

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
Adopted February 29, 2024



STATE FISCAL YEAR 2024-2025
**UNIFIED PLANNING
WORK PROGRAM**
APRIL 1, 2024 - MARCH 31, 2025

Disclaimer

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NYMTC assures that no person or group(s) of persons shall, on the grounds of race, creed, color, national origin, sex, marital status, disability, age, sexual orientation or income level, 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.

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Regarding the distribution of federal-aid funds to eligible subrecipients, NYMTC will include Title VI/non-discrimination language in all written agreements entered into through its administrative host, the New York State Department of Transportation (NYSDOT), and will monitor those agreements for compliance.

NYMTC is responsible for initiating and monitoring the organization's Title VI/Non-Discrimination Program, for preparing related reports, and for other requirements and responsibilities under Title 23 Code of Federal Regulations (CFR) Part 200 and Title 49 CFR Part 21.

PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #572

RECOMMENDATION OF THE DRAFT STATE FISCAL YEAR (SFY) 2024-2025
UNIFIED PLANNING WORK PROGRAM 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, 2024 through March 31, 2025 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 2024-2025 UPWP during the upcoming program year.

NOW, THEREFORE, BE IT RESOLVED that PFAC recommends that the Council adopt the draft SFY 2024-2025 UPWP.

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

ADOPTED: February 15, 2024

"I hereby certify that the above is a true copy of Resolution #572, Recommendation of the Draft State Fiscal Year 2024-2025 Unified Planning Work Program for Council Adoption, and was motioned by Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Yogesh Sanghvi, representing the New York City Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."



Debra Nelson, PFAC Chair



**RESOLUTION #2024-1
COUNCIL ADOPTION OF STATE FISCAL YEAR (SFY) 2024-2025
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) 2024-2025 UPWP, for the program year April 1, 2024 through March 31, 2025, 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 2024-2025 UPWP during the upcoming program year; and

WHEREAS, NYMTC's Program, Finance and Administration Committee, at its February 15, 2024 meeting, recommended that this SFY 2024-2025 UPWP be adopted by the Council.

NOW, THEREFORE, BE IT RESOLVED that the Council adopts the SFY 2024-2025 Unified Planning Work Program.

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

ADOPTED: February 29, 2024

"I hereby certify that the above is a true copy of Council Resolution #2024-1, Council Adoption of State Fiscal Year 2024-2025 Unified Planning Work and was motioned by Jack Schmidt representing New York City Department of City Planning Director Dan Garodnick and seconded by Barbara Barosa representing Putnam County Executive Kevin Byrne. This Resolution was adopted and passed unanimously."

Debra A. Nelson

Debra Nelson, Council Secretary

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Abbreviations and Acronyms

Abbreviation	Description
ADA	Americans with Disabilities Act
AMPO	Association of Metropolitan Planning Organizations
AQ	Air Quality
CAAA-1990	Clean Air Act Amendments of 1990
CBTC	Communications-Based Train Control
CDEA	Coordinated Development Emphasis Area
CDL	Commercial Drivers License
CFR	Code of Federal Regulations
CHFP	Cross Harbor Freight Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
COVID	Coronavirus Disease
CPRG	Climate Pollution Reduction Grant Program
EDC	Economic Development Corporation
EIS	Environmental Impact Statement
EPA	US Environmental Protection Agency
FFY	Federal Fiscal Year
FHV	For Hire Vehicle
FHWA	Federal Highway Administration
FLMA	Federal Land Management Agency
FMLM	First Mile and Last Mile
FTA	Federal Transit Administration
FWG	Forecasting Working Group
GHG	Greenhouse Gas
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
IT	Information Technology
LAP	Language Access Program
LIRR	Long Island Rail Road
MAP	Metropolitan Area Planning
MHSTCC	Mid-Hudson South Transportation Coordinating Committee
MOVES	Motor Vehicle Emission Simulator

Abbreviation	Description
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transportation Authority
N/S TCC	Nassau/Suffolk Transportation Coordinating Committee
NATMEC	National Travel Monitoring Exposition and Conference
NEPA	National Environmental Policy Act
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
NYCDOT	New York City Department of Transportation
NYCHA	New York City Housing Authority
NYCT	New York City Transit
NYCTCC	New York City Transportation Coordinating Committee
NYMTC	New York Metropolitan Transportation Council
NYS	New York State
NYSAMPO	New York State Association of Metropolitan Planning Organizations
NYSHARED	Survey Harmonization and Regional Data
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
O&M	Operations and Maintenance
O/D	Origin and Destination
PANYNJ	Port Authority of New York and New Jersey
PEA	Planning Emphasis Area
PEL	Planning and Environment Linkages
PFAC	Program Finance and Administration Committee
PIMS	Project Information Management System
PIP	Public Involvement Plan
PROTECT	Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation
PPS-AQ	Post Processor Software for Air Quality
PPS-CMP	Post Processor Software for the CMP
PTASP	Public Transportation Agency Safety Plans
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RFI	Request for Information
RFP	Request for Proposals
RHTS	Regional Household Travel Survey
ROW	Right of Way

Abbreviation	Description
RPI	Rensselaer Polytechnic Institute
RTP	Regional Transportation Plan
SAS	Second Avenue Subway
SBP	Secure Bike Parking
SED	Socioeconomic and Demographic
SFY	State Fiscal Year
SPR	State Planning and Research
SS4A	Safe Streets and Roads for All
STRAHNET	Strategic Highway Network
SUP	Shared Use Path
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCC	Transportation Coordinating Committee
TDM	Transportation Demand Management
TIG	Transportation Information Gateway
TIMS	Traffic Information Management System
TIP	Transportation Improvement Program
TLC	Taxi and Limousine Commission
TPM	Transportation Performance Management
TRANSCOM	Transportation Operations Coordinating Committee
UA	Urban Area
UFCC	Urban Freight Consolidation Centers
UPWP	Unified Planning Work Program
USDOT	U.S. Department of Transportation
USPS	U.S. Postal Service
UTC	University Transportation Center
VMT	Vehicle Miles Traveled
VPI	Virtual Public Involvement

Executive Summary

The New York Metropolitan Transportation Council (NYMTC) is a regional council of governments that is the Metropolitan Planning Organization (MPO) for New York City (NYC), Long Island, and the Lower Hudson Valley. Every urban area in the United States with at least 50,000 residents has a MPO under federal law.

NYMTC provides its region with a collaborative planning forum to address transportation-related issues from a regional perspective and to plan for and make decisions on using federal transportation funds. As a requirement for the receipt of federal transportation funding, MPOs in urbanized regions must maintain a continuing, cooperative, and comprehensive transportation planning process, considering all modes in a coordinated manner.

One of NYMTC's responsibilities is developing and adopting an annual Unified Planning Work Program (UPWP). The work program proposed for April 1, 2024, through March 30, 2025, identifies planning activities, such as transportation planning studies and technical analyses, proposed for federal and other funding.

NYMTC's Shared Goals, and Strategic Framework

NYMTC developed *Moving Forward*, its Federal Fiscal Year (FFY) 2022-2050 Regional Transportation Plan (RTP), to cover all modes of surface transportation from a regional perspective, including highways, streets, public transportation, bicycle and pedestrian facilities, goods movement, and special needs transportation.

Moving Forward 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.

Moving Forward's Shared Vision for Regional Mobility is built around five vision goals developed jointly by NYMTC's members:



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.

This Shared Vision provides a strategic framework and a blueprint for federal transportation investments in projects and planning activities, including the programs, projects and studies proposed for funding within NYMTC's work program.

Developing the Work Program

NYMTC Staff and NYMTC member agencies develop the work program by coordinating and integrating transportation planning activities to the greatest extent possible. Federal requirements, national performance goals, and *Moving Forward*, provide the context for the work program's development. NYMTC's work program comprises two main parts: the Core Program and the Discretionary Programs.

Core Program

Under federal regulations, NYMTC must produce the following planning products:

- A long-range RTP
- A medium-range Transportation Improvement Program (TIP)
- An annual UPWP
- A Congestion Management Process (CMP)
- A Transportation Conformity Determination, containing a regional emissions analysis;
- A periodically updated Public Involvement Plan.

Completing the individual planning projects that develop and maintain these required products and analyses is NYMTC's planning process's highest priority and comprises its core planning program as described in the work program.

Discretionary Program

The work program's Discretionary Program includes the planning activities proposed to help NYMTC member agencies address issues related to:

- Near-term and other planning activities identified in Moving Forward.
- Supplemental financing strategies.
- Congested links, corridors, or bottlenecks in the 2021 CMP Status Report.

NYMTC's Work Program

The NYMTC's draft work program for State Fiscal Year (SFY) 2024-2025 presents the planning activities proposed for federal funding. Highlights from the Core Program include:

- Developing NYMTC's FFYs 2026-2055 RTP includes extensive public outreach throughout the NYMTC planning area.
- Continuing work to develop NYMTC's FFYs 2026-2030 TIP.
- The anticipated start of the next Regional Household Travel Survey (RHTS).
- Adopting a Transportation Conformity Determination for non-exempt projects to the FFYs 2023-2027 Transportation Improvement Program and 2022-2050 RTP, as amended.
- Release of the 2023 Hub Bound Report.

A summary of all discretionary projects is available at the start of the work program's Discretionary Program section. In addition, NYMTC provides a web map that shows the location of those projects that are mappable through the below link.

[NYMTC SFY 2024 - 2025 UPWP Planning Activities \(arcgis.com\)](https://arcgis.com)

This year's work program identifies \$65 million in federal and non-federal funding for these efforts. The table below summarizes the funding distribution by agency for Core Program and Discretionary Program work:

New York Metropolitan Transportation Council

2024-2025 UPWP

New Funds (\$) Matched

Agency	Core	Discretionary	New Funds
MTA	\$399,328	\$6,364,246	\$6,763,574
Nassau	\$529,873	\$4,035,874	\$4,565,747
NYCDCP	\$781,870	\$2,623,128	\$3,404,998
NYCDOT	\$1,429,018	\$3,221,955	\$4,650,973
NYMTC Staff	\$36,570,550	\$4,239,058	\$40,809,608
Putnam	\$383,932	\$242,316	\$626,248
Rockland	\$244,156	\$899,638	\$1,143,794
Suffolk	\$191,582	\$0	\$191,582
Westchester	\$798,561	\$1,039,105	\$1,837,666
	\$41,328,870	\$22,665,320	\$63,994,190

*NYMTC's Staff is effectively 100% federally reimbursed. NYSDOT provides the non-federal share through toll credits and in-kind services

New York Metropolitan Transportation Council

2024-2025 UPWP

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*NYMTC's Staff is effectively 100% federally reimbursed. NYSDOT provides the non-federal share through toll credits and in-kind services

Overview of the Unified Planning Work Program (UPWP)

Unified Planning Work Program

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 MPO, 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 NYMTC is the designated MPO for NYC, suburban Long Island and the lower Hudson Valley. Pursuant to 23 CFR 450.308, NYMTC is responsible for the development of an annual 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 April 1, 2024 through March 30, 2025 identifies planning activities proposed for federal and other funding.

New York Metropolitan Transportation Council

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 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 FFYs 2022-2050 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 TIP.

NYMTC develops a new RTP every four years per regulatory requirements, which guides the development of its annual work program. *Moving Forward*, the RTP 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 Green House Gas (GHG) 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.
4. Efficiently manage limited roadway capacity to mitigate congestion and vehicular emissions.
5. Promote responsible environmental stewardship in transportation projects.
6. 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.

Federal Planning Emphasis Areas (PEAs)

The activities in the UPWP support the FHWA and FTA PEAs:

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

This PEA is intended to ensure that transportation plans and infrastructure investments help achieve the national GHG 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 Justice⁴⁰ in Transportation Planning

This PEA 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 PEA 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 PEA 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 PEA 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 PEA 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 PEA encourages MPOs and State DOTs to coordinate with FLMA 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 PEA 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 PEA 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.

Federal Planning Factors

In addition to the national goals, 23 CFR 450.306(B) indicates the following:

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

These federal planning factors are considered in Moving Forward's shared strategic goals and related objectives and, by extension, in the planning activities described in this work program.

NYMTC's Moving Forward presents the Federal Planning Factors as follows:

Planning Factors from Moving Forward Plan 2050	Corresponding Federal Planning Factors
Support Economic Vitality	1
Increase Safety & Security	2 & 3
Increase Accessibility and Mobility	4
Improve the National Freight Network	4
Protect and Enhance the Environment	5
Enhance Integration & Connectivity	6
Improve Efficiency	7
Emphasize System Preservation	8
Improve Resiliency & Reliability	9
Enhance Travel & Tourism	10

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 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 CMP. NYMTC is also required to develop, maintain and execute a Public Involvement Plan (PIP), 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.

The federal planning factors that are directly or indirectly addressed by each core program planning activity are listed in the table below.

UPWP Core Program	Planning Factors from Moving Forward Plan 2050									
	Support Economic Vitality	Increase Safety & Security	Increase Accessibility and Mobility	Improve Efficiency	Improve the National Freight Network	Protect and Enhance the Environment	Enhance Integration & Connectivity	Emphasize System Preservation	Improve Resiliency & Reliability	Enhance Travel & Tourism
MPO Operations & Management	•	•	•	•	•	•	•	•	•	•
Annual UPWP Development and Reporting	•	•	•	•	•	•	•	•	•	•
Socioeconomic & Demographic Forecasts and Census Data			•	•		•	•		•	
FFY 2022-2050 RTP Maintenance / FFY 2026-2055 RTP Development	•	•	•	•	•	•	•	•	•	•
Congestion Management Process	•		•	•		•	•			•
Transportation Performance Management	•	•	•	•	•	•	•	•	•	•
Model Development, Enhancement, and Applications	•		•	•	•	•	•	•		•
Regional Surveys	•		•	•		•	•			•
Data Management	•	•	•	•	•	•	•	•	•	•
Regional Program Management	•	•	•	•	•	•	•	•	•	•
Regional Emissions Analysis and Transportation Conformity						•				

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 CMP.

The federal planning factors that are directly or indirectly addressed by each discretionary program planning activity are listed in the table below.

UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2050									
	Support Economic Vitality	Increase Safety & Security	Increase Accessibility and Mobility	Improve Efficiency	Improve the National Freight Network	Protect and Enhance the Environment	Enhance Integration & Connectivity	Emphasize System Preservation	Improve Resiliency & Reliability	Enhance Travel & Tourism
September 11 th Memorial Program	•	•	•	•	•	•	•	•	•	•
Palisades Shared Use Path Feasibility Study	•		•			•	•			•
Community Planning Workshops		•	•	•			•			•
Safety and Security Needs and Technologies		•	•							
Transit Service Coordination Needs Assessment			•	•			•		•	
Regional Waste Movement Study				•	•	•				
Northern Westchester East-West Corridors Study	•		•	•	•	•				•
Complete Streets Technical Assistance		•	•	•			•			•
EPA Climate Pollution Reduction Grant Program						•				
UJR O&D Survey (Post-ESA Survey)	•		•	•		•	•		•	•
Ridgewood Busway Study	•	•	•	•		•	•			
Second Ave Subway West Expansion Study	•	•	•	•		•	•		•	•
First Mile and Last Mile Toolkit – Update and Enhancement	•	•	•	•			•			•
Geospatial Mobility Database – Replica Access	•		•	•		•				
NYC Transit B Division Phase II Subway Capacity Study (continuation)	•		•	•		•	•	•		

UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2050									
	Support Economic Vitality	Increase Safety & Security	Increase Accessibility and Mobility	Improve Efficiency	Improve the National Freight Network	Protect and Enhance the Environment	Enhance Integration & Connectivity	Emphasize System Preservation	Improve Resiliency & Reliability	Enhance Travel & Tourism
Land Use-Transportation Element of Comprehensive Plan	•	•	•	•		•	•	•	•	•
Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury	•	•	•	•		•	•			
Nassau County Traffic Signal Progression and Optimization Study II - Oceanside	•	•	•	•		•	•			
Nassau County Traffic Signal Progression and Optimization Study III - Hewlett and Lynbrook	•	•	•	•		•	•			
Roadway Sustainability and Compliance Study	•		•	•		•	•			
Lido Beach Multi-Use Trail Planning Study	•	•	•	•		•	•	•	•	•
Nassau-Queens Interface Transportation Study - Project Support	•	•	•	•		•	•			
Nassau County Shared-Mobility Management Plan	•		•	•		•				
Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan			•	•		•	•			
Nassau County Micro-Planning Studies	•	•	•	•	•	•	•	•	•	•
Planning for Citywide Goods Movement	•	•	•	•	•	•	•	•	•	•
Planning for Land Use and Transportation	•	•	•	•		•	•	•	•	•
Advancing Transportation Equity	•	•	•	•		•	•	•	•	•
Transportation Data Collection and Analysis	•	•	•	•		•	•	•	•	•
Planning for the Public Realm	•	•	•	•		•	•	•	•	•
Understanding Telework Trends and Implications for Current and Future Travel	•	•	•	•		•	•	•	•	•

UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2050									
	Support Economic Vitality	Increase Safety & Security	Increase Accessibility and Mobility	Improve Efficiency	Improve the National Freight Network	Protect and Enhance the Environment	Enhance Integration & Connectivity	Emphasize System Preservation	Improve Resiliency & Reliability	Enhance Travel & Tourism
Red Hook Traffic & Truck Study	•	•	•	•		•	•			
Lindenwood / Spring Creek Transportation Study	•	•	•	•	•	•	•			
Impact of Long-term Teleworking on VMT			•	•		•	•			
Brooklyn College Flatbush Ave Transportation Study	•		•	•		•				
Coney Island Alternative Access – Congestion Study	•	•	•	•	•	•	•			
Morris Park East Bronx Transportation Study	•	•	•	•	•	•	•			
Microhubs Program Evaluation	•	•	•	•	•	•	•			
Increase Truck Safety Through Access to Better Vehicle Design Study	•	•					•			
Freight Hub and Flow Analysis	•		•	•	•	•				
NYC Urban Freight Consolidation Center Feasibility Study	•	•	•	•	•	•	•	•	•	•
Enhance and Upgrade Data Management and Analytics	•	•	•	•		•	•			
NYC Good Neighbors Safety Coordination Study		•	•	•		•	•			
Smart Curbs Neighborhood Curb Lane Study	•	•	•	•	•	•	•			
Secure Bike Parking Program Planning Activities	•	•	•	•		•	•	•	•	•
NYC Pedestrian Improvement Studies	•	•	•	•		•				
Pedestrian Unit Planning Analysis	•	•	•	•		•	•			
York Avenue Transportation Study	•		•	•		•	•			
Putnam County Intersection Planning and Feasibility Study		•	•	•		•				
Putnam County Complete Streets Initiative	•	•	•	•		•	•	•	•	•
Clarkstown Safety and Sustainability Study for Route 303 & Route 304	•	•	•	•		•				
County Mobility and Redesign Study	•		•	•		•	•			•
Transit Fare Policy and Fare Structure Analysis Study	•		•	•		•	•			•
Complete Streets Corridor Analysis	•	•	•	•		•	•			
Improving Mobility for the Aging Population	•	•	•	•		•	•	•	•	•
Transportation and Food Access in Westchester County	•		•	•	•	•	•			

Building NYMTC's UPWP

The development of this 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 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 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 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 program, pending federal review and public comment.

Assessing the UPWP: Public Review

The draft 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 member agencies prior to finalizing the UPWP for adoption.

