

State Fiscal Year 2022-2023 Unified Planning Work Program Summary

Disclaimer

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Title VI Statement

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

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

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

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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

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.

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

The completion of the individual planning projects which develop and maintain these required products and analyses are the highest priority of NYMTC's planning process and comprise its core planning program.

NYMTC's Discretionary 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 Public Involvement Plan (PIP)

June 2022:

- TCCs recommend project lists for inclusion in the FFYs 2023-27 TIP
- Program Finance and Administrative Committee (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:

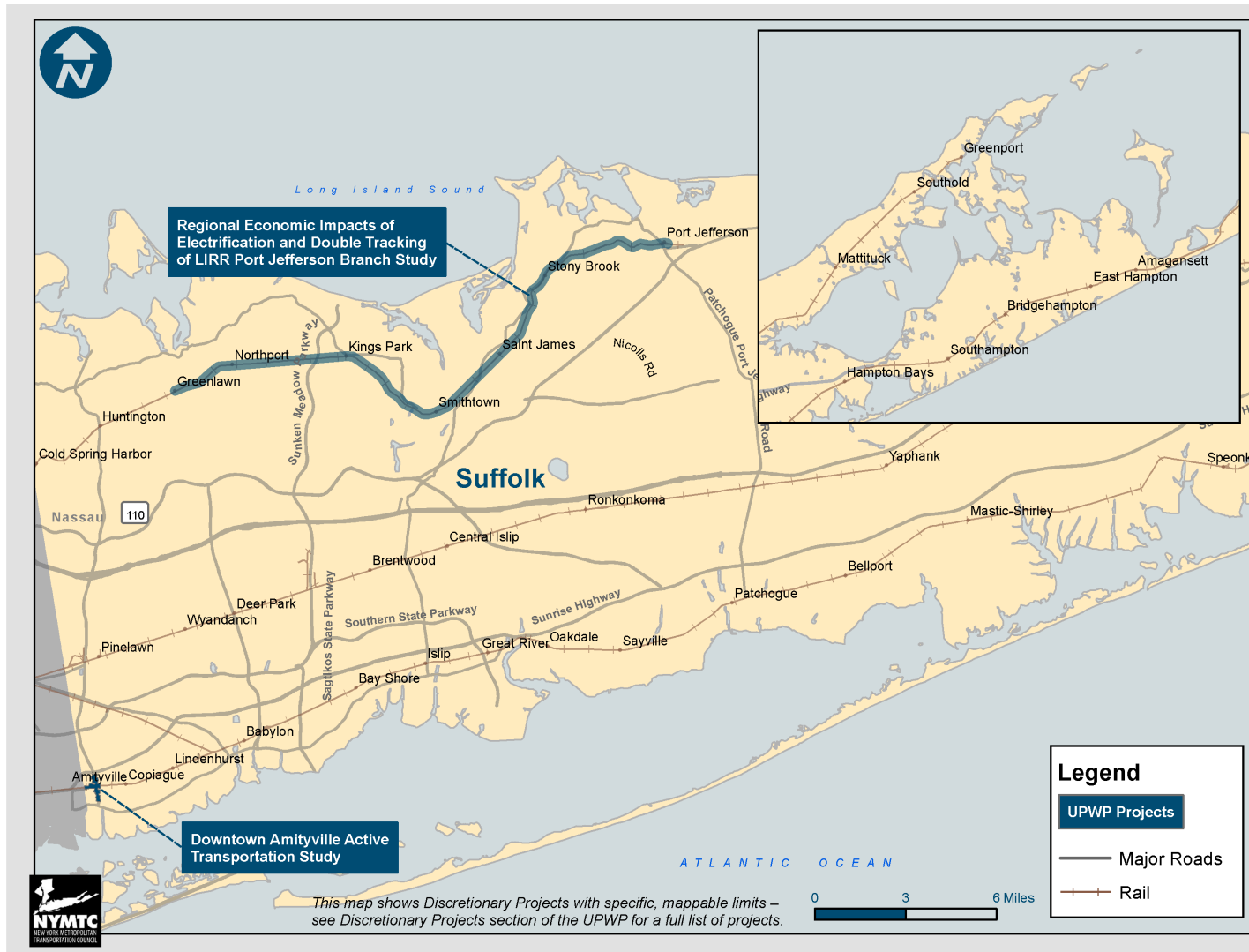
- PFAC meeting to recommends the SFY 2023-24 UPWP for Council adoption
- Council adopts the SFY 2023-2024 UPWP

