient resources to do so effectively. By clearly outlining how each program will address concerns of disadvantaged, underrepresented or marginalized stakeholders and/ or communities in the UPWP, NYMTC and its partners can better ensure that their ethos around equity is being integrated in more tangible and meaningful ways into the programs they lead and support.

Conclusion

While EDF acknowledges NYMTC and its partners increased focus on freight and green transportation, we believe that the projects identified in NYMTC's UPWP for federal and external funding could better address the needs of the freight sector and the electrification of MDHVs in the region. Given the short and long-term goals of NYMTC and the USDOT to reduce GHGs from transportation and to invest efficiently and effectively in transportation infrastructure, gaining an in-depth understanding of the current landscape for truck decarbonization is critical. Furthermore, increasing the quality and frequency of data collection for the trucking sector and providing more opportunities for public engagement in each initiative will help to enhance the decision-making on freight policy.

Thank you for your consideration of these comments, and please let us know if you have questions or if you would like to discuss these comments in greater detail. If so, you may contact Mary Barber, Director, State Affairs at mbarber@edf.org.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Sacha-Rose Phillips". The signature is fluid and cursive, with the first name "Sacha" being more prominent.

Sacha-Rose Phillips Associate
Environmental Defense
Fund

sphillips@edf.org

NYMTC Response:

Thank you for your interest in NYMTC's planning process. Each Unified Planning Work Program (UPWP) defines work to be done in a given state fiscal year using federal funding for planning activities. Given that, each UPWP includes only a snapshot of the planning process for an individual fiscal year. With regard to the freight comments that you present, the Freight Element of our newly adopted Federal Fiscal Years (FFYs) 2022-2050 Regional Transportation Plan, entitled *Moving Forward*, describes the full breadth of the freight planning process on a regional and multi-state scale. The Freight Element can be accessed through this link: https://nymtcmovingforward.org/pdfs/app_g.pdf. Specific information on the issues you've raised follows.

Advancing the Systematic Collection of Freight and Truck Electrification Data

As described on page H234 of the Freight Element, one of the goals of NYMTC's Shared Vision for Regional Mobility is: **"A transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided."** One of the objectives of that goal is to: "Invest in collection and sharing of quality transportation data."

In response to this objective, the Freight Element recommends the continued development of an integrated regional Freight Data Program. We have convened a small task force as part of the NYMTC Freight Subcommittee to explore ways to implement this recommendation, based on a previously completed assessment of freight data resources and needs. Additionally, the Regional Freight Land Use Study that is funded in the 2022-23 UPWP, is assembling an extensive data base of freight-related land uses throughout the multi-state metropolitan region, and the Clean Freight Corridors Planning Study has been assembling significant data bases and forecasts related to truck electrification and alternative fuels.

Expanding Research Scope of Projects for 2022-2023

NYC DOT shares EDF's concerns with the rapidly increasing demand on the freight industry and the associated negative externalities that this demand brings to New York City. NYC DOT released *Delivering NY: A Smart Truck Management Plan* for NYC in May 2021, as well as *Delivering Green: A Vision for a Sustainable Freight Network* in December 2021. Both documents lay out the groundwork for strategizing and implementing initiatives that focus heavily on incentivizing sustainable deliveries and reducing the carbon footprint of the freight sector, while acknowledging the importance of freight deliveries for the equitable, efficient, and safe functioning of our economy. The UPWP-funded studies represent a small portion of NYC DOT's work; many others are addressed and advanced using other federal, state, and local funds, some of which are detailed in the 5-year Transportation Improvement Program and NYMTC's Regional Transportation Plan.

The NYC Department of City Planning also recognizes the increasing demands of the freight industry, especially with regard to last mile facilities located in or near residential communities. As the city agency charged with land use, NYC DCP is eager to evaluate the proliferation of new freight facilities around the city to better understand their location decisions and seeks to limit or mitigate their impacts. NYC DCP plans to identify the tools that can be utilized to create better and more sustainable freight facilities. For example, what is the state of the art for new freight facilities to reduce impacts on surrounding communities? Are there locations where these

facilities would be more appropriate? Are there greener options for delivery such as electric trucks and small electrified delivery vehicles? Are there different approaches that can be applied to loading zones in the outer boroughs that will better accommodate increased use of delivery services? NYC DCP will continue to work closely with NYC DOT and EDC to coordinate efforts to improve freight operations in New York City. This work will also tie in closely to the study of Red Hook that is included in NYC DOT's UPWP-funded study.

The multi-state UPWP-funded Clean Freight Corridors Planning Study is the most regionally significant planning activity in support of truck decarbonization. At its conclusion in Spring 2022, all aspects of the study's assessments and forecasts will be available to NYMTC's members for use in their related planning and implementation activities. Additionally, the results of the study will be used to target federal and other investments in expanded truck charging and alternative fueling facilities throughout the multi-state metropolitan region.

Resource Allocation for Public Engagement and Greater Emphasis on Equity

NYMTC is currently in the process of updating its Title VI Program, Language Access Program and Public Involvement Plan. These activities are noted in the MPO Operations and Management task in the 2022-2023 Unified Planning Work Program. These updates are being undertaken in the context of the members' Shared Vision for Regional Mobility, which is the opening chapter of NYMTC's Plan, Moving Forward. (https://nymtcmovingforward.org/pdfs/chapter_01.pdf). The updates are being undertaken in an integrated fashion, as both the Title VI Program and the Language Access Program will be reflected in the Public Involvement Plan, and vice versa. This integrated development process allows for greater focus on equity considerations in NYMTC's public outreach efforts.

Cindy M:

I appreciate the core values and objectives surrounding this plan. However, with the climate crisis in mind, I would ask the region to be *much* more aggressive at phasing out motor vehicle transportation by reducing regional highways, eliminating urban highways altogether, shrinking roadways of all sorts, and creating green space, more pedestrian space, wide micromobility lanes, and bus rapid transit lanes in lieu of car lanes. For the same reason, we should be over-investing in high-speed train transit and reducing investments in airports, as we don't yet have a carbon-friendly way to handle air travel.

I read the full strategic plan from mid-2021 and was shocked to see that the region is *planning* for a 15% increase in highway traffic by 2050. I hope that this is no longer guiding the NYMTC, as we should be planning for a reduction in highway traffic by 50-75% or more. We have no more time to waste to make these real changes in how we think about moving people and goods if we're going to be a green region.

NYMTC Response:

NYMTC thanks you for your interest in the NYMTC's planning process and has noted your comment regarding *Moving Forward*.