Major Expected Milestones for the Program

April – June

- Public input for the Plan 2055 development collected and catalogued

July – September

- Transportation Conformity Determination for non-exempt amendments to the TIP and the FFYs 2022-2050 RTP, as amended
- Up to six new students selected for the 2024-2025 academic year 9/11 Memorial Program

October – December

- SED 2055 forecasts updated
- Annual Performance and Expenditure Report prepared and submitted
- Annual Listing of Obligated Projects released

January – March

- 2023 Hub-Bound report released
- SFY2025-2026 UPWP adopted by NYMTC's Council
- Anticipated start of NYMTC's next RHTS

Five (5) Year Planning Projection

	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029
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, Program Finance and Administration Committee (PFAC), TCCs, Working Groups, Study Committees	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				
Federal Certification Reviews	Address recommendations from 2022-2023 Certification Review	Prepare for 2026-2027 Certification Review	Participate in the 2026-2027 Certification Review	Address recommendations from 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	Implement 2022 PIP	Evaluate the 2022 PIP and develop the 2026 PIP	Adopt and implement 2026 PIP	Consider updates to 2026 PIP	Evaluate the 2026 PIP and develop the 2030 PIP
Title VI/Non-Discrimination Program	Implement 2022 program	Evaluate the 2022 program and develop the 2026 program	Adopt and implement 2026 program	Implement 2026 program	Implement 2026 program
Language Access	Continue language access support services				
Transportation Information Gateway (TIG)	Maintain, update, and enhance TIG as necessary				
Annual UPWPs	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				

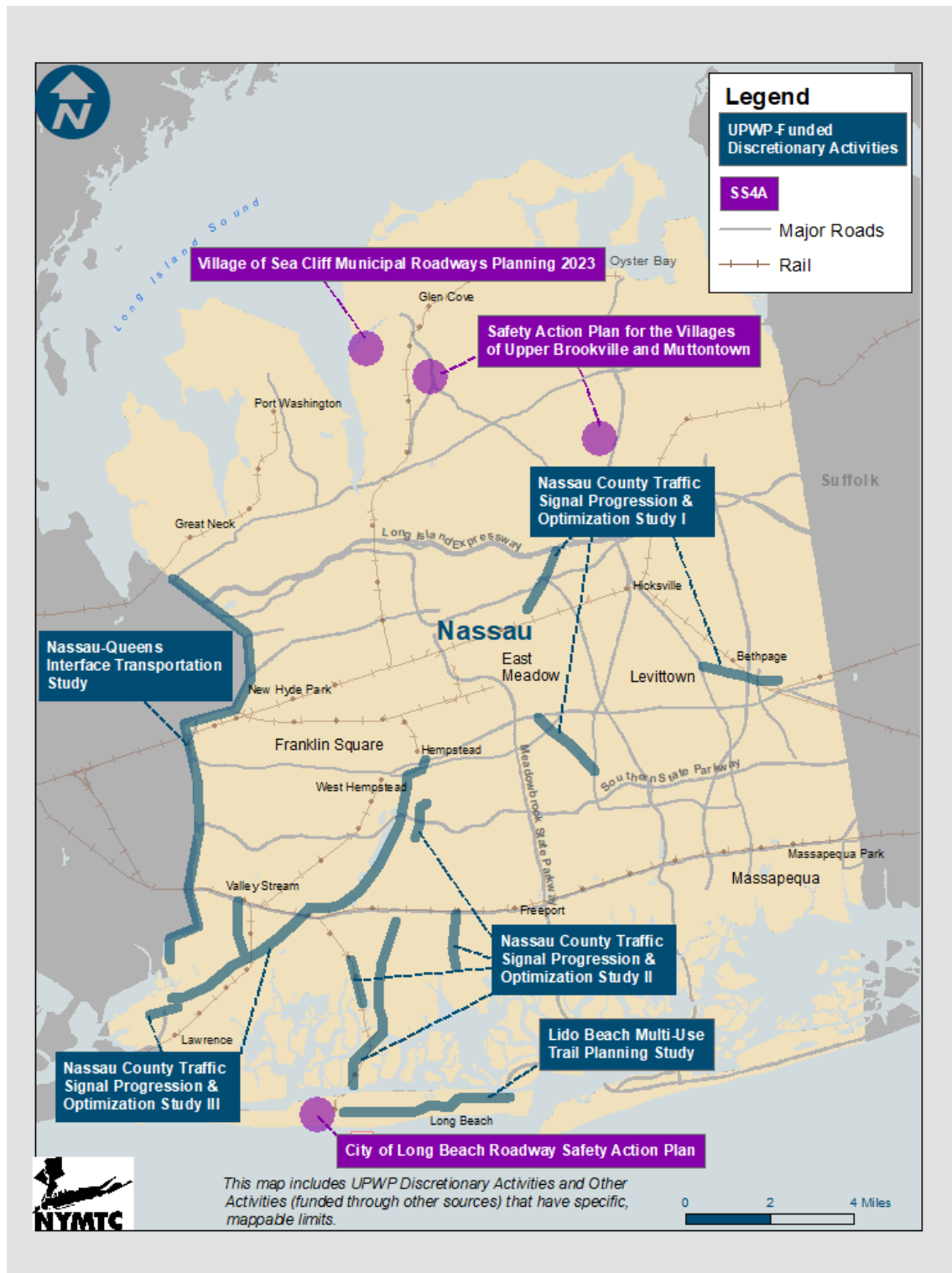
	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029
<i>Socioeconomic and Demographic Forecasts (SED)</i>	Use 2055 SED forecasts for PLAN 2055. Develop framework for 2065 SED forecast update project Develop the Request for Proposals (RFP) for 2065 SED forecasts for PLAN 2060	Begin development of 2065 SED forecasts for PLAN 2060. Collect development inventory	Continue development of 2065 SED forecasts for Plan 2060	Continue development of 2065 SED forecasts for Plan 2060. 2065 SED forecasts to be adopted by 10.1.28	Maintain / update the 2065 SED forecasts for Plan 2060.
LONG-RANGE TRANSPORTATION PLANNING					
<i>Plan 2050</i>	Continue Plan 2050 maintenance	Conclude Plan 2050 maintenance on 9.30.25	N/A	N/A	N/A
<i>Plan 2055</i>	Continue Plan 2055 development cycle toward adoption by 10.1.25	Continue Plan 2055 development cycle toward adoption by 10.1.25. Begin Plan 2055 maintenance	Continue Plan 2055 maintenance	Continue Plan 2055 maintenance	Conclude Plan 2055 maintenance on 9.30.29
<i>Plan 2060</i>	N/A	Begin initial preparation for Plan 2060 development	Begin Plan 2060 development cycle toward adoption by 10.1.29	Continue Plan 2060 development cycle toward adoption by 10.1.29	Continue Plan 2060 development cycle toward adoption by 10.1.29
<i>Congestion Management Process Status Report</i>	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	Begin CMP Status Report development cycle for Plan 2060 toward adoption by 10.1.29	Continue CMP Status Report development cycle for Plan 2060 toward adoption by 10.1.29
<i>Coordinated Public Transit- Human Services Transportation Plan (Coordinated Plan)</i>	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	Begin initial preparation for development of Coordinated Plan as part of Plan 2060	Continue development of Coordinated Plan as part of Plan 2060
<i>Freight Plan</i>	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	Begin initial preparation for development of Freight Plan as part of Plan 2060	Continue development of Freight Plan as part of Plan 2060

	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029
Transportation Performance Management (TPM) System Performance Report	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	Begin development of TPM System Performance Report for inclusion in Plan 2060 by 10.1.29	Continue development of TPM System Performance Report for inclusion in Plan 2060 by 10.1.29
TPM Analytics & Performance Periods	Continue development TIP documentation toward adoption of the 2026-2030 TIP by 10.1.25; adopt targets and submit analytics for midyear of 2022-26 performance period	Complete TIP documentation as part of adoption of the 2026-2030 TIP by 10.1.25; adopt targets as needed for the 2022-2026 performance period	Begin development TIP effects documentation toward adoption of 2029-2033 TIP by 10.1.28; adopt targets and submit analytics for the conclusion of the 2022-2026 performance period	Continue TIP documentation toward adoption of 2029-2033 TIP by 10.1.28; adopt targets as needed for 2027-2030 performance period	Complete TIP documentation as part of adoption of the 2029-2033 TIP by 10.1.28; adopt targets and submit analytics for midyear of 2027-30 performance period
Regional Designations	N/A	N/A	N/A	N/A	N/A
New York Best Practice Model (NYBPM) Base Year development	Make NYBPM 2019 enhancements	Make NYBPM 2019 enhancements. Begin contractual process for NYBPM 2026 update	Contract awarded for NYBPM 2026. Begin development of NYBPM 2026 updates	Continue development of NYBPM 2026.	Release NYBPM 2026; Maintain & enhance NYBPM 2026
NYBPM Software	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				
Model Applications	Run model applications at members' request and respond to data requests				
Regional Survey	Begin the RHTS; complete phase 2 of NYMTC Travel Survey Data Collection and Utilization Program	Complete the RHTS;	Begin developing the scope & implement RHTS supplemental biennial survey	Finalize implementing RHTS supplemental biennial survey. Begin developing the scope of the next RHTS supplemental biennial survey	Finalize scope for RHTS biennial survey & implement biennial survey
Data Collection	Annual data collection for the NYBPM and for TPM				

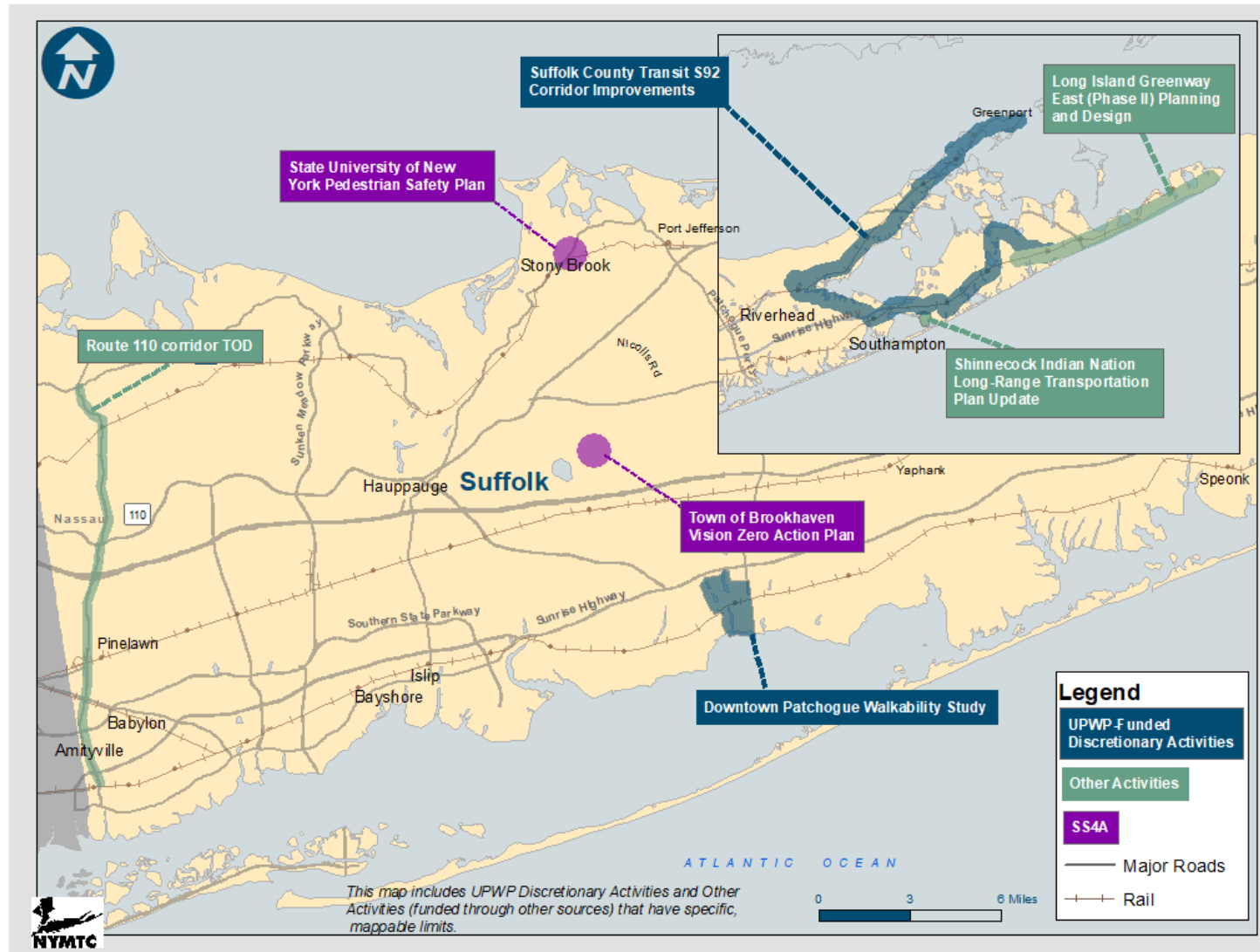
	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029
Transportation Improvement Plan					
FFYs 2023-2027 TIP	Continue FFYs 2023-2027 TIP maintenance until 9.30.25	Conclude FFYs 2023-2027 TIP maintenance on 9.30.2025	N/A	N/A	N/A
FFYs 2026-2030 TIP	Begin development of the FFYs 2026-2030 TIP	Continue development of the FFYs 2026-2030 TIP for adoption by 10.1.25. Begin maintenance of the FFYs 2026-30 TIP after adoption	Continue FFYs 2026-2030 TIP maintenance until 9.30.28	Continue FFYs 2026-2030 TIP maintenance until 9.30.28	Continue FFYs 2026-2030 TIP maintenance until 9.30.28
FFYs 2029-2033 TIP	N/A	N/A	N/A	Begin development of the FFYs 2029-2033 TIP for adoption by 10.1.28	Continue development of the FFYs 2029-2033 TIP for adoption by 10.1.28
Grant Program Solicitations	Carry out program solicitations for Congestion Mitigation and Air Quality Improvement Program (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				
Congestion Mitigation and Air Quality Performance Plan	N/A	Start development of a new CMAQ Performance Plan	Complete new CMAQ Performance Plan by 9.30.26	N/A	N/A
Transportation Conformity Determinations	Develop and adopt Transportation Conformity Determinations as needed				
DISCRETIONARY PROGRAM					
Discretionary Projects	Planning activities related to the Moving Forward’s Shared Vision for Regional Mobility, CMP-related activities, near term activities and other specifically identified activities in the Plan, subarea planning studies, on-going sustainable community activities, including community planning workshops; on-going September 11 memorial program				