Planning Project Locations

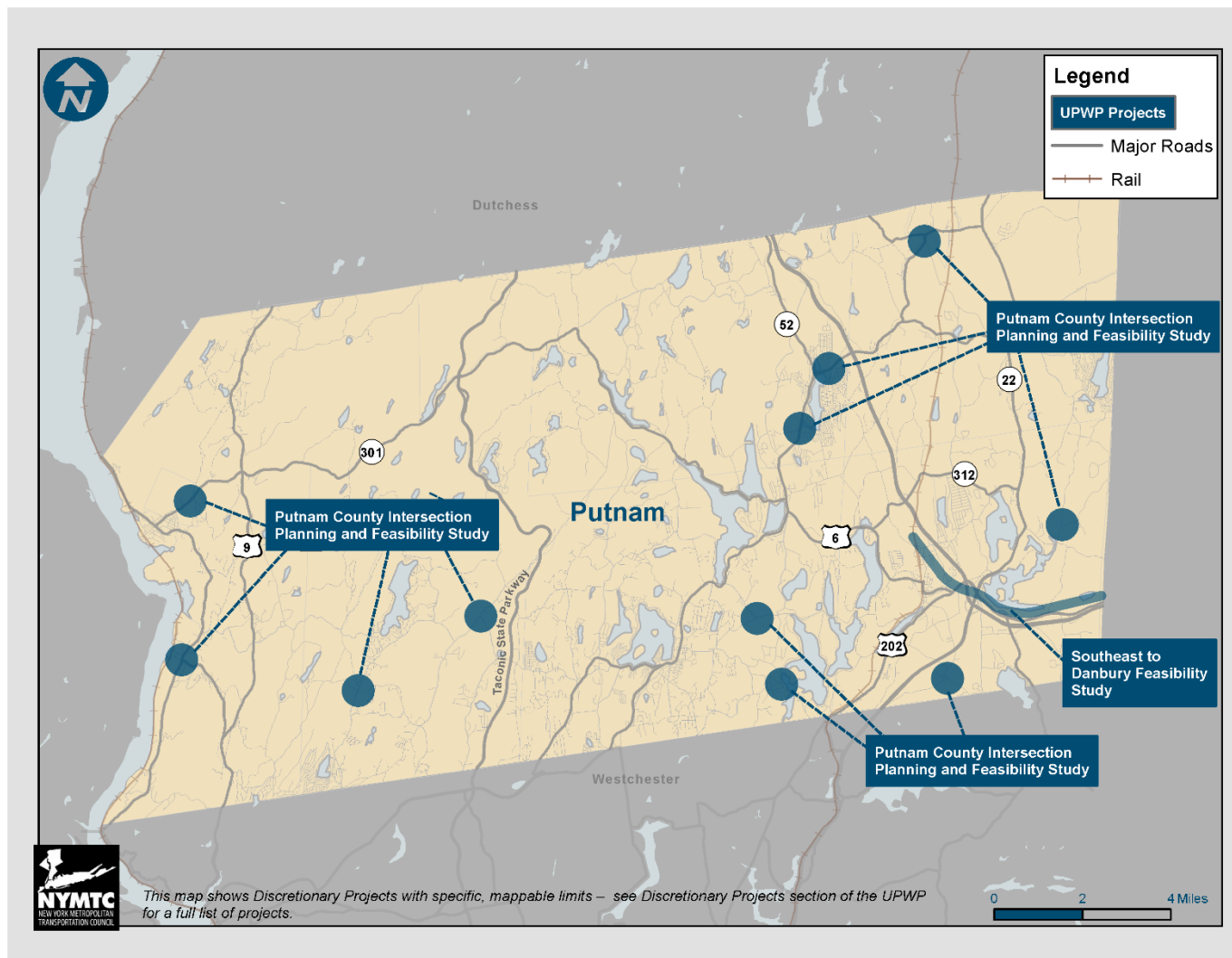
Long Island – Nassau County



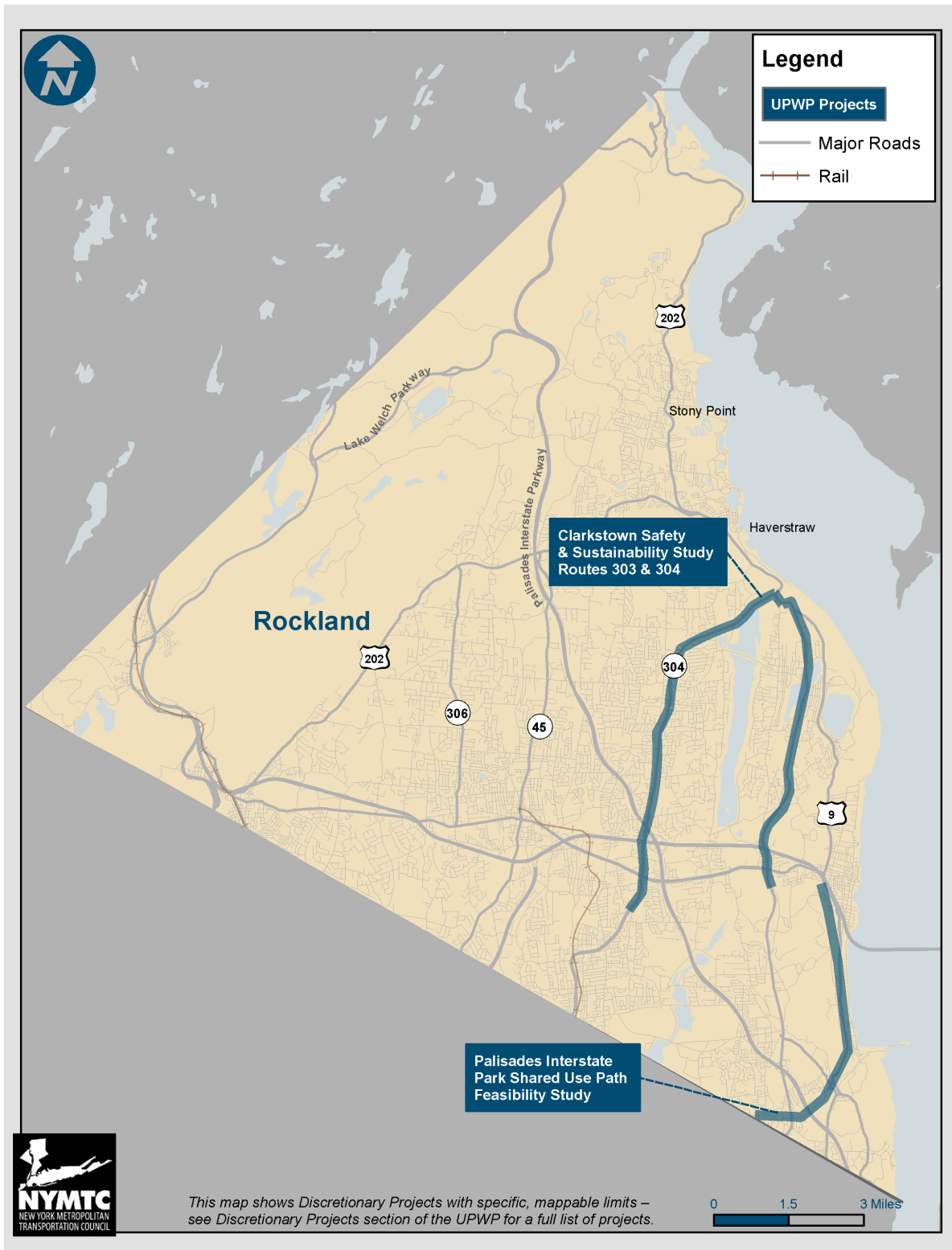
Long Island – Suffolk County



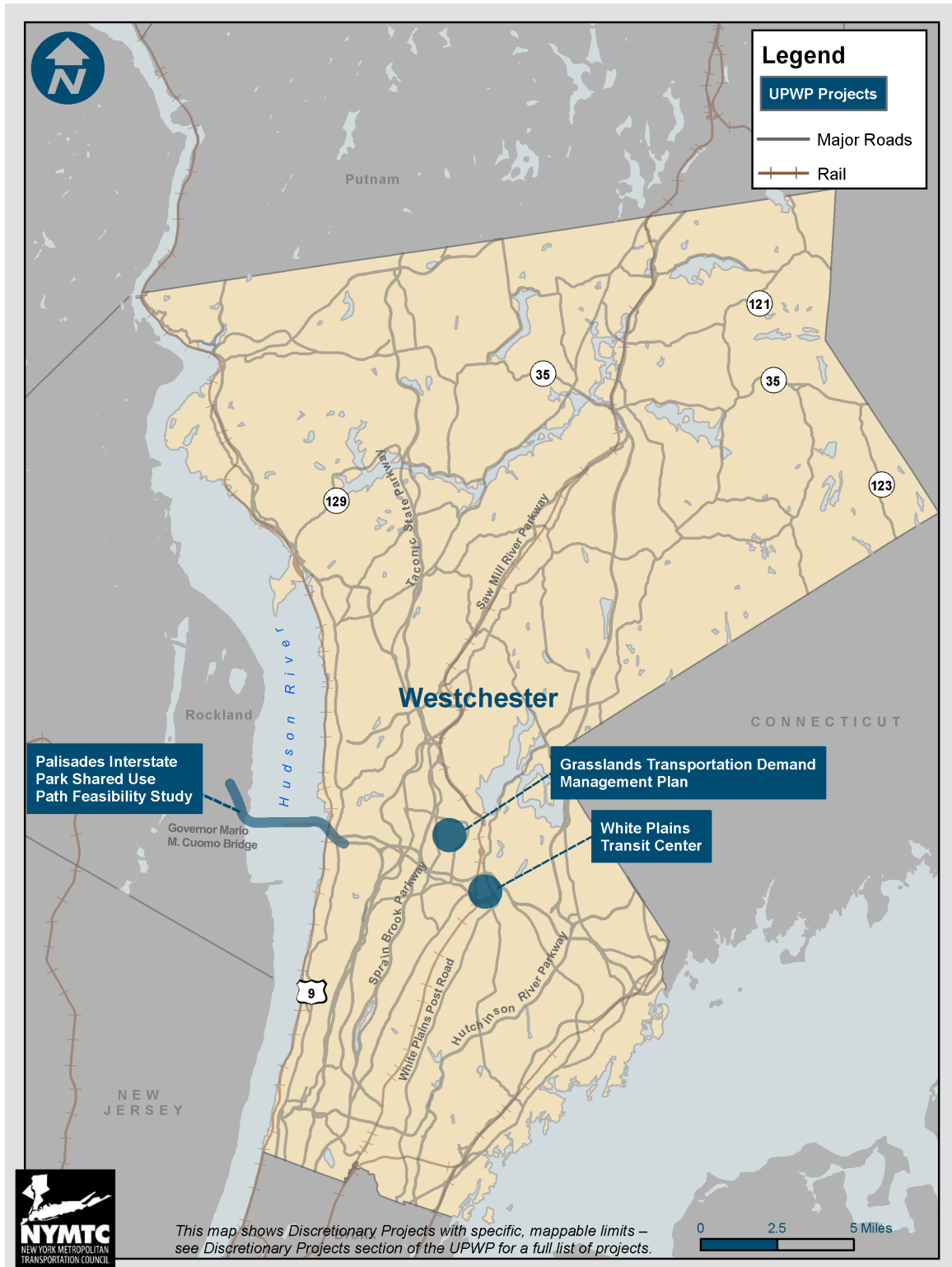
Mid-Hudson South – Putnam County



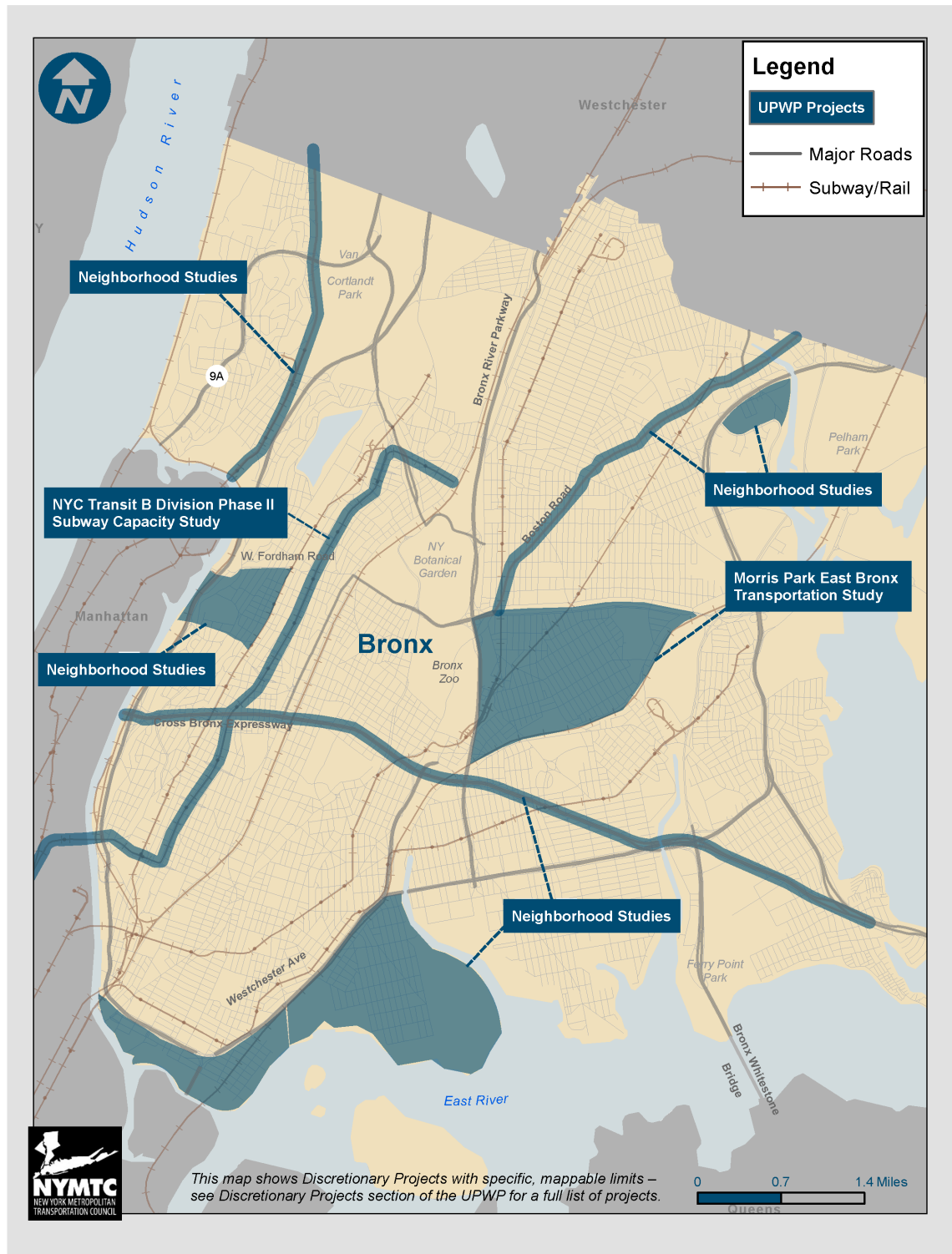