Planning Project Locations

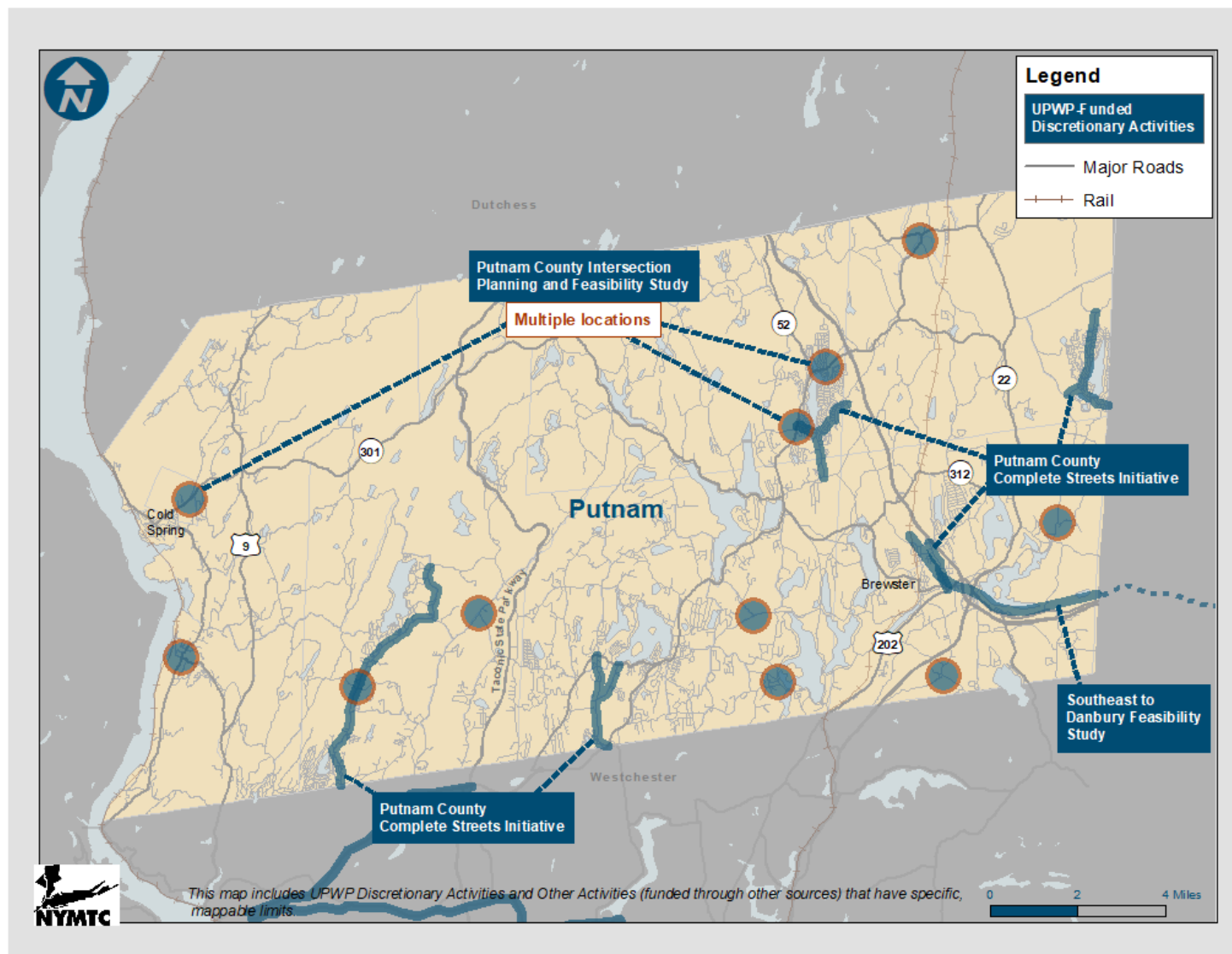
Long Island – Nassau County



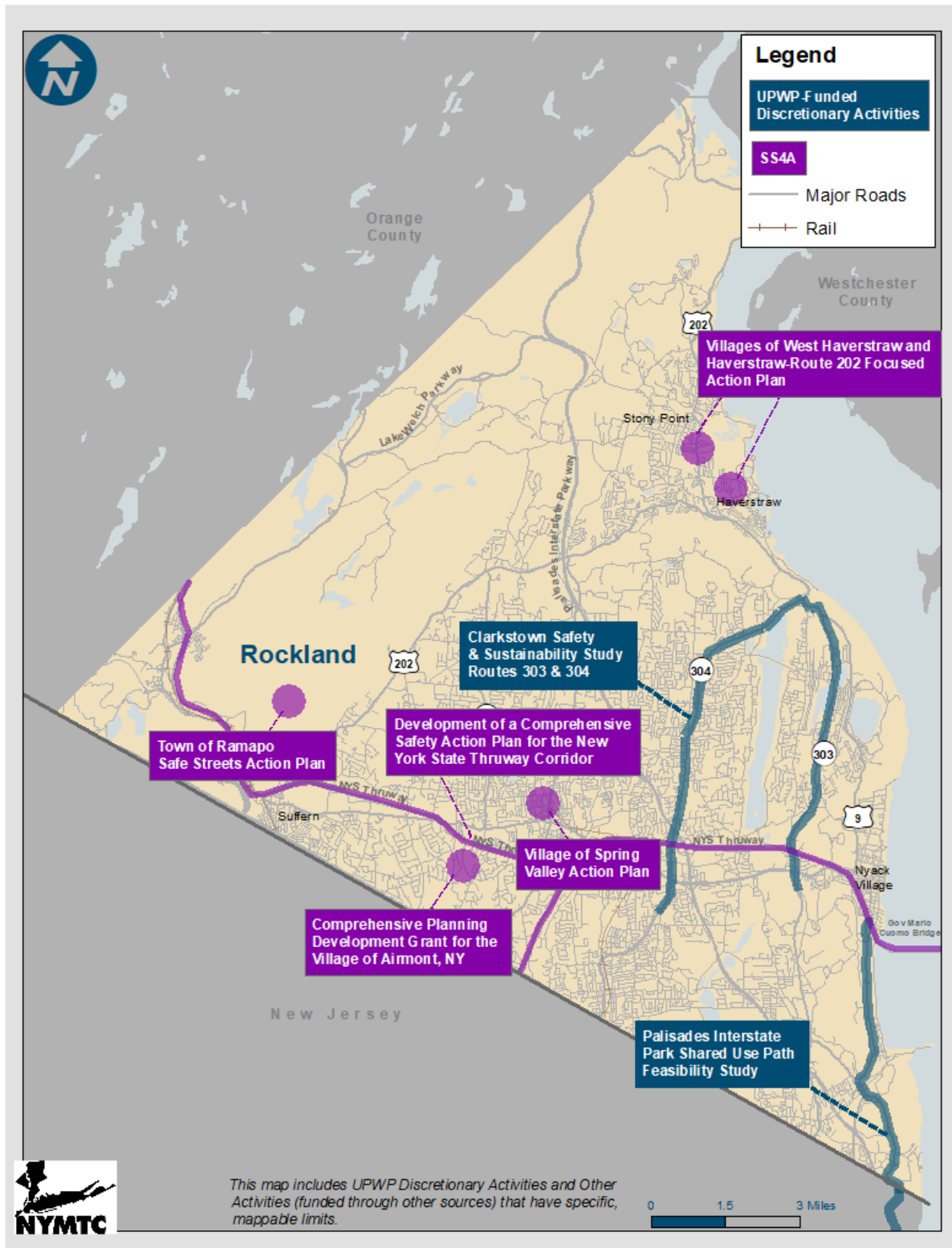
Long Island – Suffolk County



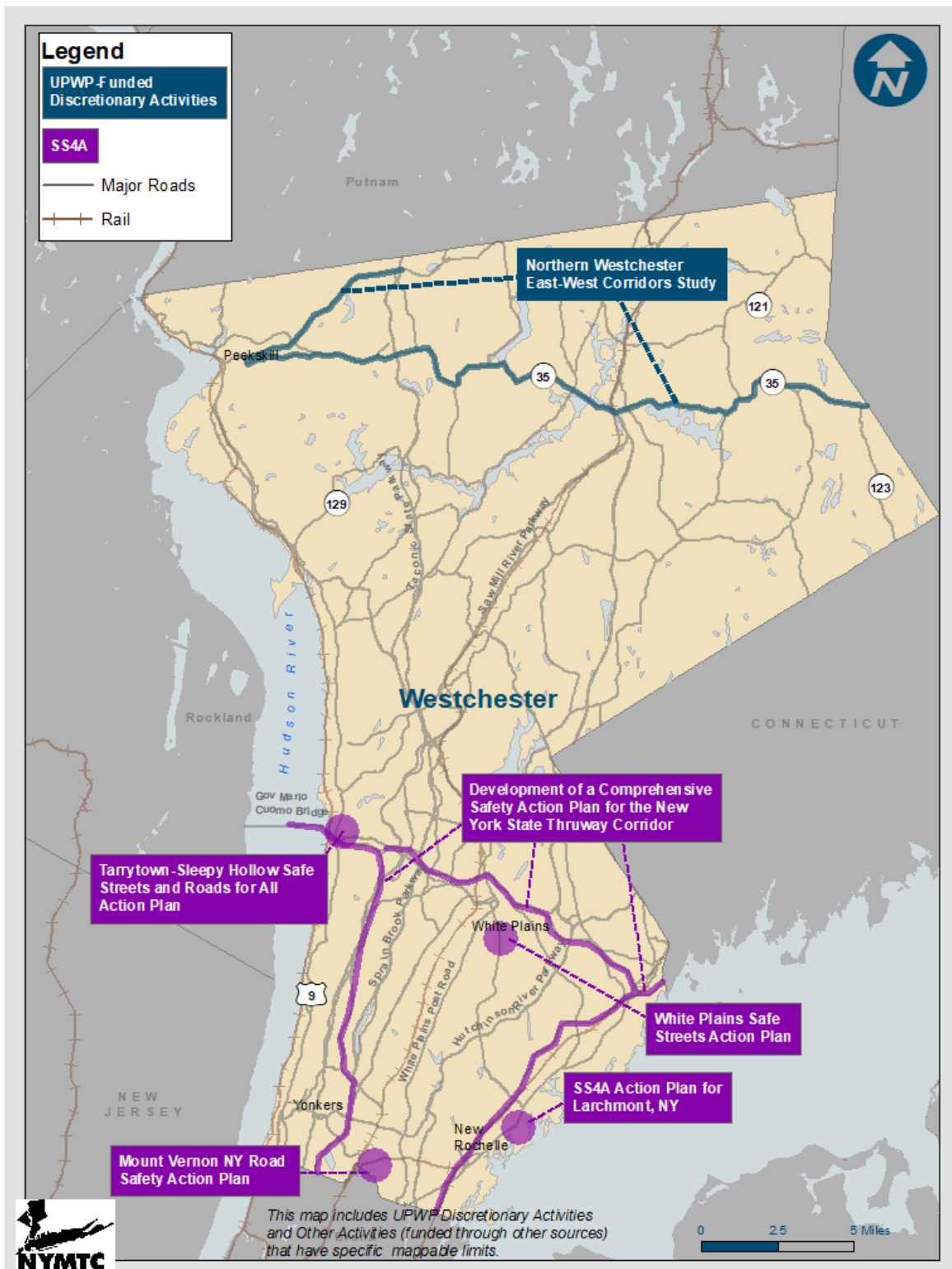
Mid-Hudson South – Putnam County



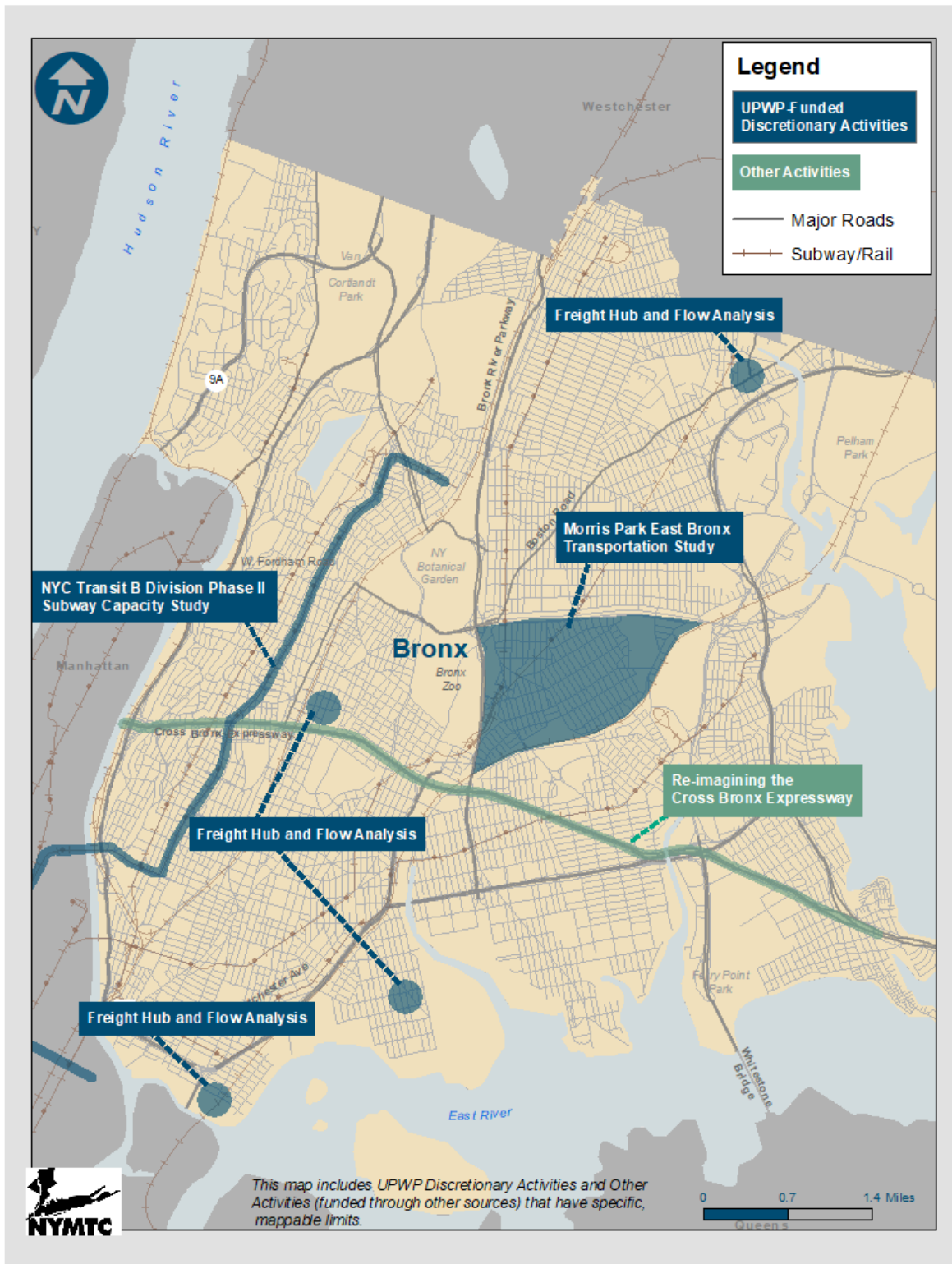
Mid-Hudson South – Rockland County



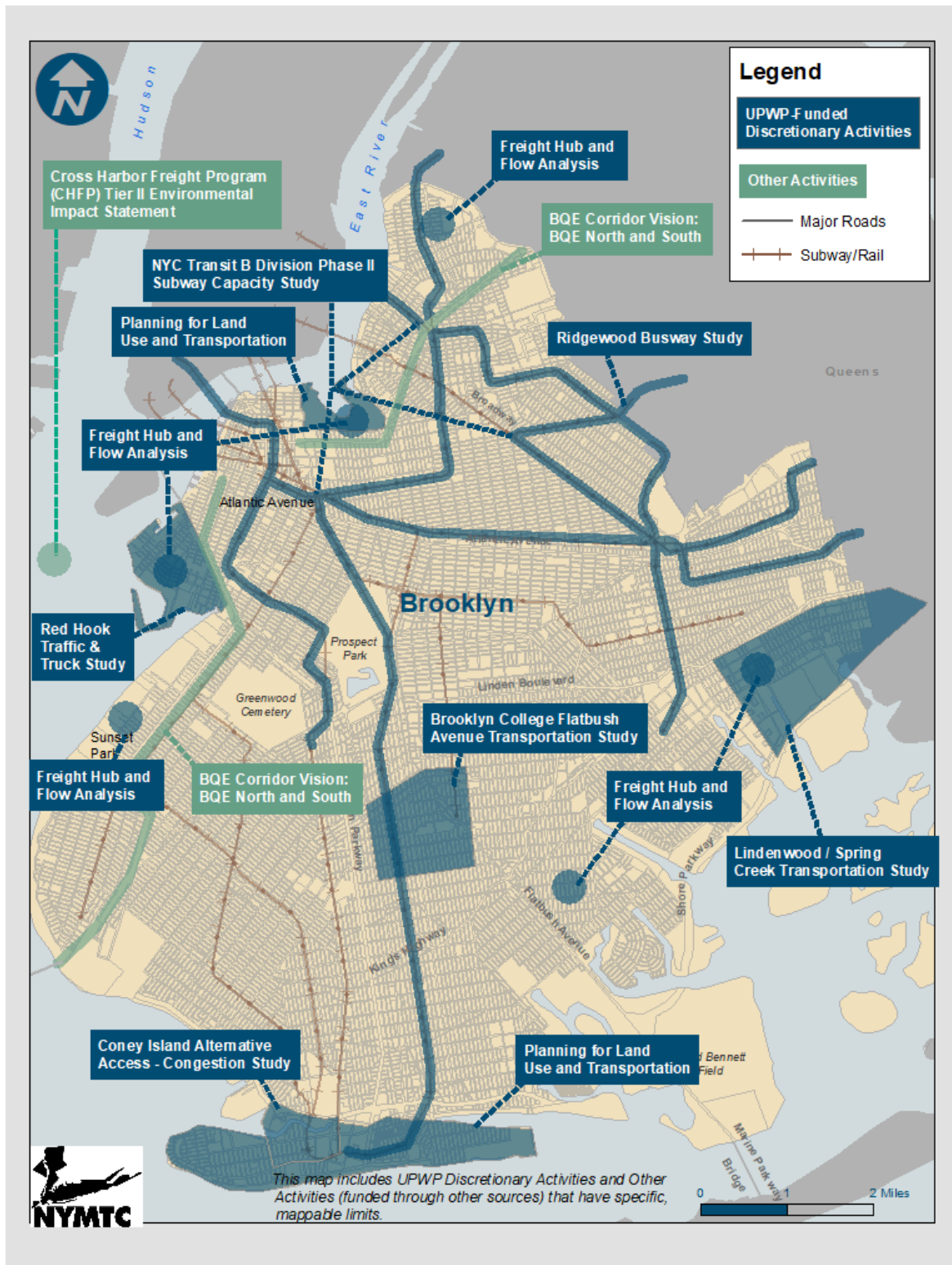
Mid-Hudson South – Westchester County



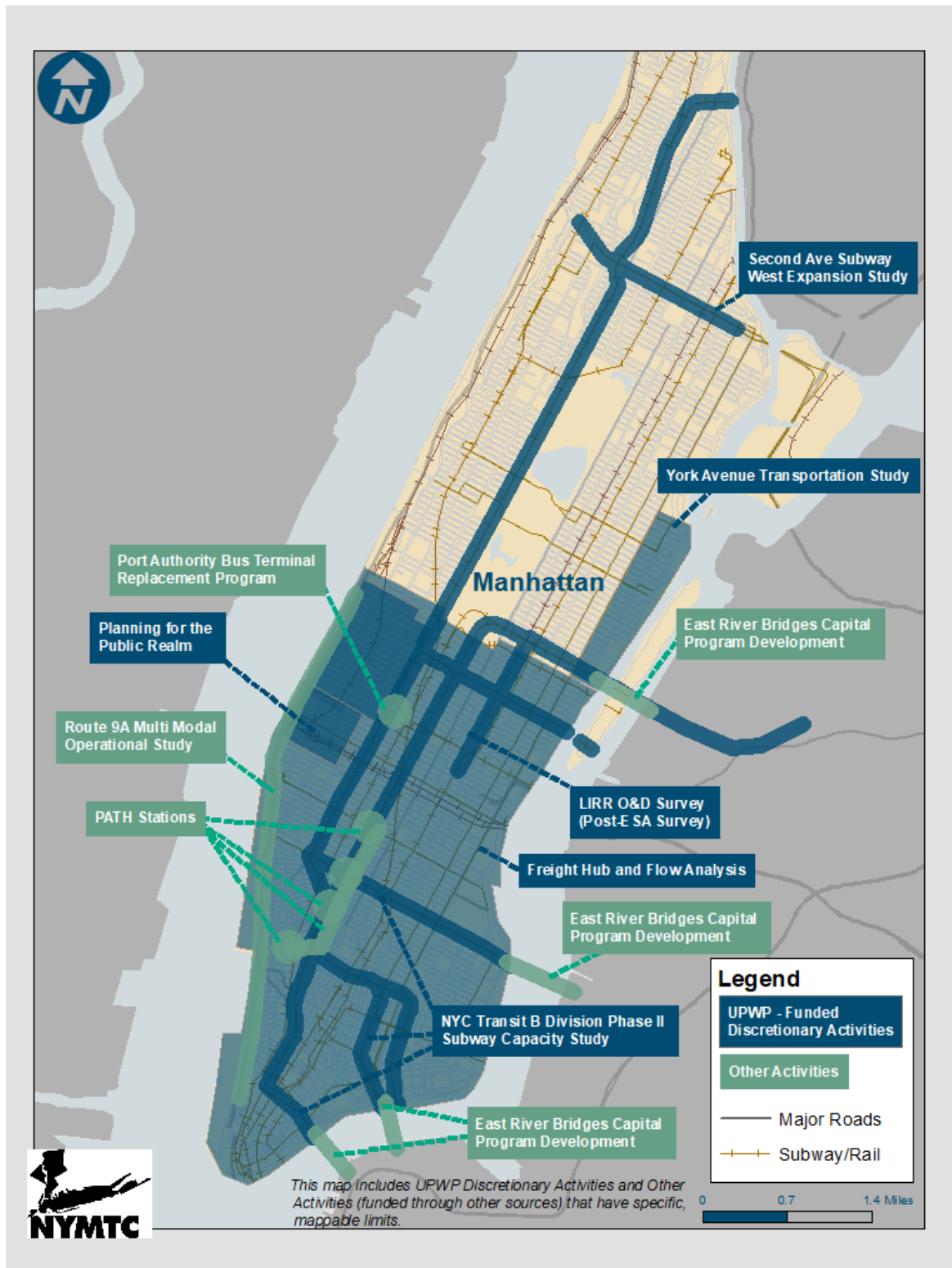
New York City – Bronx



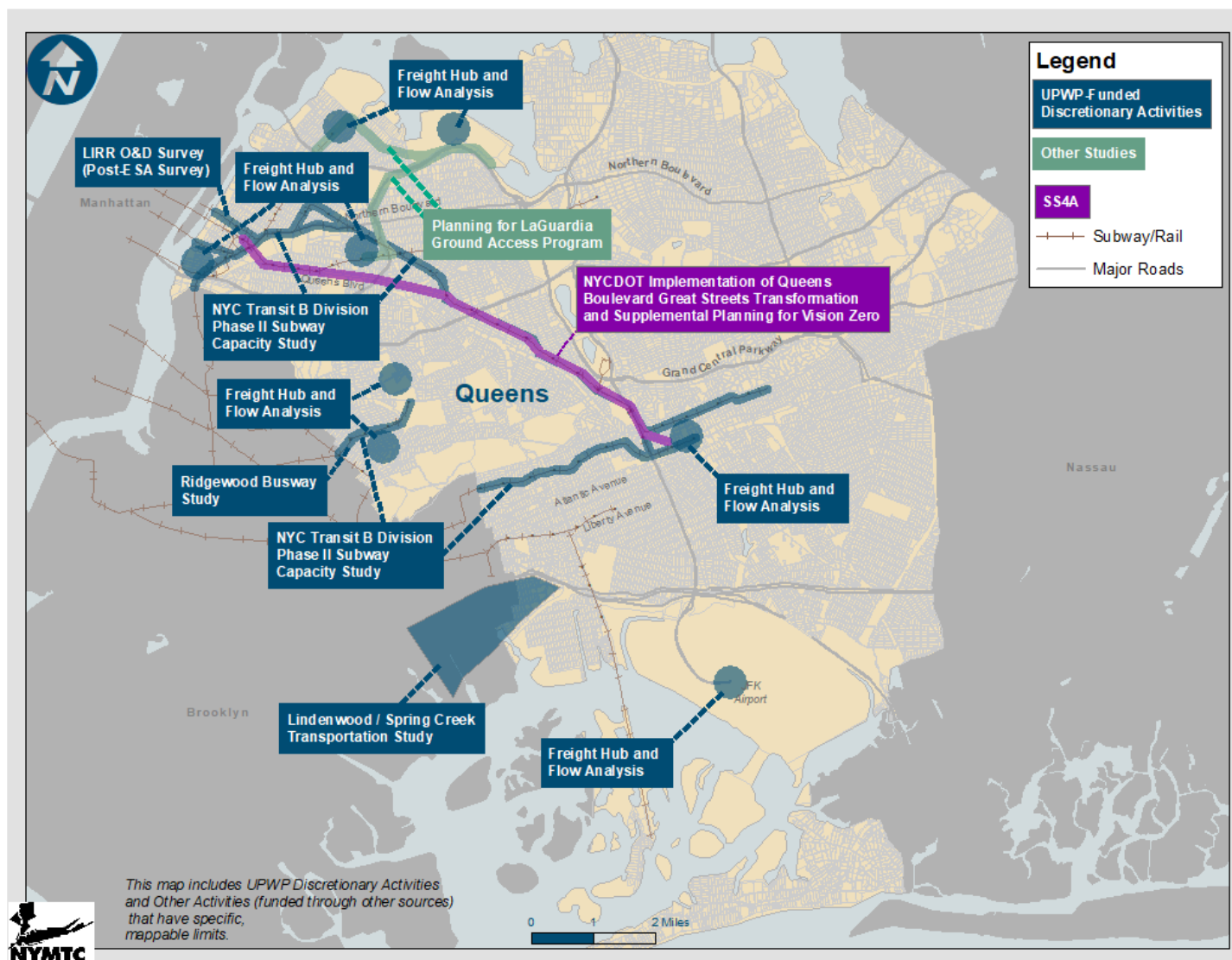
New York City – Brooklyn



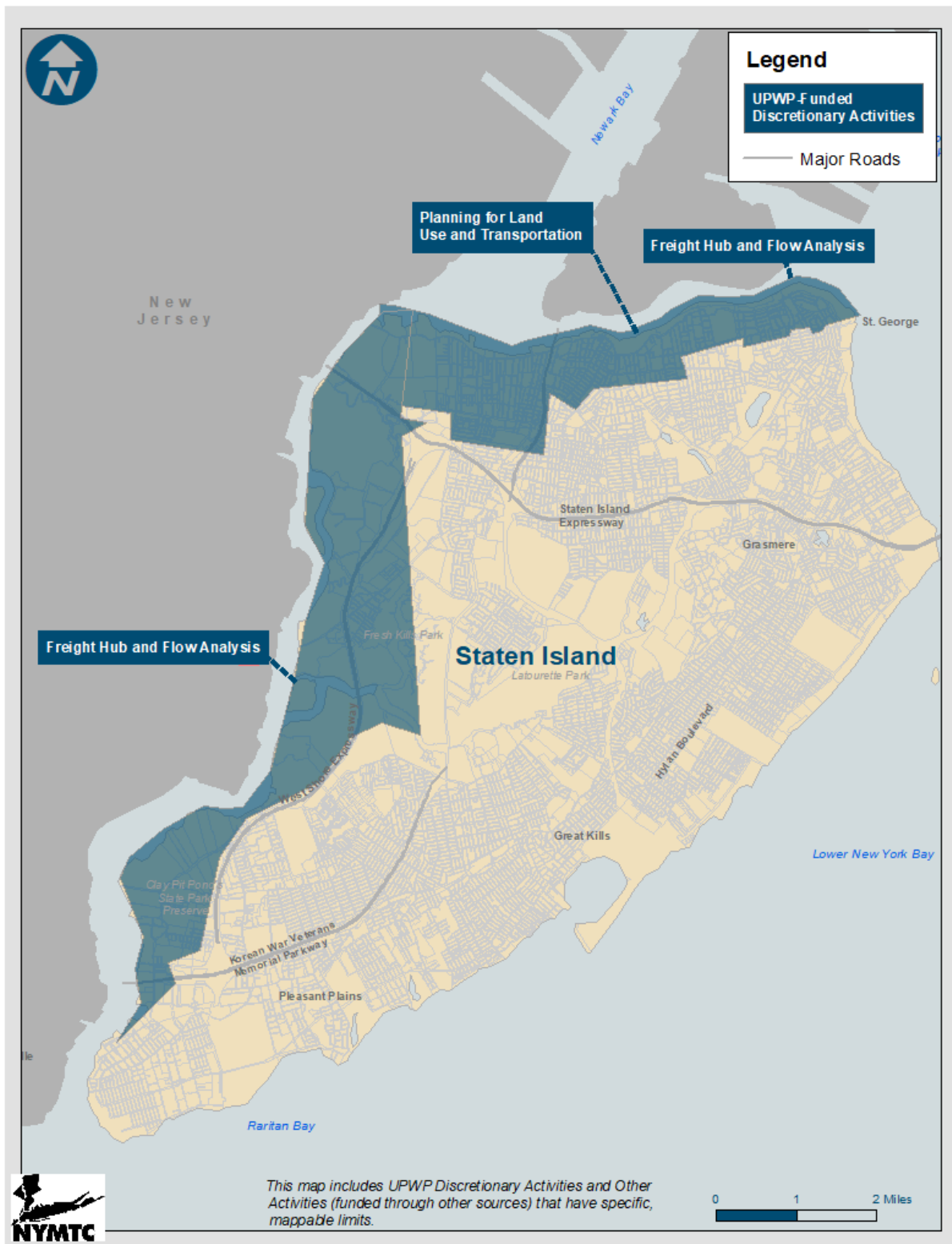
New York City – Manhattan



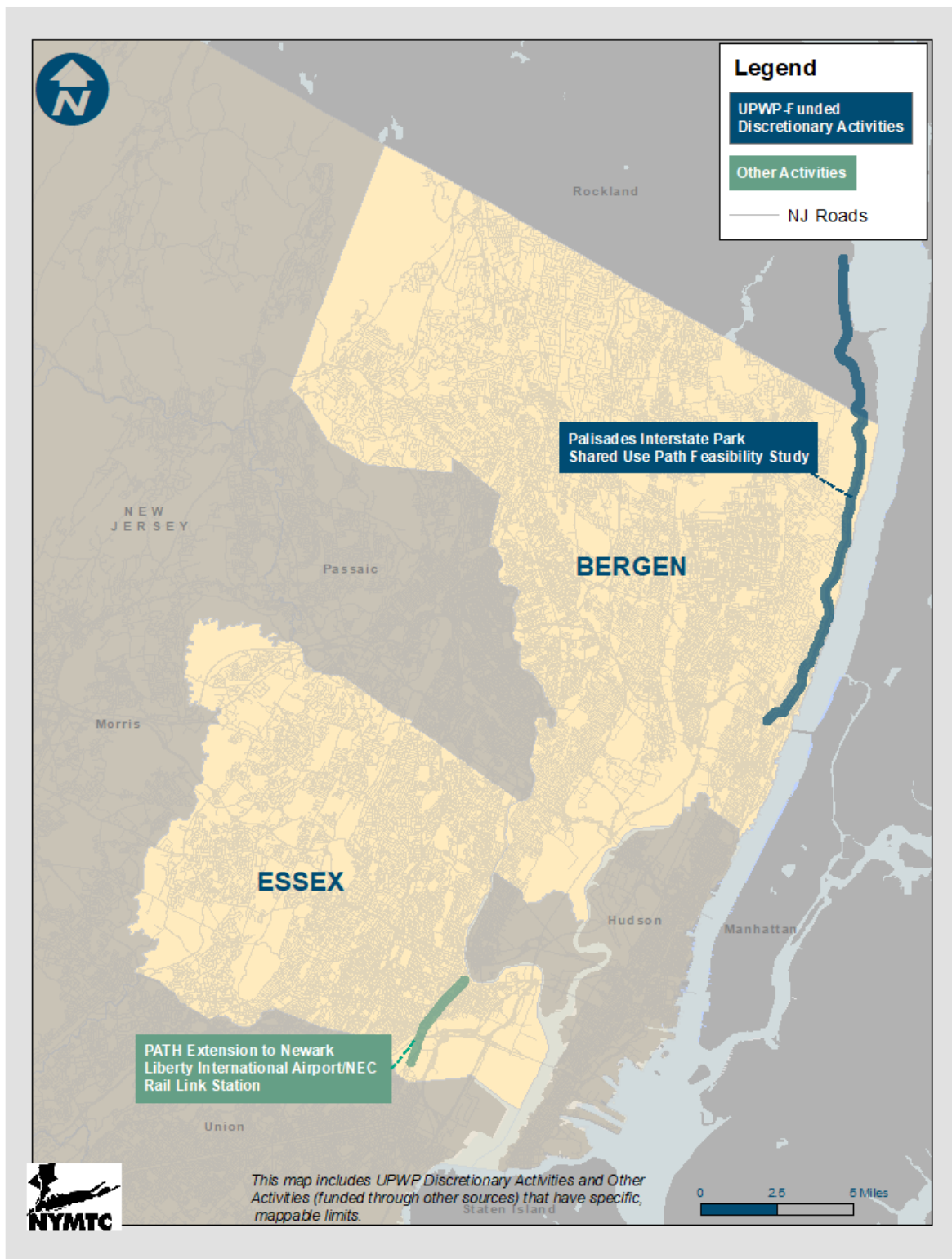
New York City – Queens



New York City – Staten Island



Northern New Jersey



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 this Category:

- 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.
- On-going implementation activities related to the updated PIP, Title VI Program and Language Access Program (LAP) will continue.
- 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 (NYSAMPO) and its various working groups will continue, as well as participation with the National Association of Regional Councils and the AMPO.
- 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.
- A new NYMTC website will be developed.
- 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 work program will be managed, including necessary amendments and administrative modifications to its programmatic structure, during the program year and preparation of quarterly progress reports and NYMTC members' payment vouchers.
- Program building, and peer review will be conducted to develop a draft for the next work program for federal and public review.

Recent Accomplishments:

- Virtual and hybrid meetings of NYMTC's Council principals, PFAC and the three TCCs 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
- The update PIP, Title VI program and LAP were implemented during the last year's Program.
- Participation with and support for the MAP Forum and its working groups continued.
- Participation with the NYSAMPO, National Association of Regional Councils and the Association of Metropolitan Planning Organizations (AMPO) continued.
- The work program was prepared, adopted and executed per federal planning requirements.
- Progress reports have been developed and submitted, as required.
- Various amendments and administrative modifications to the work program were processed as needed.

Category: Program Support and Administration
Cost Summary

	<u>Funds programmed in SFY 2024-25</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$4,345,920	\$1,170,437	\$5,516,357
MHSTCC Staff	\$0	\$0	\$0
NSTCC Staff	\$0	\$0	\$0
NYCTCC Staff	\$0	\$0	\$0
NYMTC Staff Subtotal	\$4,345,920	\$1,170,437	\$5,516,357
MTA	\$68,119	\$0	\$68,119
Nassau	\$144,064	\$0	\$144,064
NYCDOP	\$216,855	\$0	\$216,855
NYCDOT	\$244,033	\$14,000	\$258,033
Putnam	\$30,253	\$0	\$30,253
Rockland	\$84,579	\$0	\$84,579
Suffolk	\$33,782	\$0	\$33,782
Westchester	\$181,101	\$0	\$181,101
Members Subtotal	\$1,002,786	\$14,000	\$1,016,786
R08	\$163,293	\$0	\$163,293
R10	\$85,569	\$0	\$85,569
R11	\$258,625	\$0	\$258,625
MO	\$428,346	\$0	\$428,346
NYSDOT Subtotal	\$935,833	\$0	\$935,833
Category Total:	\$6,284,539	\$1,184,437	\$7,468,976

MPO Operations and Management

Description and Objectives

This task supports the required elements of NYMTC's day-to-day operations to implement the metropolitan transportation planning process.

Previously Completed Work

Development of the Native Nations Consultation Procedures has been completed. Implementation activities related to the most recent updates to the PIP, the Title VI/Non-Discrimination Program and the Language Access Operating Procedures are underway. IT and website capabilities, public affairs and fulfillment services, and NYMTC's social media presence and public outreach program are on-going. The 2023 federal certification review was completed and issued in March 2023.

Planned Activities for NYMTC Staff

1. Address the recommendations of the quadrennial 2023 federal certification review.
2. Support ongoing activities to implement the most recent updates of the PIP, Title VI/Non-Discrimination Program, and Language Access Operating Procedures.
3. Complete an update of NYMTC's Continuity of Operations Plan.
4. Complete the reorganization of the NYMTC website.
5. Enhance IT and website capabilities, public affairs and fulfillment services, and NYMTC's social media presence and public outreach.
6. Support the on-going development of the Thriving Communities Network as a key mechanism for equitable public outreach.
7. Continue to update NYMTC's operating procedures, protocols and business practices as appropriate and complete the development of a centralized repository for this information that is accessible to the staff and the members.
8. Support NYMTC's principals and its committees and subcommittees, formal and informal working groups and study committees, and participate in the national, multi-state, and statewide organizations.
9. Coordinate procurement and contracting processes as required.
10. Prepare reports as required by Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on EJ, as required.

Planned Activities for NYMTC Member Agencies

1. Participate in activities related to the recommendations of the federal certification review.
2. Support ongoing activities to implement the most recent updates of the PIP, Title VI/Non-Discrimination Program, and Language Access Operating Procedures.
3. Support the on-going development of the Thriving Communities Network as a key mechanism for equitable public outreach.
4. Support and participate in meetings of NYMTC's principals, its committees and subcommittees, its formal and informal working groups and its study committees.
5. Prepare reports as required by Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on EJ.

Deliverables for NYMTC Staff

1. Centralized repository for operating procedures, protocols and business practices that is accessible to the staff and the members (SFY2024-2025:Q2)
2. Reorganized and enhanced website (SFY2024-2025:Q3)
3. Updated Continuity of Operations Plan (SFY2024-2025:Q4)

Deliverables for NYMTC Staff and Member Agencies

1. Title VI reports (SFY2024-2025:Q4)

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

See: NYMTC-Staff Schedule of Programmed Funding for Professional Services Contracts

Previously Programmed Funds:

NYMTC Staff: \$1,170,437

Unspent funds from a multi-year contract are being programmed within the current program.

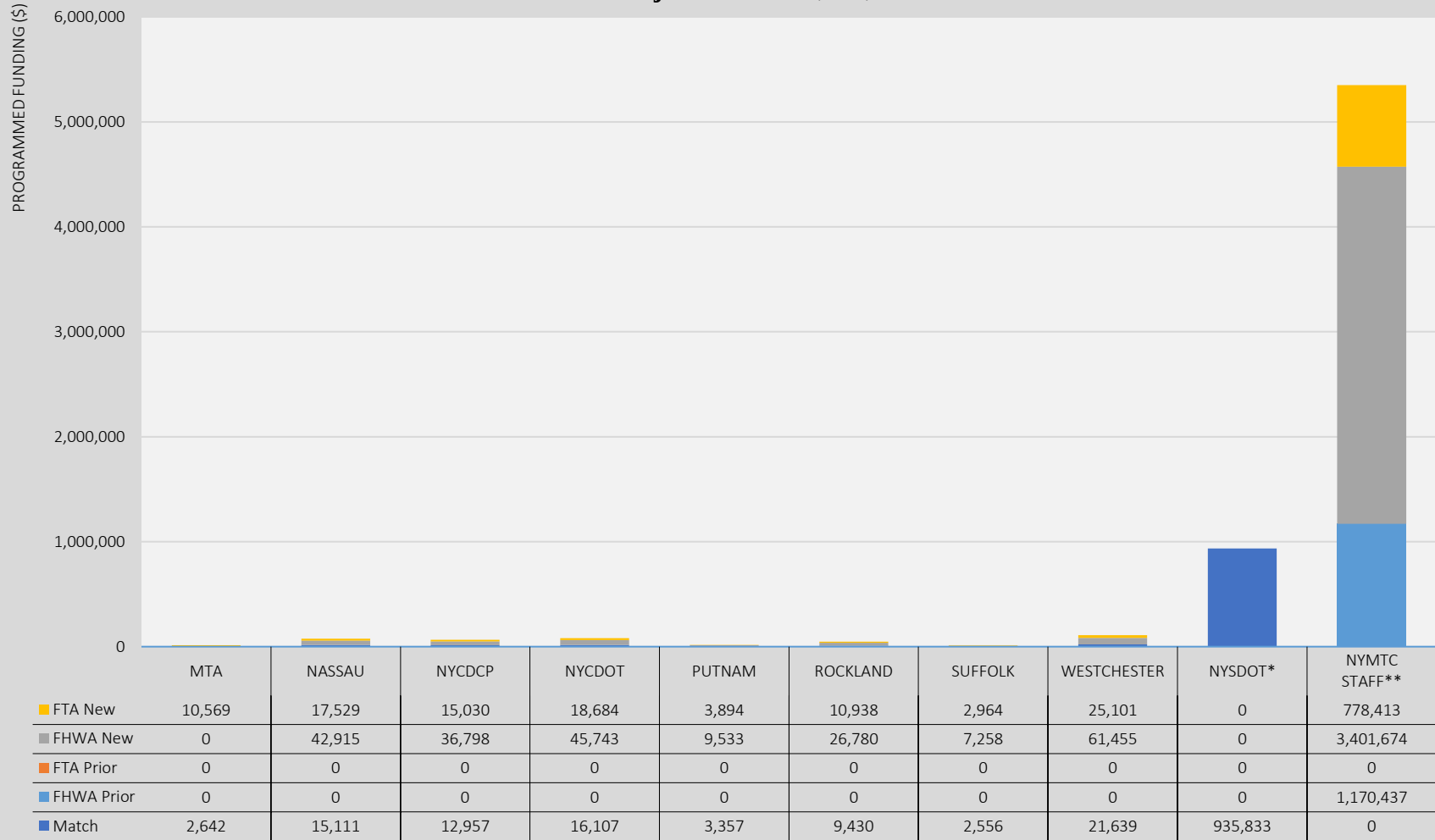
Summary of Task Funding:

See next pages.

MPO Operations and Management

SFY 2024-2025

Total Project Funds: \$6,705,347



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

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

MPO Operations and Management
SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$2,170,599	\$0	\$2,671,927	\$1,170,437	\$3,672,089	\$4,842,526
MHSTCC	\$183,285	\$0	\$0	\$0	\$183,285	\$183,285
NSTCC	\$78,053	\$0	\$0	\$0	\$78,053	\$78,053
NYCTCC	\$246,660	\$0	\$0	\$0	\$246,660	\$246,660
NYMTC Staff Subtotal	\$2,678,597	\$0	\$2,671,927	\$1,170,437	\$4,180,087	\$5,350,524
MTA	\$13,211	\$0	\$0	\$0	\$13,211	\$13,211
Nassau	\$75,555	\$0	\$0	\$0	\$75,555	\$75,555
NYCDCP	\$63,786	\$1,000	\$0	\$0	\$64,786	\$64,786
NYCDOT	\$80,534	\$0	\$0	\$0	\$80,534	\$80,534
Putnam	\$16,783	\$0	\$0	\$0	\$16,783	\$16,783
Rockland	\$47,148	\$0	\$0	\$0	\$47,148	\$47,148
Suffolk	\$12,778	\$0	\$0	\$0	\$12,778	\$12,778
Westchester	\$106,995	\$1,200	\$0	\$0	\$108,195	\$108,195
Members Subtotal	\$416,790	\$2,200	\$0	\$0	\$418,990	\$418,990
R08	\$163,293	\$0	\$0	\$0	\$163,293	\$163,293
R10	\$85,569	\$0	\$0	\$0	\$85,569	\$85,569
MO	\$428,346	\$0	\$0	\$0	\$428,346	\$428,346
R11	\$258,625	\$0	\$0	\$0	\$258,625	\$258,625
NYSDOT Subtotal	\$935,833	\$0	\$0	\$0	\$935,833	\$935,833
Project Total:						\$6,705,347

Annual UPWP Development and Reporting

Description and Objectives

This task manages and maintains the UPWP and completes the necessary program reporting, including amendments and administrative modifications as needed. Additionally, the next UPWP (SFY2025-2026) will be developed through coordination with NYMTC's member agencies and staff.

Previously Completed Work

The current UPWP (SFY2024-2025) was developed and adopted by the Council in February 2024. The prior UPWP (SFY2023-2024) was amended during the program year, as needed.

Planned Activities for NYMTC Staff

1. Maintain and manage the UPWP.
2. Develop the next UPWP document and budget, including project descriptions, staffing, costs, and deliverables for core program and discretionary projects.
3. Organize a public comment period for the next draft UPWP.
4. Review and compile UPWP progress submittals and review and process quarterly payment vouchers.

Planned Activities for NYMTC Member Agencies

1. Review UPWP amendments/modifications.
2. Compile and submit UPWP progress reports and quarterly payment vouchers.
3. Develop the next UPWP, including providing staffing and direct costs for mandatory core projects and proposals for new discretionary projects.
4. Participate in the selection process for new discretionary projects.
5. Support the UPWP public comment period.

Deliverables for NYMTC Staff

1. Semi-annual report summarizing NYMTC activities (SFY2024-2025:Q3-Q4)
2. Annual Performance and Expenditure report (SFY2024-2025:Q3)

Deliverables for NYMTC Member Agencies

1. Quarterly payment vouchers (SFY2024-2025:Q1-Q4)
2. UPWP quarterly progress reports (SFY2024-2025:Q1-Q4)

Deliverables for NYMTC Staff and Member Agencies

1. Completed amendments/administrative modifications requests to the UPWP (SFY2024-2025:Q1-Q4)
2. Adopted UPWP (SFY2024-2025:Q4)

Related Professional Services Contracts:

Not Applicable

Previously Programmed Funds:

NYC DOT: \$14,000

Unspent funds are being brought into the current program.

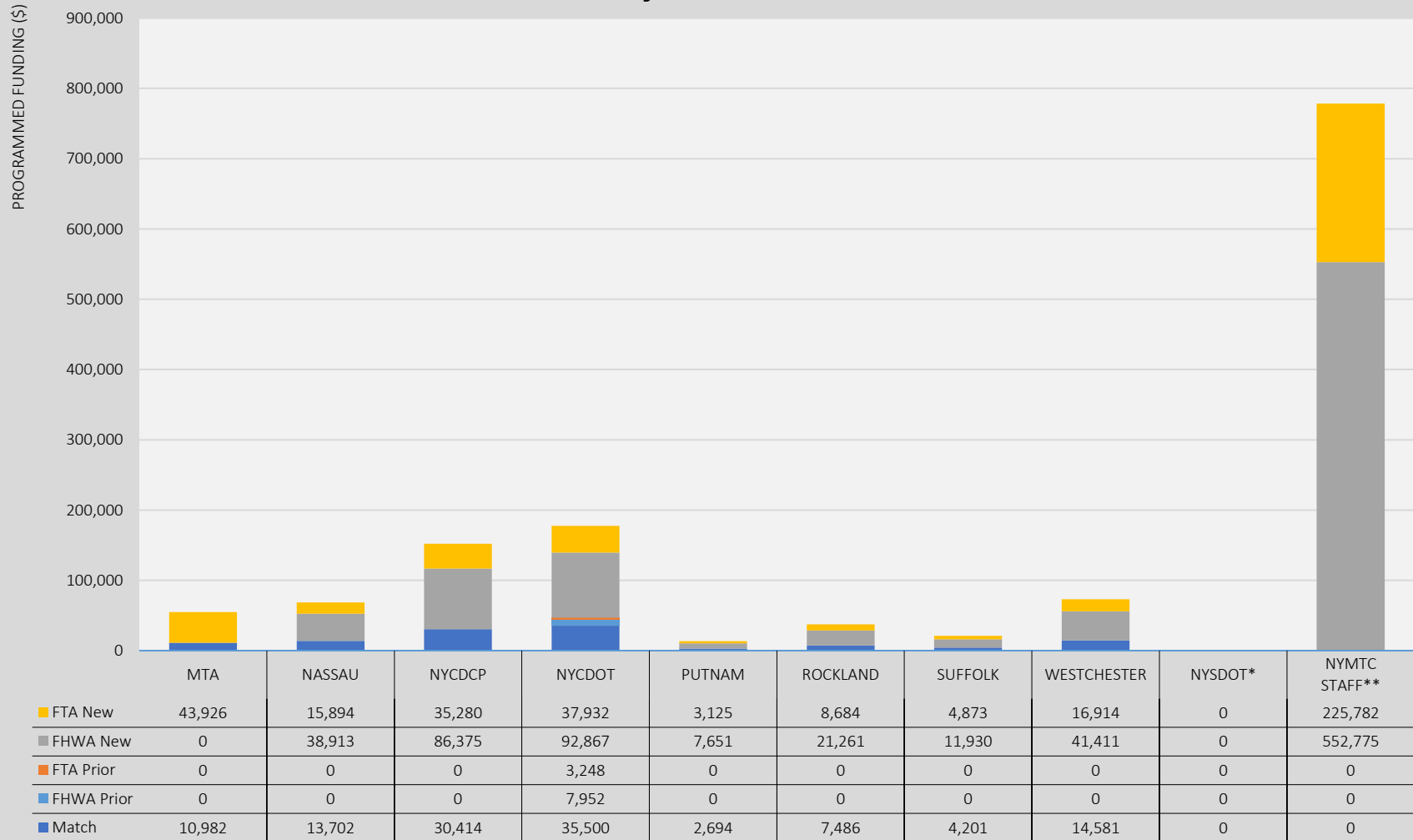
Summary of Task Funding:

See next pages.

Annual UPWP Development and Reporting

SFY 2024-2025

Total Project Funds: \$1,376,353



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

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

Annual UPWP Development and Reporting
SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$673,331	\$500	\$0	\$0	\$673,831	\$673,831
MHSTCC	\$20,960	\$0	\$0	\$0	\$20,960	\$20,960
NSTCC	\$14,756	\$0	\$0	\$0	\$14,756	\$14,756
NYCTCC	\$69,010	\$0	\$0	\$0	\$69,010	\$69,010
NYMTC Staff Subtotal	\$778,057	\$500	\$0	\$0	\$778,557	\$778,557
MTA	\$54,908	\$0	\$0	\$0	\$54,908	\$54,908
Nassau	\$68,509	\$0	\$0	\$0	\$68,509	\$68,509
NYCDCP	\$151,069	\$1,000	\$0	\$0	\$152,069	\$152,069
NYCDOT	\$177,499	\$0	\$0	\$14,000	\$163,499	\$177,499
Putnam	\$13,470	\$0	\$0	\$0	\$13,470	\$13,470
Rockland	\$37,431	\$0	\$0	\$0	\$37,431	\$37,431
Suffolk	\$21,004	\$0	\$0	\$0	\$21,004	\$21,004
Westchester	\$72,906	\$0	\$0	\$0	\$72,906	\$72,906
Members Subtotal	\$596,796	\$1,000	\$0	\$14,000	\$583,796	\$597,796
R08	\$0	\$0	\$0	\$0	\$0	\$0
R10	\$0	\$0	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$0	\$0	\$0	\$0
R11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$1,376,353

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 SED data.

Highlights for this Program:

- Updated 2055 SED forecast will be adopted.

Recent Accomplishments:

- An assessment of options for updating or rebenchmarking NYMTC's SED forecast to inform FFYs 2026-2055 RTP was completed.