Mid-Hudson South – Rockland County



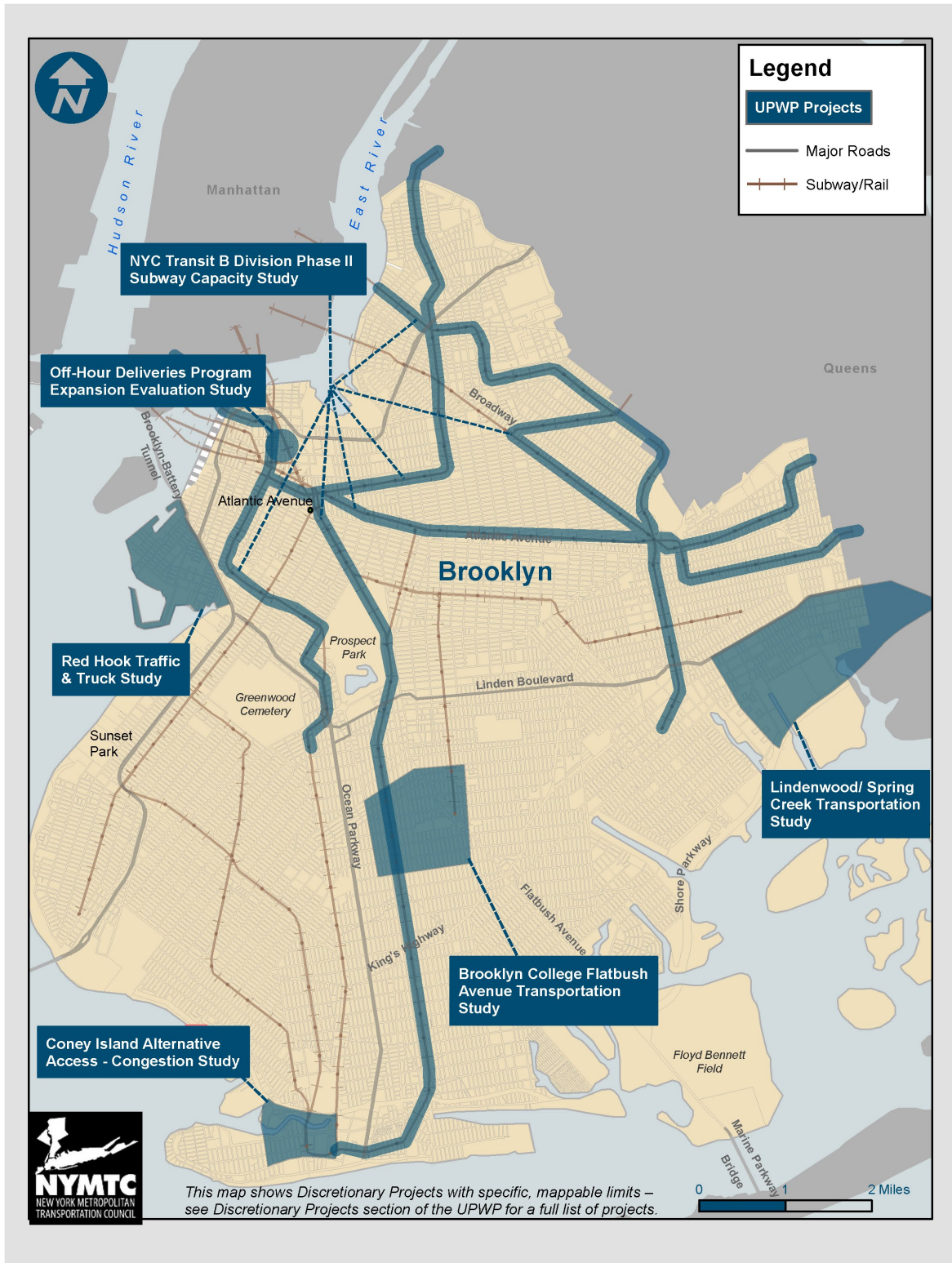
Mid-Hudson South – Westchester County



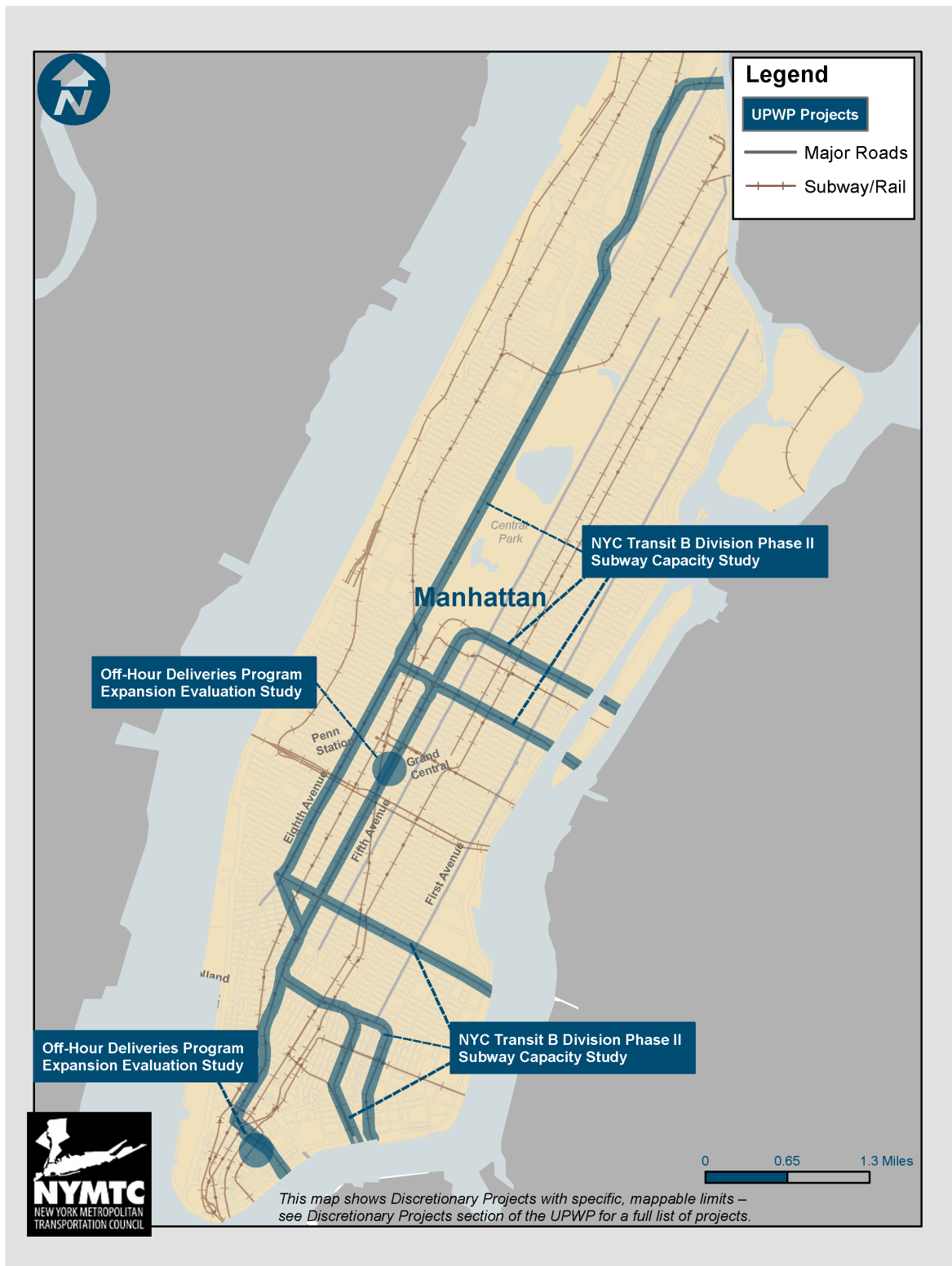
New York City - Bronx



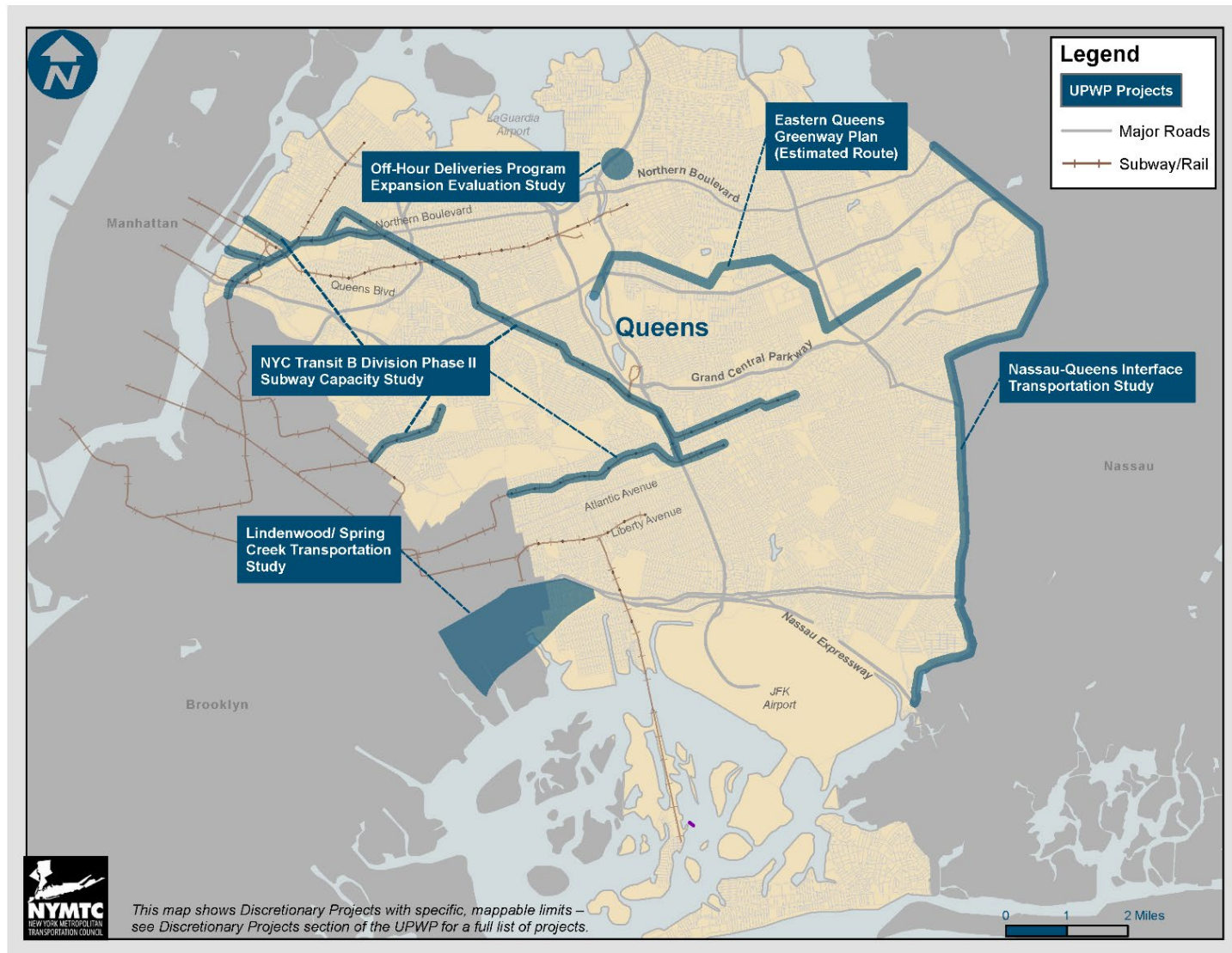
New York City - Brooklyn



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 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 Transportation Coordinating Committees (TCC) 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 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.

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 Socioeconomic and Demographic (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).

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 Transportation PM requirements continues per final federal rulemakings.
- The next model update, New York Best Practice Model 2019, is underway, with model delivery expected in late 2022.
- Update and enhancement of the Project Information Management System (PIMS) will continue.
- Post Processor Software for Air Quality (PPS-AQ) will be upgraded to integrate the latest version of EPA's Motor Vehicle Emission Simulator (MOVES) software. PPS-Congestion Management Process (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 Request For Proposals 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.

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, Congestion Mitigation and Air Quality (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.

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.



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Council Budget

<u>USE OF FUNDS:</u>	<u>2022-2023</u> <u>FTA MPP</u>	<u>2022-2023</u> <u>FHWA PL</u>	<u>New Match *</u>	<u>NEW FHWA PL/</u> <u>FTA MPP</u>	<u>PROGRAMMED</u> <u>IN PRIOR YEARS</u>	<u>Total</u>
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