Category: General Development and Comprehensive Planning
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2024-25</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$256,340	\$1,500,000	\$1,756,340
MHSTCC Staff	\$0	\$0	\$0
NSTCC Staff	\$0	\$0	\$0
NYCTCC Staff	\$0	\$0	\$0
NYMTC Staff Subtotal	\$256,340	\$1,500,000	\$1,756,340
MTA	\$74,829	\$0	\$74,829
Nassau	\$111,400	\$0	\$111,400
NYCDCP	\$157,645	\$0	\$157,645
NYCDOT	\$9,636	\$3,267	\$12,903
Putnam	\$1,933	\$0	\$1,933
Rockland	\$47,340	\$0	\$47,340
Suffolk	\$3,641	\$0	\$3,641
Westchester	\$18,402	\$0	\$18,402
Members Subtotal	\$424,826	\$3,267	\$428,093
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$681,166	\$1,503,267	\$2,184,433

Socioeconomic and Demographic Forecasts and Census Data

Description and Objectives

This task maintains, updates, and analyzes SED forecasts at the county and Traffic Analysis Zone (TAZ) levels for regional modelling and to support planning analyses.

Previously Completed Work

NYMTC adopted final SED 2055 county-level forecasts in October 2020. An assessment of options for updating or rebenchmarking NYMTC's SED forecast to inform FFYs 2026-2055 RTP was completed.

Planned Activities for NYMTC Staff

1. Continue to maintain/update/analyze the 2055 SED forecasts at the county and TAZ levels. These forecasts will inform NYMTC's FFYs 2026-2055 RTP.
2. Provide SED data and analysis to support the maintenance of NYMTC's analytical tools and planning products, including the NYBPM and FFYs 2026-2055 RTP.
3. Organize and participate in the activities of the Forecasting Working Group (FWG), as appropriate, during the program year to oversee maintenance/updates to the 2055 SED forecasts.
4. Provide data for and prepare the New York State (NYS) Data Center annual report.
5. Respond to SED-related data requests.
6. Develop framework for 2065 SED forecast update project.

Planned Activities for NYMTC Member Agencies

1. Participate in FWG, including up to four FWG meetings, to guide the maintenance/updates to the 2055 SED forecasts, and development of the 2065 SED forecasts.

Deliverables for NYMTC Staff

1. Updated 2055 SED forecasts (SFY2024-2025:Q1)
2. NYS Data Center annual report (SFY2024-2025:Q3)

Related Professional Services Contracts:

NYMTC Staff Contracts

See: NYMTC-Staff Schedule of Programmed Funding for Professional Services Contracts

Nassau County

Contract Name: Analytics Consultant

Estimated contract cost: \$50,000

Consultant to provide SED and Census related support.

Previously Programmed Funds:

NYMTC Staff: \$1,500,000

NYS procurement rules require funds to be fully programmed before contracts can be solicited.

Unspent funds from prior program are being brought into this program.

NYC DOT: \$3,267

Unspent funds from prior program are being brought into this program.

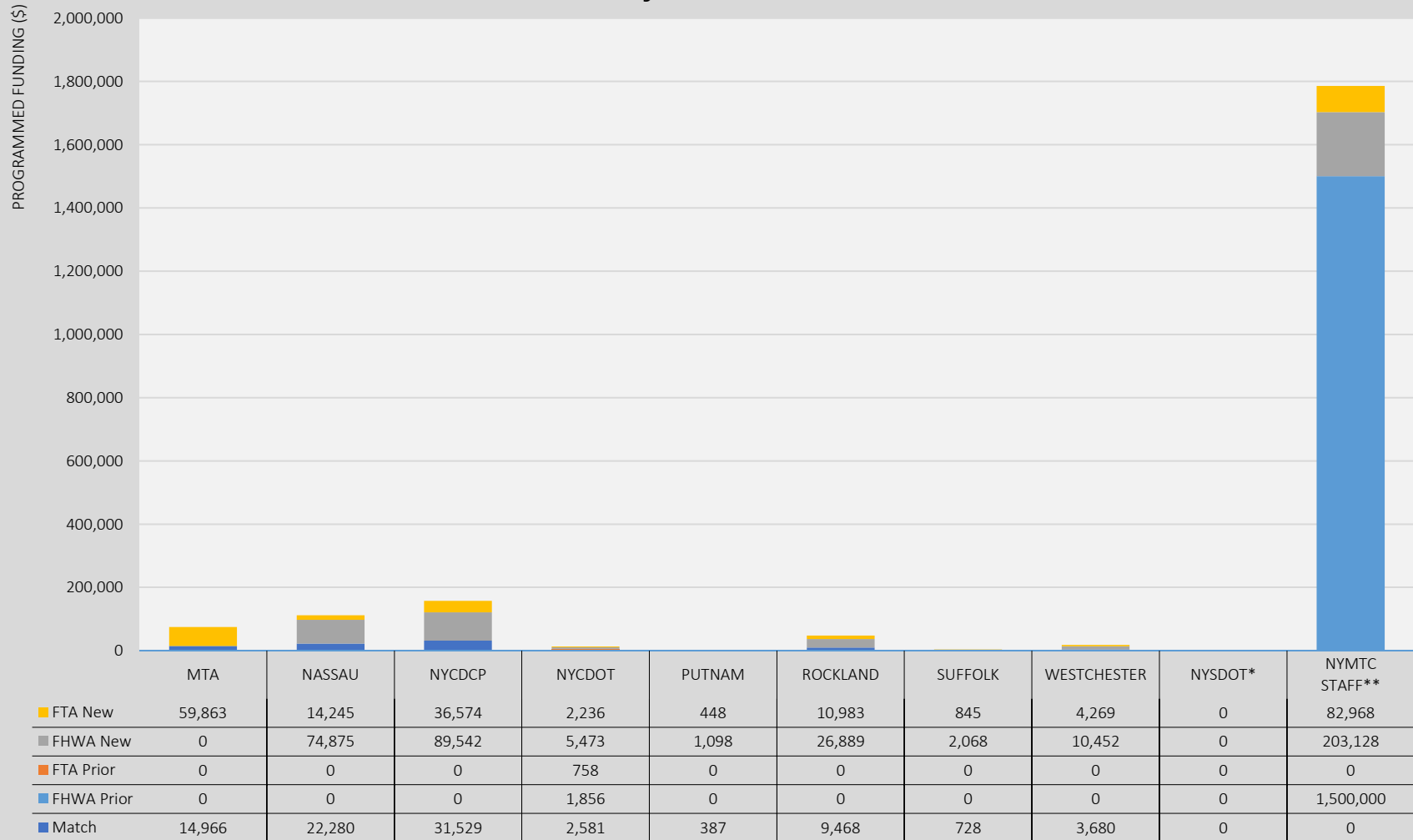
Summary of Task Funding:

See next pages.

Socioeconomic and Demographic (SED) Forecasts and Census Data

SFY 2024-2025

Total Project Funds: \$2,214,189



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

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

Socioeconomic and Demographic (SED) Forecasts and Census Data
SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$256,340	\$0	\$1,500,000	\$1,500,000	\$256,340	\$1,756,340
MHSTCC	\$26,270	\$0	\$0	\$0	\$26,270	\$26,270
NSTCC	\$3,486	\$0	\$0	\$0	\$3,486	\$3,486
NYCTCC	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$286,096	\$0	\$1,500,000	\$1,500,000	\$286,096	\$1,786,096
MTA	\$74,829	\$0	\$0	\$0	\$74,829	\$74,829
Nassau	\$61,400	\$0	\$50,000	\$0	\$111,400	\$111,400
NYCDCP	\$155,645	\$2,000	\$0	\$0	\$157,645	\$157,645
NYCDOT	\$12,903	\$0	\$0	\$3,267	\$9,636	\$12,903
Putnam	\$1,933	\$0	\$0	\$0	\$1,933	\$1,933
Rockland	\$47,340	\$0	\$0	\$0	\$47,340	\$47,340
Suffolk	\$3,641	\$0	\$0	\$0	\$3,641	\$3,641
Westchester	\$18,402	\$0	\$0	\$0	\$18,402	\$18,402
Members Subtotal	\$376,093	\$2,000	\$50,000	\$3,267	\$424,826	\$428,093
R08	\$0	\$0	\$0	\$0	\$0	\$0
R10	\$0	\$0	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$0	\$0	\$0	\$0
R11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$2,214,189

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 development of the Plan; maintaining, operating and upgrading NYMTC's analytical tools (e.g., travel demand model), simulation models and post-processors to produce required long-range forecasts of demand, congestion and mobile source emissions; 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 infrastructure needs and system operation for the extensive system of roadways, bridges, rail lines, bikeways, pedestrian, and ferry facilities in the NYMTC planning area.

This category also includes planning activities to fulfill the federal TPM requirements for NYMTC. This process will help NYMTC consider how investment decisions can achieve the mandated federal performance targets, as well as the performance metrics identified in the Plan and by the CMP.

Highlights for this Program:

- *Moving Forward* and its associated special components, including the Coordinated Public Transit-Human Services, the Freight Element, and the CMP Status Report, were adopted in September 2021 and will be maintained and updated.
- Development of NYMTC's next RTP is underway.
- Development of various programmatic elements under the federal TPM requirements continues per final federal rulemakings.
- Update and enhancement of PIMS will continue.
- 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.
- The next RHTS is expected to begin.

Recent Accomplishments:

- The NYBPM 2019 model update was completed in December 2022 and the updated model is being used for Transportation Conformity Determinations.
- Planning assumptions for regional emission analyses used in Transportation Conformity Determinations under the CAAA-1990 were updated as needed.
- Updates and enhancements to other analytical tools, including PIMS, PPS-AQ and PPS-CMP continue. Traffic volume and vehicle classification counts were collected at screenline locations throughout the region.
- The 2022 Hub-Bound Travel Report was released.
- Quarterly Travel Pattern data brochures were released.
- All required performance targets and plans have been adopted and are supporting the 2022-2025 performance period.
- An impact assessment and System Performance Report have been developed and included in the FFYs 2023-2027 TIP and in Moving Forward.
- A 2022 CMAQ Performance Plan has been adopted.
- The travel survey community of practice called Survey Harmonization And Regional Data (NY SHAReD) for sharing travel data continues to meet.

Category: Long-Range Transportation Planning
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2024-25</u>	<u>Previously</u> <u>Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$6,014,803	\$16,464,299	\$22,479,102
MHSTCC Staff	\$0	\$0	\$0
NSTCC Staff	\$0	\$0	\$0
NYCTCC Staff	\$0	\$0	\$0
NYMTC Staff Subtotal	\$6,014,803	\$16,464,299	\$22,479,102
MTA	\$235,210	\$0	\$235,210
Nassau	\$193,951	\$0	\$193,951
NYCDCP	\$279,915	\$0	\$279,915
NYCDOT	\$843,489	\$21,513	\$865,002
Putnam	\$173,825	\$75,000	\$248,825
Rockland	\$71,343	\$0	\$71,343
Suffolk	\$105,422	\$0	\$105,422
Westchester	\$470,250	\$0	\$470,250
Members Subtotal	\$2,373,405	\$96,513	\$2,469,918
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$8,388,208	\$16,560,812	\$24,949,020

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

Description and Objectives

This task maintains Moving Forward, NYMTC's FFY 2022-2050 RTP as the basis for NYMTC's planning process and to establish long-range fiscal constraint. This task will also undertake various phases of the development of NYMTC's FFYs 2026-2055 RTP.

Previously Completed Work

Processed amendments/administrative modifications to Moving Forward. Facilitated meetings with RTP Subcommittee. In consultation with the RTP Subcommittee, developed the shared vision goals for the FFYs 2026-2055 RTP. Developed workplan to initiate two phases of public outreach for the development of the FFYs 2026-2055 Plan.

Planned Activities for NYMTC Staff

1. Finalize and implement a data collection plan for the development of the FFYs 2026-2055 Plan.
2. Catalog public input for the development of the FFYs 2026-2055 Plan
3. Organize the development of the initial list of projects, programs, and studies for the development of the FFYs 2026-2055 Plan through the TCCs.
4. In compliance with new requirements under the IIJA and as part of the development of the FFYs 2026-2055 Plan, facilitate the development and implementation of the housing coordination process. The process will include consultation with housing officials in the NYMTC planning area.
5. Process amendments/administrative modifications to Moving Forward, as needed
6. Facilitate meetings with the RTP Subcommittee and if necessary, other sub-committees at least monthly.

Planned Activities for NYMTC Member Agencies

1. In compliance with new requirements under the IIJA and as part of the development of the FFYs 2026-2055 Plan, develop and implement a housing coordination process. The process will include consultation with housing officials in the NYMTC planning area.
2. Review the initial list of projects, programs, and studies for the development of the FFYs 2026-2055 Plan through the TCCs.
3. Participate via RTP Subcommittee and if necessary, other sub-committees at least monthly.

Deliverables for NYMTC Staff and Member Agencies

1. Process and approve FFYs 2022-2050 Plan amendments and administrative modifications (SFY2024-2025:Q1-Q4)
2. Catalog of public input for the development of the FFYs 2026-2055 Plan (SFY2024-2025:Q1)
3. Data collection for the development of the FFYs 2026-2055 Plan (SFY2024-2025:Q1)
4. Development of Plan 2055 Document and Appendices (SFY2024-2025:Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

See: NYMTC-Staff Schedule of Programmed Funding for Professional Services Contracts

Previously Programmed Funds:

NYMTC Staff: \$1,227,074

Unspent funds for multi-year contract are being brought into the current program.

NYC DOT: \$13,300

Unspent funds from prior program are being brought into this program.

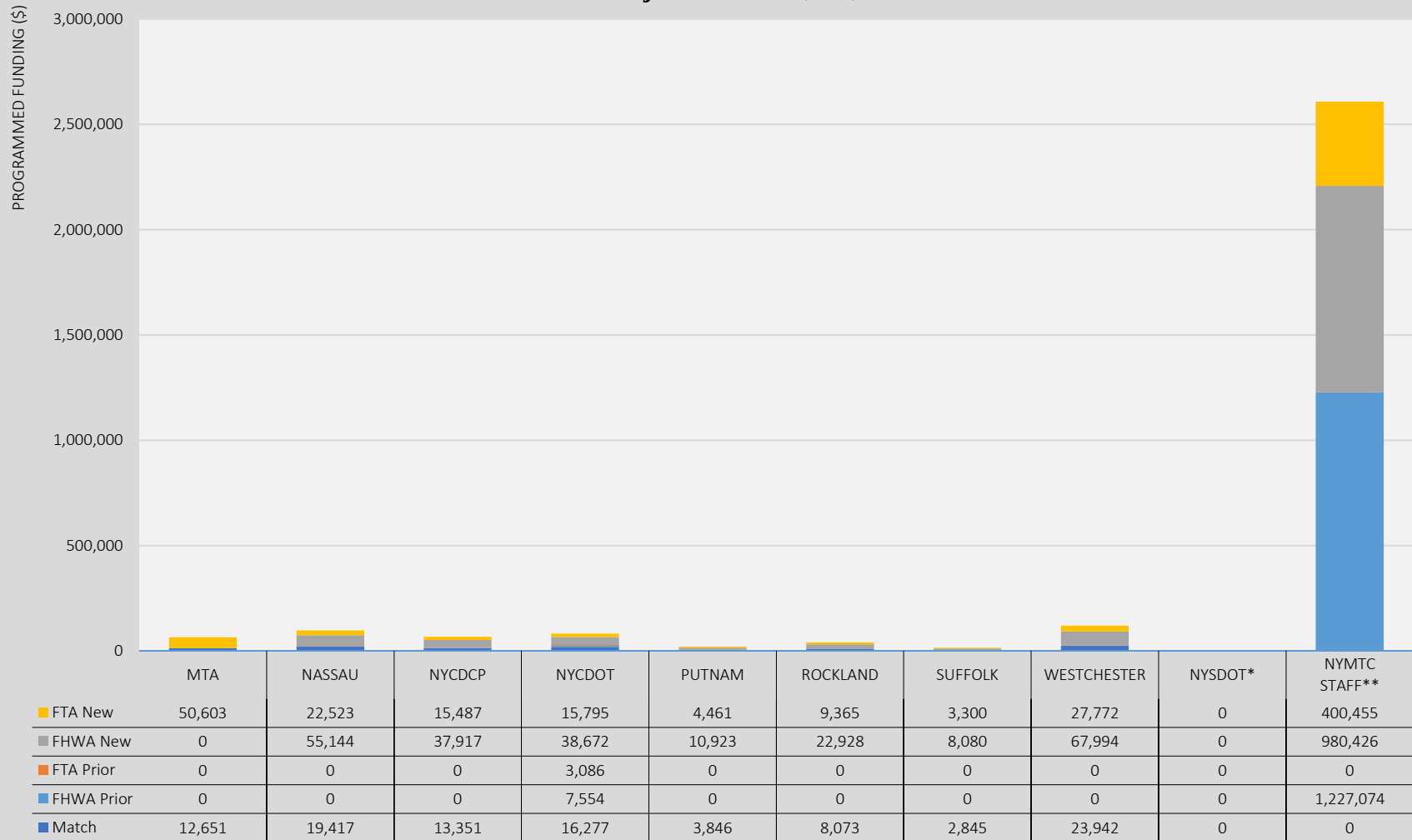
Summary of Task Funding:

See next pages.

FFYs 2022-2050 Plan Maintenance / FFYs 2026-2055 Plan Development

SFY 2024-2025

Total Project Funds: \$3,109,961



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

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

FFYs 2022-2050 Plan Maintenance / FFYs 2026-2055 Plan Development
SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$937,806	\$0	\$1,227,074	\$1,227,074	\$937,806	\$2,164,880
MHSTCC	\$82,665	\$0	\$0	\$0	\$82,665	\$82,665
NSTCC	\$171,490	\$0	\$0	\$0	\$171,490	\$171,490
NYCTCC	\$188,920	\$0	\$0	\$0	\$188,920	\$188,920
NYMTC Staff Subtotal	\$1,380,881	\$0	\$1,227,074	\$1,227,074	\$1,380,881	\$2,607,955
MTA	\$63,254	\$0	\$0	\$0	\$63,254	\$63,254
Nassau	\$97,084	\$0	\$0	\$0	\$97,084	\$97,084
NYCDCP	\$65,755	\$1,000	\$0	\$0	\$66,755	\$66,755
NYCDOT	\$81,384	\$0	\$0	\$13,300	\$68,084	\$81,384
Putnam	\$19,230	\$0	\$0	\$0	\$19,230	\$19,230
Rockland	\$40,366	\$0	\$0	\$0	\$40,366	\$40,366
Suffolk	\$14,225	\$0	\$0	\$0	\$14,225	\$14,225
Westchester	\$118,708	\$1,000	\$0	\$0	\$119,708	\$119,708
Members Subtotal	\$500,006	\$2,000	\$0	\$13,300	\$488,706	\$502,006
R08	\$0	\$0	\$0	\$0	\$0	\$0
R10	\$0	\$0	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$0	\$0	\$0	\$0
R11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$3,109,961

Congestion Management Process

Description and Objectives

This task maintains and implements NYMTC's federally required CMP to inform the development and planning of projects, program and strategies to mitigate congestion.

Previously Completed Work

Discussions regarding CMP metrics and areas of critical congestion took place at NYMTC's TCCs and relevant multi-agency working groups. The discussions at these meetings are meant to inform project selection by using the performance measures from the CMP to target areas where improvements are needed.

Planned Activities for NYMTC Staff

1. Facilitate discussions regarding CMP metrics and areas of critical congestion at NYMTC's TCCs and relevant multi-agency working groups.
2. Organize the development of the 2025 CMP Status Report.

Planned Activities for NYMTC Member Agencies

1. Participate in TCC meetings and relevant multi-agency working groups to consider CMP metrics and areas of critical congestion.
2. Review the CMP Status Report through TCCs and the Plan Subcommittee.

Deliverables for NYMTC Staff and Member Agencies

1. Data collection for development CMP Status Report (SFY2024-2025:Q1-4)
2. Annual update of CMP Metrics (SFY2024-2025:Q3)
3. Development of CMP Status Report (SFY2024-2025:Q4)

Related Professional Services Contracts:

Not Applicable

Previously Programmed Funds:

NYC DOT: \$4,000

Unspent funds from prior program are being brought into the current program.

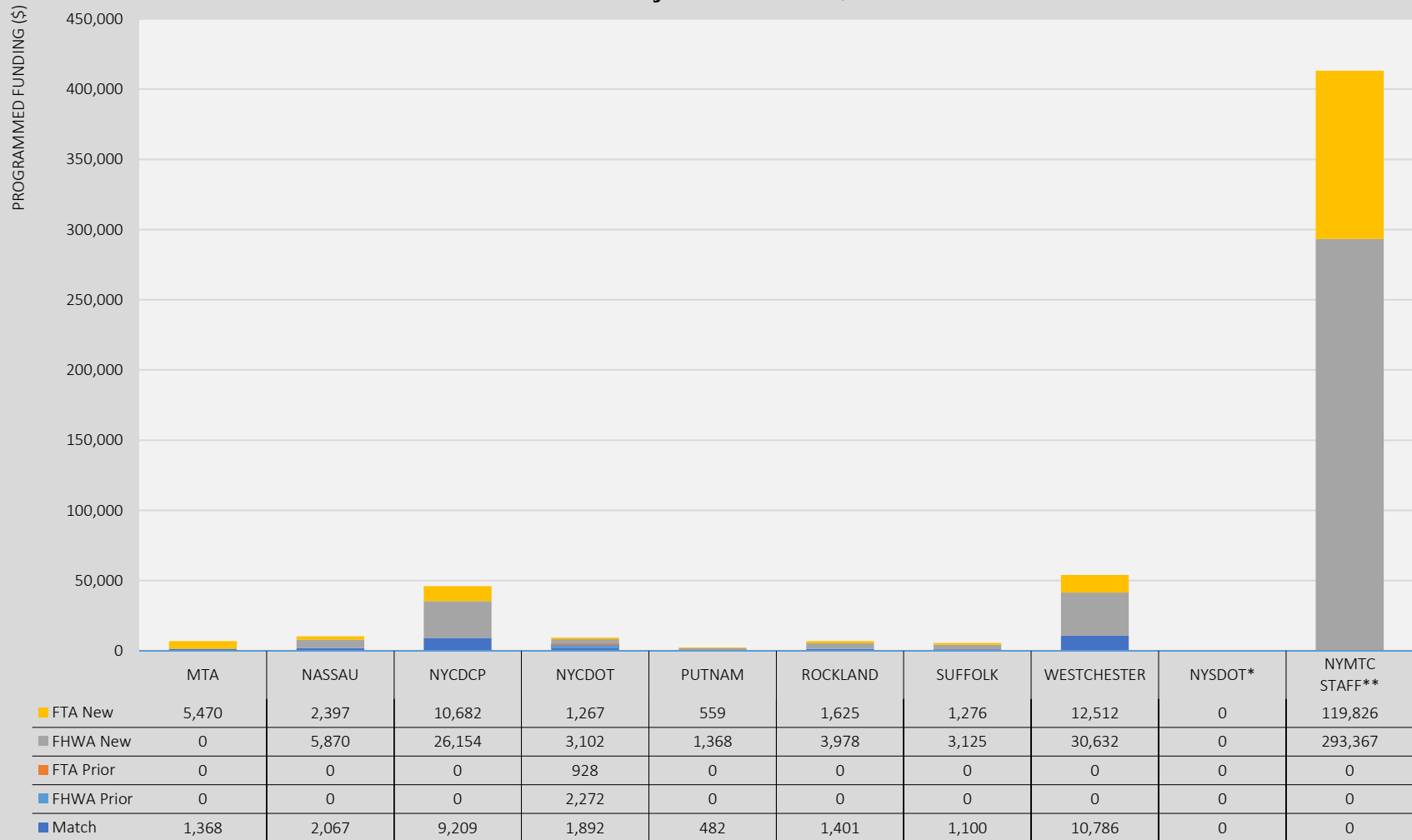
Summary of Task Funding:

See next pages.

Congestion Management Process (CMP)

SFY 2024-2025

Total Project Funds: \$554,716



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

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

Congestion Management Process (CMP)
SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$255,650	\$0	\$0	\$0	\$255,650	\$255,650
MHSTCC	\$33,357	\$0	\$0	\$0	\$33,357	\$33,357
NSTCC	\$10,096	\$0	\$0	\$0	\$10,096	\$10,096
NYCTCC	\$114,090	\$0	\$0	\$0	\$114,090	\$114,090
NYMTC Staff Subtotal	\$413,193	\$0	\$0	\$0	\$413,193	\$413,193
MTA	\$6,838	\$0	\$0	\$0	\$6,838	\$6,838
Nassau	\$10,334	\$0	\$0	\$0	\$10,334	\$10,334
NYCDCP	\$45,545	\$500	\$0	\$0	\$46,045	\$46,045
NYCDOT	\$9,462	\$0	\$0	\$4,000	\$5,462	\$9,462
Putnam	\$2,409	\$0	\$0	\$0	\$2,409	\$2,409
Rockland	\$7,004	\$0	\$0	\$0	\$7,004	\$7,004
Suffolk	\$5,502	\$0	\$0	\$0	\$5,502	\$5,502
Westchester	\$53,929	\$0	\$0	\$0	\$53,929	\$53,929
Members Subtotal	\$141,023	\$500	\$0	\$4,000	\$137,523	\$141,523
R08	\$0	\$0	\$0	\$0	\$0	\$0
R10	\$0	\$0	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$0	\$0	\$0	\$0
R11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$554,716

Transportation Performance Management

Description and Objectives

This task will fulfill federal TPM targets, including establishing or supporting performance targets, maintaining a CMAQ Performance Plan, and measuring and reporting performance as needed. TPM is a federally required strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

Previously Completed Work

All required performance targets and plans have been adopted and are supporting the 2022-2025 performance period. New proposed rulemaking for GHG performance management has been reviewed and commentary submitted. An impact assessment and System Performance Report have been developed and included in the FFYs 2023-2027 TIP and in Moving Forward. A 2022 CMAQ Performance Plan has been adopted. Urban Area (UA) coordination for the proposed GHG performance measure is completed and awaiting a final rule. Public Transportation Agency Safety Plans (PTASP), Transit Asset Management (TAM) Plans and Highway Safety targets were updated in February 2023.

Planned Activities for NYMTC Staff

1. Support statewide and UA performance reporting and target setting requirements per federally mandated timelines.
2. Participate in coordination meetings for required UA performance measures.
3. Coordinate the development of relevant targets with NYSDOT and transit operators as needed.
4. Facilitate the programming of projects in support of statewide and UA performance targets.
5. Support the transit providers' updates of their PTASP and TAM Plans as needed.
6. Update the impact assessment in the FFYs 2023-2027 TIP and Moving Forward's System Performance Report as needed.

Planned Activities for NYMTC Member Agencies

1. Participate in UA coordination meetings as needed. [NYSDOT only]
2. Update statewide targets per federally required timetables. [NYSDOT only]
3. Update PTASP and TAM Plans per federally required timetables. [transit providers only]
4. Review and adopt updates to the impact assessment in the FFYs 2023-2027 TIP and Moving Forward's System Performance Report as needed.

Deliverables for NYMTC Staff

1. TIP impact assessment and the Plan's System Performance Report amendments (SFY2024-2025:Q4)

Deliverables for NYMTC Member Agencies

1. PTASP and TAM Plans [transit providers only] (SFY2024-2025:Q2)
2. Updated statewide targets (SFY2024-2025:Q1-Q4). [NYSDOT only]

Related Professional Services Contracts:

Not Applicable

Previously Programmed Funds:

Not Applicable

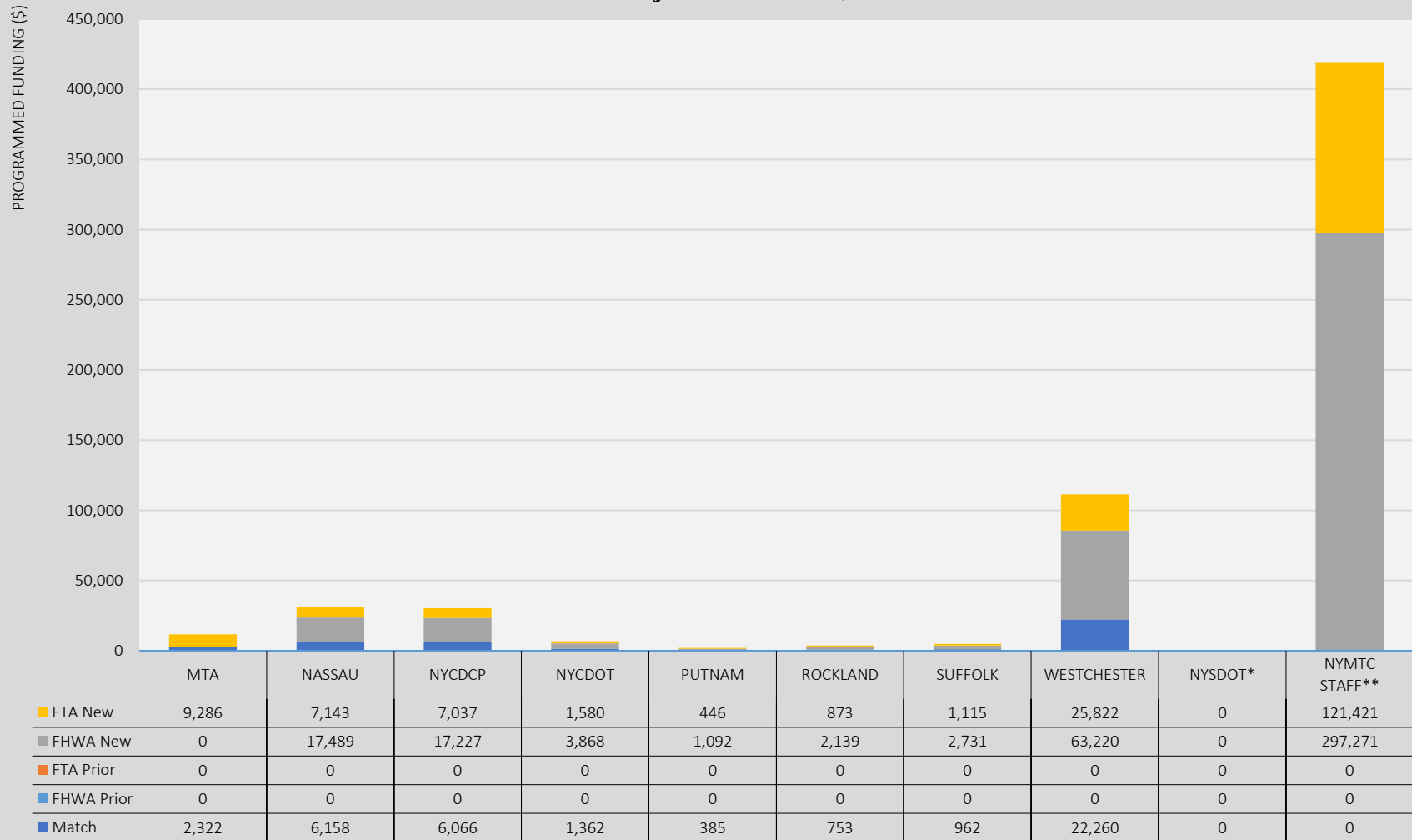
Summary of Task Funding:

See next pages.

Transportation Performance Management (TPM)

SFY 2024-2025

Total Project Funds: \$620,027



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

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

Transportation Performance Management (TPM)

SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$303,270	\$100	\$0	\$0	\$303,370	\$303,370
MHSTCC	\$40,140	\$0	\$0	\$0	\$40,140	\$40,140
NSTCC	\$6,867	\$0	\$0	\$0	\$6,867	\$6,867
NYCTCC	\$68,315	\$0	\$0	\$0	\$68,315	\$68,315
NYMTC Staff Subtotal	\$418,592	\$100	\$0	\$0	\$418,692	\$418,692
MTA	\$11,608	\$0	\$0	\$0	\$11,608	\$11,608
Nassau	\$30,790	\$0	\$0	\$0	\$30,790	\$30,790
NYCDCP	\$29,830	\$500	\$0	\$0	\$30,330	\$30,330
NYCDOT	\$6,809	\$0	\$0	\$0	\$6,809	\$6,809
Putnam	\$1,923	\$0	\$0	\$0	\$1,923	\$1,923
Rockland	\$3,765	\$0	\$0	\$0	\$3,765	\$3,765
Suffolk	\$4,808	\$0	\$0	\$0	\$4,808	\$4,808
Westchester	\$111,302	\$0	\$0	\$0	\$111,302	\$111,302
Members Subtotal	\$200,835	\$500	\$0	\$0	\$201,335	\$201,335
R08	\$0	\$0	\$0	\$0	\$0	\$0
R10	\$0	\$0	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$0	\$0	\$0	\$0
R11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$620,027

Model Development, Enhancement, and Applications

Description and Objectives

This task will maintain NYMTC's travel demand model, the NYBPM, and other tools needed to meet federal requirements for the planning assumptions that must be used for the Plan, CMP, regional emissions analyses, and various technical studies.

Previously Completed Work

The NYBPM 2019 Base Year model has been fully implemented and has replaced the NYBPM 2012 Base Year model. NYMTC's PIMS has been upgraded and available for use. PPS-AQ and PPS-CMP have been updated. A Transportation Conformity Determination for FFYs 2023 - 2027 TIP and FFYs 2022–2050, as amended, was adopted.

Planned Activities for NYMTC Staff

1. Update, apply, enhance, and maintain the NYBPM Base Year 2019 model for use in regional planning applications.
2. Update, enhance and maintain the PPS-AQ and PPS-CMP to meet EPA's Motor Vehicle Emission Simulator (MOVES) 3 guidelines. Incorporate current input data and ensure consistency with NYBPM Base Year 2019.
3. Update, maintain and enhance PIMS for project data collection for the regional emissions analysis.
4. Respond to all NYBPM-related data requests.
5. Provide support to member agencies in running the NYBPM and conducting analyses in response to special requests from the member agencies.

Planned Activities for NYMTC Member Agencies

1. Participate in the NYBPM working group.
2. Review and provide comment on technical memorandums related to the update or maintenance of the NYBPM.

Deliverables for NYMTC Staff and Member Agencies

1. Enhancements, as appropriate, to the NYBPM 2019 Base Year model (SFY2024-2025:Q2)
2. Updated transit and highway networks to reflect current operational changes and updated information for projects that are required to be part of the regional emissions analysis (SFY2024-2025:Q2)
3. NYBPM output for six milestone years (SFY2024-2025:Q2)
4. GHG Emissions Inventory Report (SFY2024-2025:Q3)

Related Professional Services Contracts:

Not Applicable.

Previously Programmed Funds:

NYMTC Staff: \$6,108,994

Unspent funds on active multi-year contracts are being brought into the current program.

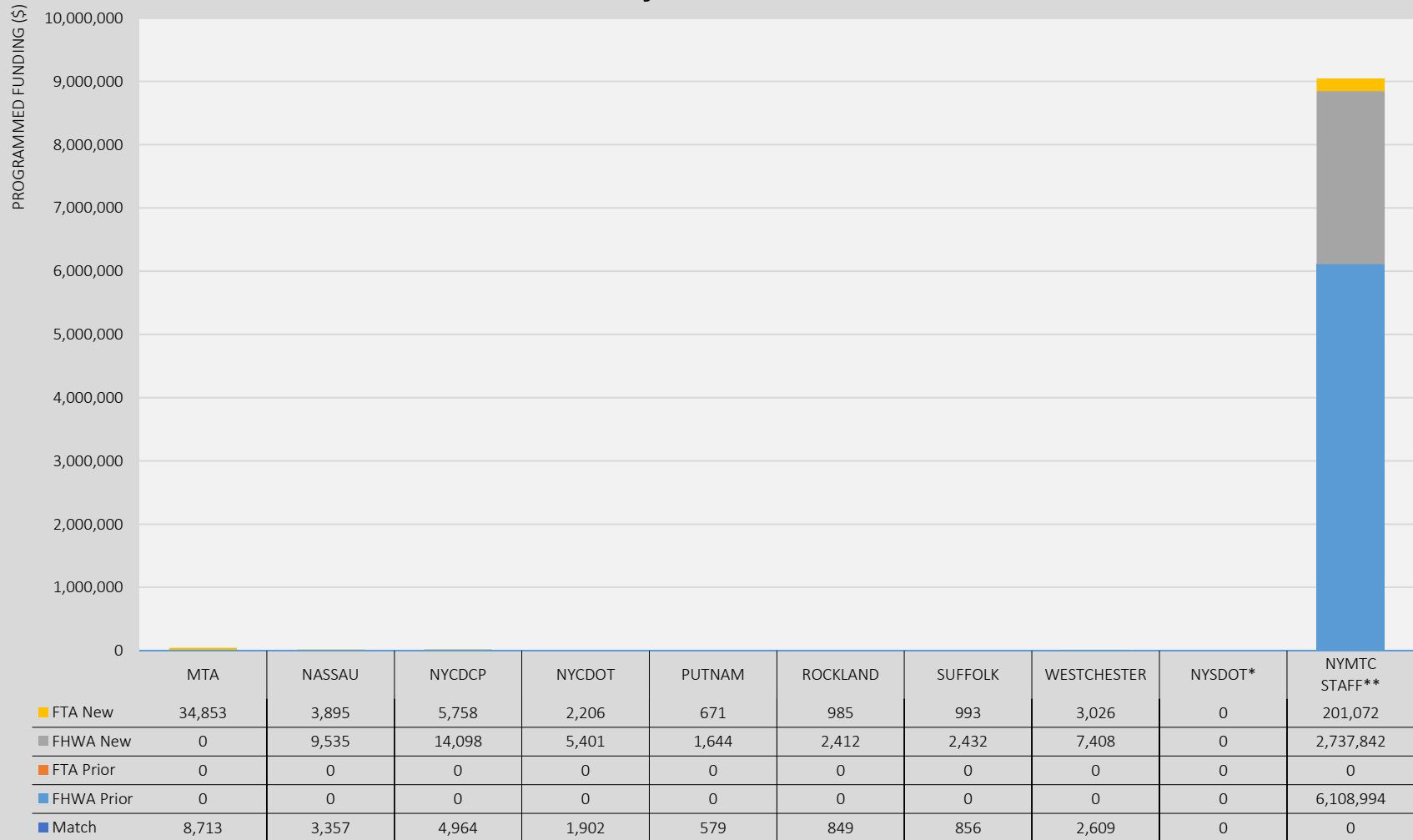
Summary of Task Funding:

See next pages.

Model Development, Enhancement, and Applications

SFY 2024-2025

Total Project Funds: \$9,167,053



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

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

Model Development, Enhancement, and Applications
SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$671,483	\$0	\$8,354,557	\$6,108,994	\$2,917,046	\$9,026,040
MHSTCC	\$13,223	\$0	\$0	\$0	\$13,223	\$13,223
NSTCC	\$8,644	\$0	\$0	\$0	\$8,644	\$8,644
NYCTCC	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$693,350	\$0	\$8,354,557	\$6,108,994	\$2,938,913	\$9,047,907
MTA	\$43,566	\$0	\$0	\$0	\$43,566	\$43,566
Nassau	\$16,787	\$0	\$0	\$0	\$16,787	\$16,787
NYCDCP	\$24,320	\$500	\$0	\$0	\$24,820	\$24,820
NYCDOT	\$8,008	\$1,500	\$0	\$0	\$9,508	\$9,508
Putnam	\$2,894	\$0	\$0	\$0	\$2,894	\$2,894
Rockland	\$4,247	\$0	\$0	\$0	\$4,247	\$4,247
Suffolk	\$4,281	\$0	\$0	\$0	\$4,281	\$4,281
Westchester	\$13,043	\$0	\$0	\$0	\$13,043	\$13,043
Members Subtotal	\$117,146	\$2,000	\$0	\$0	\$119,146	\$119,146
R08	\$0	\$0	\$0	\$0	\$0	\$0
R10	\$0	\$0	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$0	\$0	\$0	\$0
R11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$9,167,053

Regional Surveys

Description and Objectives

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

Previously Completed Work

Phase I of The Travel Survey Data Collection and Utilization Program has been completed. A Request for Information (RFI) related to the program was issued, with the responses informing the development of NYMTC's future survey program. The travel survey community of practice called Survey Harmonization And Regional Data (NY SHAReD) for sharing travel data is ongoing. The scope of work for the development and implementation of the next RHTS has been developed.

Planned Activities for NYMTC Staff

1. Implement work for travel survey related studies/research/projects.
2. Continue research on big data & available passive data.
3. Support NY SHAReD.
4. Execute, implement, and manage RHTS survey effort including reviewing intermediate reports and data deliverables and collecting additional information.
5. Collect and organize information on past and current travel surveys performed in the region for the travel surveys inventory.
6. Respond to data requests and perform analysis related to various surveys, as needed.

Planned Activities for NYMTC Member Agencies

1. Participate in the established NY SHAReD 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 memoranda and other deliverables for each of the studies noted above throughout the program year.

Deliverables for NYMTC Staff

1. Intermediate and final reports and data deliverables from Phase II of the Travel Survey Data Collection and Utilization Program and Community of Practice (SFY2024-2025:Q3)
2. Updated member agency travel survey projects list (SFY2024-2025:Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

See: NYMTC-Staff Schedule of Programmed Funding for Professional Services Contracts

Previously Programmed Funds:

NYMTC Staff: \$6,288,471

Unspent funds for an active multi-year contract, and funding for planned multi-year contract is being brought into the current program. NYS procurement rules require funds to be fully programmed before contracts can be solicited.

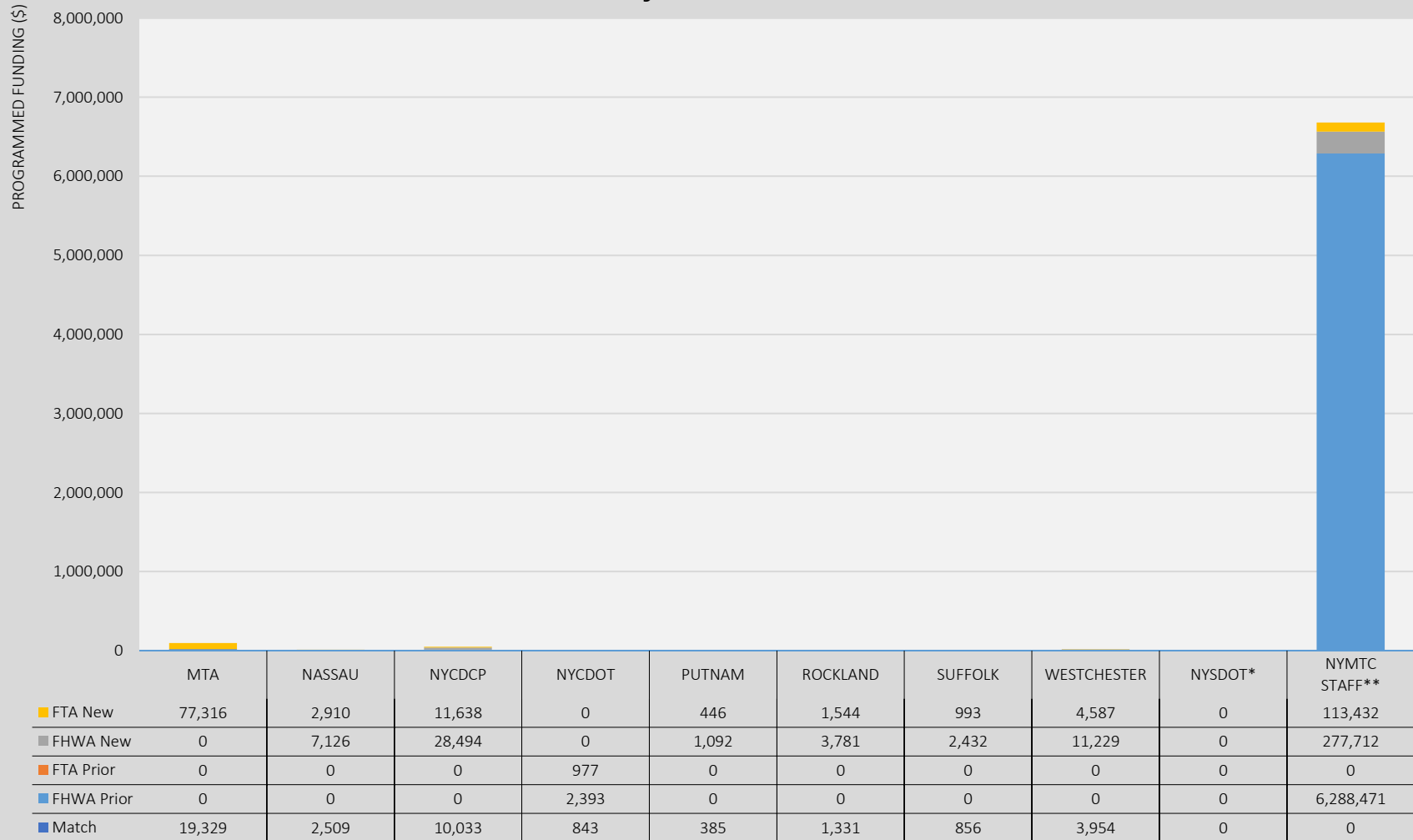
NYC DOT: \$4,213

Unspent funds are being brought into the current program.

Summary of Task Funding:

See next pages.

**Regional Surveys
SFY 2024-2025
Total Project Funds: \$6,875,813**



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

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

Regional Surveys
SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$363,642	\$0	\$6,288,471	\$6,288,471	\$363,642	\$6,652,113
MHSTCC	\$18,381	\$0	\$0	\$0	\$18,381	\$18,381
NSTCC	\$9,121	\$0	\$0	\$0	\$9,121	\$9,121
NYCTCC	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$391,144	\$0	\$6,288,471	\$6,288,471	\$391,144	\$6,679,615
MTA	\$96,645	\$0	\$0	\$0	\$96,645	\$96,645
Nassau	\$12,545	\$0	\$0	\$0	\$12,545	\$12,545
NYCDCP	\$49,165	\$1,000	\$0	\$0	\$50,165	\$50,165
NYCDOT	\$4,213	\$0	\$0	\$4,213	\$0	\$4,213
Putnam	\$1,923	\$0	\$0	\$0	\$1,923	\$1,923
Rockland	\$6,656	\$0	\$0	\$0	\$6,656	\$6,656
Suffolk	\$4,281	\$0	\$0	\$0	\$4,281	\$4,281
Westchester	\$19,770	\$0	\$0	\$0	\$19,770	\$19,770
Members Subtotal	\$195,198	\$1,000	\$0	\$4,213	\$191,985	\$196,198
R08	\$0	\$0	\$0	\$0	\$0	\$0
R10	\$0	\$0	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$0	\$0	\$0	\$0
R11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$6,875,813

Data Management

Description and Objectives

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

Previously Completed Work

Data has been collected, maintained, and updated as needed. TIG has been maintained, updated, and enhanced. Annual traffic count activity was completed. Annual Hub Bound report and other data reports were completed. Datasets, including Big Data platforms that may support the regional metropolitan transportation planning process, continue to be explored and evaluated.

Planned Activities for NYMTC Staff

1. Collect, organize, and update data and information related to regional transportation systems and mandated planning products and analyses.
2. Provide data and create various maps for planning products and analyses.
3. Collect data for 2024-2025 Quarterly Travel Pattern brochures; collect data for the 2024 Hub Bound Report; prepare reports.
4. Collect ridership and major river crossings traffic data for NYBPM validation.
5. Maintain and enhance the TIG application throughout the program year.
6. Review data collection plans submitted by member agencies.
7. Review member agency data submissions and prepare for use in the NYBPM.
8. Download, aggregate, and upload National Performance Management Research Data Set (NPMRDS) and Transportation Operations Coordinating Committee (TRANSCOM) data on to the TIG (monthly).
9. Work through the MAP Forum to address data consistency issues across UA boundaries, as applicable.
10. Collect, organize, and update data and information related to regional transportation systems and mandated planning products and analyses.
11. Provide data and create various maps for planning products and analyses.

Planned Activities for NYMTC Member Agencies

1. Provide a traffic volume and class data collection plan for the NYBPM screen line locations (NYCDOT)
2. Provide MetroCard station to station (Origin and Destination) data (MTA)
3. Provide data for the 2023 Hub Bound Report
4. Collect data for the 2024 Hub Bound Report
5. Provide transit ridership, bridge/tunnel crossings data

Planned Activities for NYMTC Member Agencies and Staff

1. Review 2023 Hub Bound data tables and report
2. Review Quarterly Travel Pattern Brochures

Deliverables for NYMTC Staff

1. Quarterly travel pattern brochure (SFY2024-2025:Q1-Q4)
2. 2023 Hub Bound report (SFY2024-2025:Q4)
3. Assembled traffic volume and class data for NYBPM (SFY2024-2025:Q4)
4. 2023 Regional Transportation Statistical Data Tables (SFY2024-2025:Q4)

Deliverables for NYMTC Member Agencies

1. Data collection plan (NYCDOT) (SFY2024-2025:Q1)
2. Assembled Traffic Volume/Class database in Geographic Information Systems (GIS) file format (NYCDOT) (SFY2024-2025:Q4)
3. Assembled MetroCard Station to Station (Origin and Destination) ridership data (MTA) (SFY2024-2025:Q4)
4. Hub-Bound data including traffic volume data, including relevant bicycle and ferry data (NYCDOT) (SFY2024-2025:Q4)
5. Transit ridership, bridge/tunnel crossings data (SFY2024-2025:Q1-Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

See: NYMTC-Staff Schedule of Programmed Funding for Professional Services Contracts

NYC DOT

Contract Name: Traffic Counts

Estimated contract cost: \$660,000

Consultant to provide traffic counts.

Putnam County

Contract Name: Traffic Counts

Estimated contract cost: \$175,000

Consultant to provide traffic counts.

Previously Programmed Funds:

NYMTC Staff: \$2,839,760

Unspent funds programmed for multi-year contracts are being brought over to the current program.

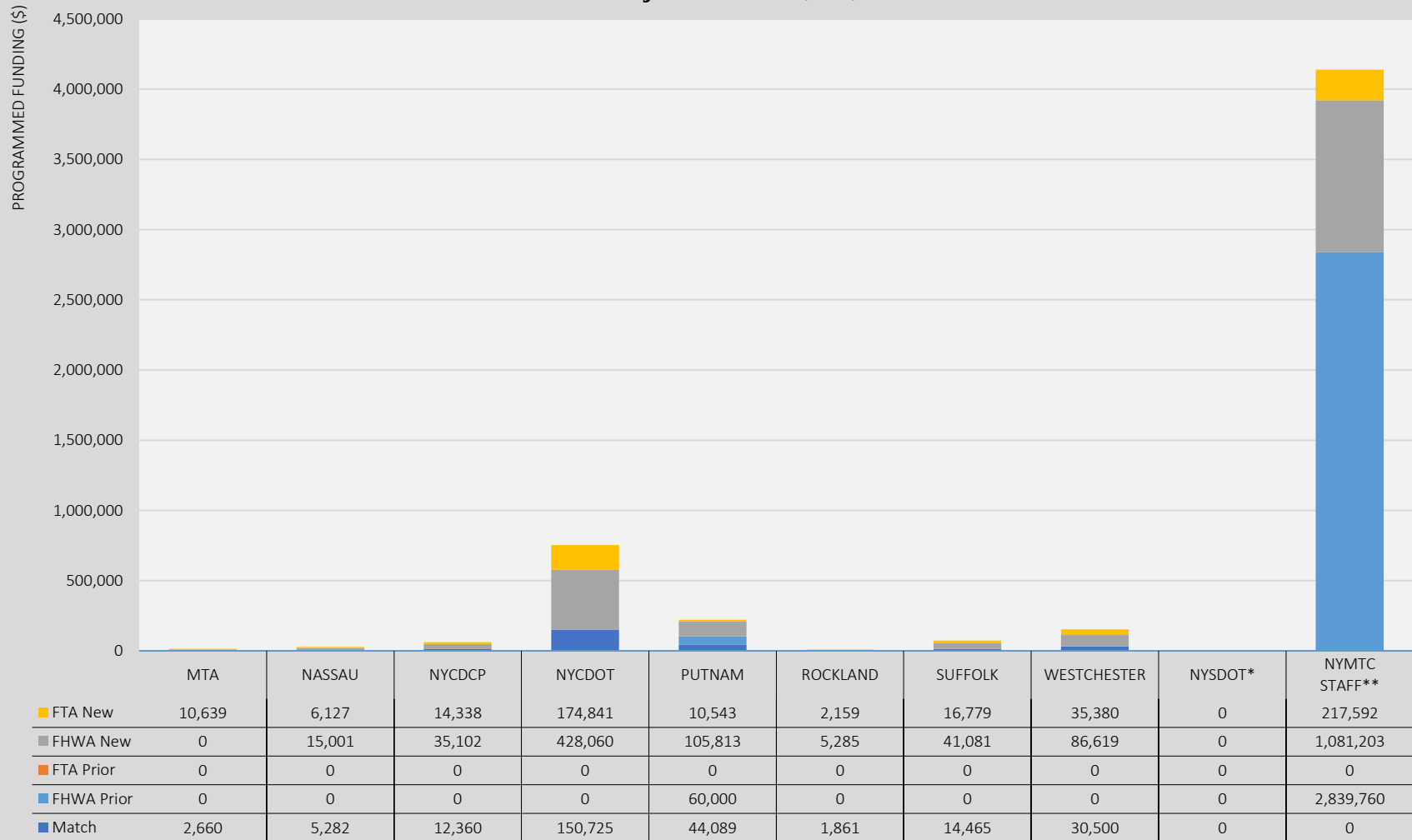
Putnam County \$75,000

Unspent funds from the prior program are being added to the current program.

Summary of Task Funding:

See next pages.

Data Management
SFY 2024-2025
Total Project Funds: \$5,448,265



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

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

Data Management
SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$688,811	\$0	\$3,388,238	\$2,839,760	\$1,237,289	\$4,077,049
MHSTCC	\$35,134	\$0	\$0	\$0	\$35,134	\$35,134
NSTCC	\$26,372	\$0	\$0	\$0	\$26,372	\$26,372
NYCTCC	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$750,317	\$0	\$3,388,238	\$2,839,760	\$1,298,795	\$4,138,555
MTA	\$13,299	\$0	\$0	\$0	\$13,299	\$13,299
Nassau	\$26,411	\$0	\$0	\$0	\$26,411	\$26,411
NYCDCP	\$60,800	\$1,000	\$0	\$0	\$61,800	\$61,800
NYCDOT	\$93,626	\$0	\$660,000	\$0	\$753,626	\$753,626
Putnam	\$45,446	\$0	\$175,000	\$75,000	\$145,446	\$220,446
Rockland	\$9,305	\$0	\$0	\$0	\$9,305	\$9,305
Suffolk	\$72,325	\$0	\$0	\$0	\$72,325	\$72,325
Westchester	\$147,498	\$5,000	\$0	\$0	\$152,498	\$152,498
Members Subtotal	\$468,710	\$6,000	\$835,000	\$75,000	\$1,234,710	\$1,309,710
R08	\$0	\$0	\$0	\$0	\$0	\$0
R10	\$0	\$0	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$0	\$0	\$0	\$0
R11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$5,448,265

Transportation Improvement Program

This category addresses the development and management of the TIP, a federally mandated product which is a five-year program of transportation improvement projects in NYMTC's planning area. Improvement projects must appear in an adopted TIP to be eligible for federal funding. Included in this category are solicitations for specific federal grant programs, including the Section 5310 program, CMAQ program, and TAP. Additionally, development of plans in support of new IIJA formula and discretionary funding programs are part of this category. Finally, it includes planning projects and activities to carry out regional emissions analyses and Transportation Conformity Determinations for the TIP and Plan.

Highlights for this Program:

- Develop the FFYs 2026-2030 TIP in concert with FFYs 2026-2055 RTP.
- Develop a new Program Management Tool for maintaining the FFYs 2026-2030 TIP and the fiscally constrained element of the FFYs 2026-2055 RTP.
- 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.
- A regional emissions analysis will be undertaken, and related Transportation Conformity Determination adopted.

Recent Accomplishments:

- A fiscally constrained TIP for FFYs 2023-2027 was adopted in October 2022. Solicitations and subsequent project selection for the TAP 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 and adopted for the FFY 2023-2027 TIP and Plan 2050, as amended.
- Drafts of a Safety Action Plan and a Resilience Improvement Plan have been developed in support of the Safe Streets and Roads for All (SS4A) and Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) funding programs.

Category: Transportation Improvement Program
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2024-25</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$1,677,604	\$1,552,738	\$3,230,342
MHSTCC Staff	\$0	\$0	\$0
NSTCC Staff	\$0	\$0	\$0
NYCTCC Staff	\$0	\$0	\$0
NYMTC Staff Subtotal	\$1,677,604	\$1,552,738	\$3,230,342
MTA	\$21,170	\$0	\$21,170
Nassau	\$80,458	\$0	\$80,458
NYCDCP	\$127,455	\$0	\$127,455
NYCDOT	\$239,080	\$54,000	\$293,080
Putnam	\$102,921	\$0	\$102,921
Rockland	\$40,894	\$0	\$40,894
Suffolk	\$48,737	\$0	\$48,737
Westchester	\$128,808	\$0	\$128,808
Members Subtotal	\$789,523	\$54,000	\$843,523
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$2,467,127	\$1,606,738	\$4,073,865

Regional Program Management

Description and Objectives

NYMTC adopted the FFYs 2023-2027 TIP in October 2022. The program has been modified and maintained through program amendments and administrative modifications. NYMTC staff will develop the FFY 2026-2030 TIP in concert with the 2055 RTP, with both expected to be adopted in September 2025.

Previously Completed Work

The FFY 2023-2026 TIP has been updated and maintained. NYMTC processed over 150 TIP Actions, updated the TIP Visualization and produced the quarterly project listing for NYMTC.org. Additionally, NYMTC produced its Annual Listing of Obligated Projects. Project solicitations have been completed for Section 5310 and Transportation Alternatives and the FFY 2022 transit funding distribution has been adopted. Drafts of a Safety Action Plan and a Resilience Improvement Plan have been developed in support of the SS4A and PROTECT funding programs.

Planned Activities for NYMTC Staff and Member Agencies

1. Process monthly TIP amendments and administrative modifications to keep the program current, including public review and responses to public commentary. Up to 150 amendments and 200 administrative modifications of the TIP will be adopted or processed, respectively.
2. Develop the FFYs 2026-2030 TIP in concert with FFYs 2026-2055 RTP.
3. Maintain project intake and evaluation process and software.
4. Update the visualization of the TIP and fiscally constrained element of the FFY 2022-2050 RTP on the NYMTC website each quarter.
5. Prepare summary packages as project selection guidance for specific TIP solicitations.
6. Produce the 2024 Annual Listing of Obligated Projects and related visualization.
7. Develop a new Program Management Tool for maintaining the FFYs 2026-2030 TIP and the fiscally constrained element of the FFYs 2026-2055 RTP.
8. Support statewide solicitations for the Transportation Alternatives and Section 5310 programs and Bridge NY and HSIP.
9. Support federal discretionary funding solicitation for SS4A program, RAISE, INFRA, and Section 5339, among other discretionary programs and other programs introduced in IIJA.
10. Update and develop dashboards for managing the TIP.
11. Finalize plans in support of new IIJA funding programs.

Deliverables for NYMTC Staff and Member Agencies

1. Project selections/recommendations for TAP and Section 5310 funding (SFY2024-2025:Q1)
2. Up to 150 amendments and up to 200 administrative modifications of the TIP (SFY2024-2025:Q1-Q4)
3. Develop FFY 2026-2030 TIP Narrative, Project Listing, and Visualization (SFY2024-2025:Q1-Q4)
4. Update quarterly TIP visualizations (SFY2024-2025:Q1-Q4)
5. NYMTC program dashboards (SFY2024-2025:Q1-Q4)
6. FFY 2024 Annual Listing of Obligated Projects (SFY2024-2025:Q3)
7. Program management platform (SFY2024-2025:Q3-Q4)

Related Professional Services Contracts:

Not Applicable

Previously Programmed Funds:

NYC DOT \$35,000

Unspent funds from prior program are being brought into this program.

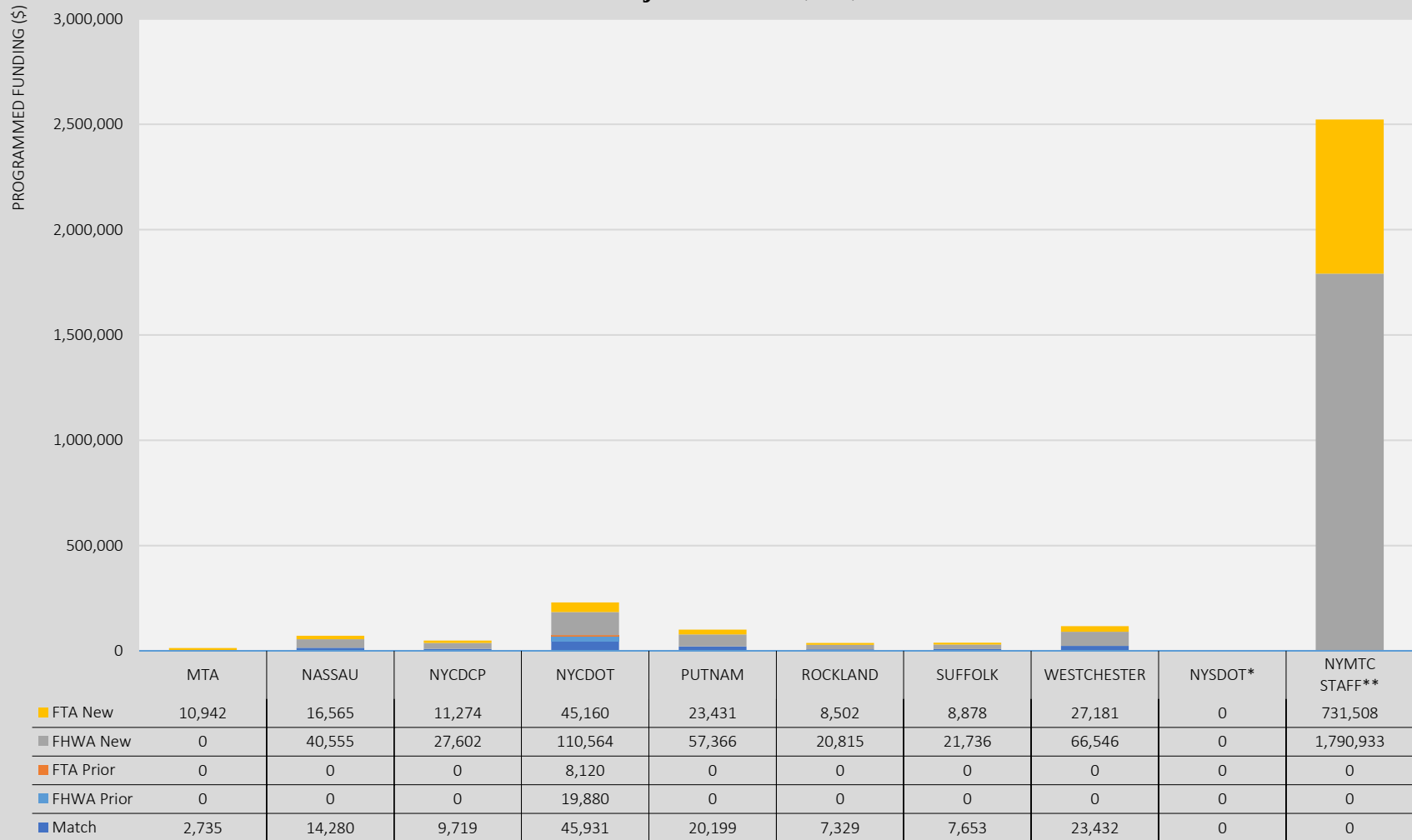
Summary of Task Funding:

See next pages.

Regional Program Management

SFY 2024-2025

Total Project Funds: \$3,178,837



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

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

Regional Program Management
SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$747,579	\$256,446	\$0	\$0	\$1,004,025	\$1,004,025
MHSTCC	\$546,875	\$0	\$0	\$0	\$546,875	\$546,875
NSTCC	\$546,290	\$0	\$0	\$0	\$546,290	\$546,290
NYCTCC	\$425,251	\$0	\$0	\$0	\$425,251	\$425,251
NYMTC Staff Subtotal	\$2,265,995	\$256,446	\$0	\$0	\$2,522,441	\$2,522,441
MTA	\$13,677	\$0	\$0	\$0	\$13,677	\$13,677
Nassau	\$71,400	\$0	\$0	\$0	\$71,400	\$71,400
NYCDCP	\$47,595	\$1,000	\$0	\$0	\$48,595	\$48,595
NYCDOT	\$229,655	\$0	\$0	\$35,000	\$194,655	\$229,655
Putnam	\$100,997	\$0	\$0	\$0	\$100,997	\$100,997
Rockland	\$36,647	\$0	\$0	\$0	\$36,647	\$36,647
Suffolk	\$38,267	\$0	\$0	\$0	\$38,267	\$38,267
Westchester	\$115,958	\$1,200	\$0	\$0	\$117,158	\$117,158
Members Subtotal	\$654,196	\$2,200	\$0	\$35,000	\$621,396	\$656,396
R08	\$0	\$0	\$0	\$0	\$0	\$0
R10	\$0	\$0	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$0	\$0	\$0	\$0
R11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$3,178,837

Regional Emissions Analysis and Transportation Conformity

Description and Objectives

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 CAAA-1990 and included in the TIP and the fiscally constrained element of the RTP.

Previously Completed Work

A Regional Emissions Analysis was completed and a Transportation Conformity Determination for the FFYs 2023-2027 TIP and FFY 2022-2050 RTP, as amended, was adopted in September 2023.

Planned Activities for NYMTC Staff

1. Collect project data from member agencies for regional emissions analysis.
2. Code project information into the NYBPM.
3. Run NYBPM for all the required milestone years with non-exempt projects and regionally significant projects.
4. Run the PPS-AQ analysis to calculate required pollutant emissions.
5. Develop draft and final Transportation Conformity Determination documentation for amendments involving non-exempt projects to the FFYs 2023-2027 TIP and FFY 2022-2050 RTP (Moving Forward) if necessary.
6. Develop draft Transportation Conformity Determination documentation for the FFYs 2026-2030 TIP and FFY 2026-2055 RTP.
7. Produce GHG Emissions Inventory Report.
8. Coordinate with the Interagency Consultation Group (ICG), as needed.

Planned Activities for NYMTC Staff and Member Agencies

1. Collect and review project data for amendments involving non-exempt projects to the FFYs 2023-2027 TIP and FFY 2022-2050 RTP.
2. Collect and review project data for the FFYs 2026-2030 TIP and FFY 2026-2055 RTP.
3. Support transportation conformity determination public comment and review periods.
4. Continually update and maintain information on projects in the PIMS database for future conformity runs.

Deliverables for NYMTC Staff and Member Agencies

1. Transportation Conformity Determination documentation for amendments involving nonexempt projects to the FFYs 2023-2027 TIP and FFY 2022-2050 RTP (SFY2024-2025:Q2)

Related Professional Services Contracts:

NYMTC Staff Contracts

See: NYMTC-Staff Schedule of Programmed Funding for Professional Services Contracts

Previously Programmed Funds:

NYMTC Staff: \$1,552,738

Unspent funds from a multi-year project are being brought into this program.

NYC DOT \$19,000

Unspent funds from prior program are being brought into this program.

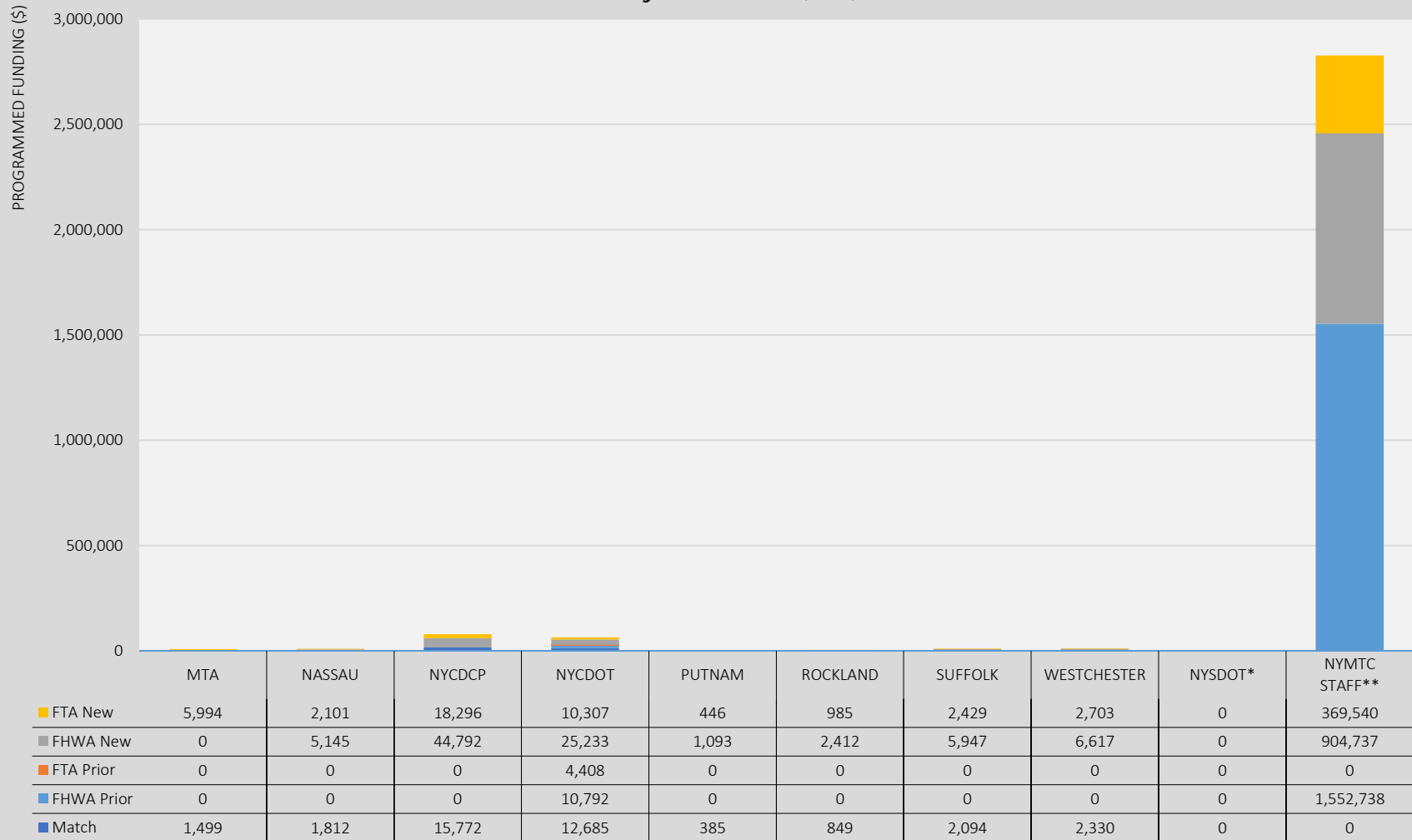
Summary of Task Funding:

See next pages.

Regional Emissions Analysis and Transportation Conformity

SFY 2024-2025

Total Project Funds: \$3,014,142



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

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

Regional Emissions Analysis and Transportation Conformity
SFY 2024-2025

<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 2024- 2025</u>	<u>Total Project Cost</u>
Central Staff	\$673,579	\$0	\$1,552,738	\$1,552,738	\$673,579	\$2,226,317
MHSTCC	\$168,437	\$0	\$0	\$0	\$168,437	\$168,437
NSTCC	\$220,160	\$0	\$0	\$0	\$220,160	\$220,160
NYCTCC	\$212,101	\$0	\$0	\$0	\$212,101	\$212,101
NYMTC Staff Subtotal	\$1,274,277	\$0	\$1,552,738	\$1,552,738	\$1,274,277	\$2,827,015
MTA	\$7,493	\$0	\$0	\$0	\$7,493	\$7,493
Nassau	\$9,058	\$0	\$0	\$0	\$9,058	\$9,058
NYCDCP	\$77,860	\$1,000	\$0	\$0	\$78,860	\$78,860
NYCDOT	\$63,425	\$0	\$0	\$19,000	\$44,425	\$63,425
Putnam	\$1,924	\$0	\$0	\$0	\$1,924	\$1,924
Rockland	\$4,247	\$0	\$0	\$0	\$4,247	\$4,247
Suffolk	\$10,470	\$0	\$0	\$0	\$10,470	\$10,470
Westchester	\$11,650	\$0	\$0	\$0	\$11,650	\$11,650
Members Subtotal	\$186,127	\$1,000	\$0	\$19,000	\$168,127	\$187,127
R08	\$0	\$0	\$0	\$0	\$0	\$0
R10	\$0	\$0	\$0	\$0	\$0	\$0
MO	\$0	\$0	\$0	\$0	\$0	\$0
R11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$3,014,142

Discretionary Program

This category includes projects and activities proposed by NYMTC 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 FFY 2022-2050 RTP. 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 GHG 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.

2024-2025 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
NYMTC Staff					
September 11th Memorial Program	●	●	●	●	●
Palisades Shared Use Path Feasibility Study	●	●		●	
Community Planning Workshops	●	●	●	●	●
Safety and Security Needs and Technologies	●				
Transit Service Coordination Needs		●	●	●	●
Regional Waste Movement Study		●	●	●	
Northern Westchester East-West Corridors Study	●	●	●	●	●
Complete Streets Technical Assistance	●	●	●	●	●
EPA Climate Pollution Reduction Grant Program				●	
Metropolitan Transportation Authority					
LIRR O&D Survey (Post-ESA Survey)		●	●	●	●
Ridgewood Busway Study	●	●	●	●	
Second Ave Subway West Expansion Study		●	●	●	●
First and Last Mile Toolkit – Update and Enhancement		●		●	
Geospatial Mobility Database – Replica Access		●	●		
NYC Transit B Division Phase II Subway Capacity Study		●	●		

2024-2025 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
Nassau County					
Land Use – Transportation Element of Comprehensive Plan	●	●	●	●	●
Nassau County Traffic Signal Progression and Optimization Study I – Bethpage, East Meadow, Westbury	●	●	●	●	
Nassau County Traffic Signal Progression and Optimization Study II – Oceanside	●	●	●	●	
Nassau County Traffic Signal Progression and Optimization Study III – Hewlett and Lynbrook	●	●	●	●	
Roadway Sustainability and Compliance Study		●	●	●	
Lido Beach Multi-Use Trail Planning Study	●	●	●	●	●
Nassau-Queens Interface Transportation Study – Project Support	●	●	●	●	
Nassau County Shared-Mobility Management Plan		●	●		
Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan		●		●	
Nassau County Micro-Planning	●	●	●	●	●
NYC Department of City Planning					
Planning for Citywide Goods Movement	●	●	●	●	●
Planning for Land Use and Transportation	●	●	●	●	●
Advancing Transportation Equity	●	●	●	●	●
Transportation Data Collection and Analysis	●	●	●	●	●
Planning for the Public Realm	●	●	●	●	●
Understanding Telework Trends and Implications for Current and Future Travel	●	●	●	●	●

2024-2025 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
NYC Department of Transportation					
Red Hook Traffic & Truck Study	●	●	●	●	
Lindenwood / Spring Creek Transportation Study	●	●	●	●	
Impact of Long-Term Teleworking on VMT		●		●	
Brooklyn College Flatbush Ave Transportation Study		●	●		
Coney Island Alternative Access - Congestion Study	●	●	●	●	
Morris Park East Bronx Transportation Study	●	●	●	●	
Microhubs Program Evaluation	●	●	●	●	
Increase Truck Safety Through Access to Better Vehicle Design Study	●		●	●	
Freight Hub and Flow Analysis		●	●		
NYC Urban Freight Consolidation Center Feasibility Study	●	●	●	●	●
Enhance and Upgrade Data Management and Analytics	●	●	●	●	
NYC Good Neighbors Safety Coordination Study	●	●			
Smart Curbs Neighborhood Curb Lane Study	●	●	●	●	
Secure Bike Parking Program Planning Activities		●	●	●	●
NYC Pedestrian Improvement Studies	●	●	●		
Pedestrian Unit Planning Analysis	●	●	●	●	
York Avenue Transportation Study		●	●	●	

2024-2025 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
Putnam County					
Putnam County Intersection Planning and Feasibility Study	●	●			
Putnam County Complete Streets Initiative	●	●	●	●	●
Rockland County					
Clarkstown Safety and Sustainability Study for Route 303 & Route 304	●	●	●		
Westchester County					
County Mobility and Bus Redesign Implementation Plan		●	●	●	
Transit Fare Policy and Fare Structure Analysis Study		●	●	●	
Complete Streets Corridor Analysis	●	●	●	●	
Improving Mobility for the Aging Population	●	●	●	●	●
Transportation and Food Access in Westchester County		●			

Category: Discretionary Program
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2024-25</u>	<u>Previously</u> <u>Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$1,446,388	\$2,372,707	\$3,819,095
MHSTCC Staff	\$0	\$0	\$0
NSTCC Staff	\$0	\$0	\$0
NYCTCC Staff	\$0	\$0	\$0
NYMTC Staff Subtotal	\$1,446,388	\$2,372,707	\$3,819,095
MTA	\$2,764,246	\$3,600,000	\$6,364,246
Nassau	\$950,874	\$3,085,000	\$4,035,874
NYCDCP	\$2,121,034	\$502,094	\$2,623,128
NYCDOT	\$3,041,955	\$180,000	\$3,221,955
Putnam	\$67,316	\$175,000	\$242,316
Rockland	\$0	\$899,638	\$899,638
Suffolk	\$0	\$0	\$0
Westchester	\$539,105	\$500,000	\$1,039,105
Members Subtotal	\$9,484,530	\$8,941,732	\$18,426,262
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$10,930,918	\$11,314,439	\$22,245,357

NYMTC Staff

September 11th Memorial Program

Description and Objectives

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 project provides academic funding support for up to four students in completing their education in specific career fields related to transportation and transportation planning. Work carried out by the research fellows will consist of transportation planning work eligible for inclusion in the UPWP.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Convene and support an evaluation and selection committee.
2. Participate in the committee to evaluate student research, applications and proposals.
3. Convene an introduction meeting with selected students, project managers and University Transportation Center (UTC).
4. Assist in coordinating the development and progression of research projects during the program year.

Deliverables

1. Committee developed rating and ranking process.
2. Final recommendation list of student research fellows.
3. Research plan for each student selected for the fellowship program.
4. Final student presentations and research reports (SFY2025-2026:Q2; SFY2026-2027:Q2).

Start Date: SFY2022-2023:Q1	End Date: SFY2026-2027:Q2
Total Funds Programmed:	\$449,025
New FHWA/FTA Funds:	\$29,025
Previously Programmed Funds:	\$420,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$420,000
Academic stipends for selected students.	

Palisades Shared Use Path Feasibility Study

Description and Objectives

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 and Rockland counties. The SUP's proximity to the Palisades Interstate Park provides a potentially low cost connection that allows for the safe management of an existing flow of cyclists, walkers, hikers and other users. It is also an opportunity to catalyze latent demand for a SUP 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 SUP within the Palisades Interstate Park right-of-way on the west side of the Hudson River, as a connection to the SUP on the Cuomo Bridge.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. Public Outreach Program (Completed).
2. Public informational materials.
3. Preliminary draft, final draft and final concept plan (SFY2025-2026:Q2).

Start Date: SFY2020-2021:Q1	End Date: SFY2025-2026:Q2
Total Funds Programmed:	\$519,373
New FHWA/FTA Funds:	\$163,166
Previously Programmed Funds:	\$356,207
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$356,207
Consultant will support all aspects of this study.	

Community Planning Workshops

Description and Objectives

Moving Forward 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 *Moving Forward's* Coordinated Development Emphasis Areas (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 and Last Mile (FMLM) Station Access Toolkit.

To implement these recommendations, the Community Planning Workshops project 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.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Identify workshop locations and topics and develop workshop approaches.
2. Provide workshop outreach.
3. Execute workshops.

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 of material 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. List of 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. 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 (SFY2025-2026:Q4).

Start Date: SFY2021-2022:Q1	End Date: SFY2025-2026:Q4
Total Funds Programmed:	\$1,237,838
New FHWA/FTA Funds:	\$237,838
Previously Programmed Funds:	\$1,000,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$1,000,000
Consultant will support all aspects of this study.	

*Increasing Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds will be used for this project.

Safety and Security Needs and Technologies

Description and Objectives

As recommended in *Moving Forward*, this project will assess safety and security needs in the suburban subareas modeled after the process used in NYC, and it will inventory current and developing technologies that can be used to improve safety and security more generally. This project is consistent with the Plan's vision goal of a transportation system that ensures the safety and security of people and goods across all uses and modes, and its relevant objective to coordinate safety management, training, and education across jurisdictional borders.

Supported Plan Goals



SAFETY AND SECURITY

Activities

1. Conduct literature review and benchmarking research of similar metropolitan regions to inventory current and developing technologies that can be used to improve safety and security.
2. Review the Vision Zero planning process undertaken in NYC to use as a template.
3. Assess safety and security needs on Long Island and in the lower Hudson Valley using the NYC template.
4. Work through NYMTC's suburban TCCs (NSTCC, MHSTCC) to establish safety and security goals, objectives and recommendations using the NYC template.

Deliverables

1. Technical memoranda containing the inventory of current and developing technologies that can be used to improve safety and security.
2. Final report describing safety needs, goals and recommendations in the suburban subareas (SFY2024-2025:Q3).

Start Date: SFY2023-2024:Q1	End Date: SFY2024-2025:Q3
Total Funds Programmed:	\$283,981
New FHWA/FTA Funds:	\$127,981
Previously Programmed Funds:	\$156,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$156,500
Consultant will support all aspects of this study.	

Transit Service Coordination Needs Assessment

Description and Objectives

As recommended in *Moving Forward*, this project will assess transit service coordination needs across jurisdictional lines to evaluate intermodal connections. It is relevant to the Plan's vision goal 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. That goal's relevant objective is improving the integration of the multimodal transit network.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Conduct benchmarking research of transit service coordination approaches in similar metropolitan regions.
2. Assess transit service coordination needs.
3. Evaluate intermodal connections, including information, service, fare policies and facilities.
4. Identify priority coordination areas and recommend interface improvements.

Deliverables

1. Technical memoranda describing the results of the benchmarking research.
2. Technical memoranda describing service coordination needs and evaluation of connections.
3. Final report incorporating the technical memorandum and identifying priority coordination areas and interface improvements (SFY2025-2026:Q3).

Start Date: SFY2023-2024:Q1	End Date: SFY2025-2026:Q3
Total Funds Programmed:	\$279,541
New FHWA/FTA Funds:	\$129,541
Previously Programmed Funds:	\$150,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$150,000
Consultant will support aspects of this study.	

Regional Waste Movement Study

Description and Objectives

This study is a recommendation of the Freight Element of Moving Forward, NYMTC's FFYs 2022-2050 RTP. The project will perform a regional assessment of needs and opportunities associated with the movement of municipal solid waste and construction and demolition debris. With the closure of regional landfills, the transportation of municipal solid waste and construction and demolition 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.

Supported 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 (SFY2024-2025:Q3).

Start Date: SFY2023-2024:Q1	End Date: SFY2024-2025:Q3
Total Funds Programmed:	\$556,270
New FHWA/FTA Funds:	\$266,270
Previously Programmed Funds:	\$290,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$290,000
Consultant will support all aspects of this study.	

Northern Westchester East-West Corridors Study

Description and Objectives

This Planning and Environmental Linkages Study will recommend improvements for east-west transportation across northern Westchester County and facilitate a smooth transition to environmental reviews necessary to realize improvements. All modes of transportation including freight, transit, bicycles, and pedestrians will be considered. The study will primarily focus on the Bear Mountain Parkway, Route 6 from Peekskill to the Taconic State Parkway, and Route 35 from Peekskill to the Connecticut border.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Study Governance
2. Key Study Parameters
3. Existing Study Area Conditions – Transportation System
4. Land Use & Development Profile
5. Existing Study Area Conditions – Environmental Analysis
6. Study Outreach Program
7. Social, Economic, and Equity Analysis
8. Community Visioning
9. PEL Study
10. Draft Study Report
11. Public Review
12. Final Study Report

Deliverables

1. Key Study Parameters
2. Study Area Profile
3. Land Use & Development Profile
4. Environmental Analysis
5. Outreach Program Parameters
6. Socio-economic Profile of the Study Area
7. Communities of Concern Technical Memorandum
8. Materials for Community Visioning
9. Future Conditions Technical Memorandum
10. Scoping Concepts Technical Memorandum
11. PEL Questionnaire
12. Final Report, Brochure, and PowerPoint (SFY2027-2028:Q3)

Start Date: SFY2024:2025:Q1	End Date: SFY2027-2028:Q3
Total Funds Programmed:	\$231,670
New FHWA/FTA Funds:	\$231,670
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	See Note Below:
Note: Funding for this Consultant is discussed within the Related Planning Activities Funded Through Other Sources section of the UPWP.	

Complete Streets Technical Assistance

Description and Objectives

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

This project will provide technical assistance to communities interested in pursuing Complete Streets initiatives, focusing on aiding communities participating in USDOT's Thriving Communities Program and communities in or near areas designated as a CDEA in Moving Forward. Assistance will be provided at no direct cost to the selected communities and could include the following:

- Development and implementation of Complete Streets workshops
- Complete Streets Assessments
- Development of Complete Streets Policies
- Development of Complete Streets Plans

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Solicit consultant to provide Complete Street assistance.
2. Develop selection criteria to determine which communities will receive technical assistance.

Deliverables

1. Technical memo describing how NYMTC will select the communities that will be provided with Complete Streets assistance (SFY2024-2025:Q4).

Start Date: SFY2024-2025:Q1	End Date: Recurring Activity
Total Funds Programmed:	\$551,440
New FHWA/FTA Funds:	\$551,440
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$551,440
Consultant will support all aspects of this study.	

*Increasing Safe & Accessible Transportation Options Metropolitan Planning Set-Aside funds will be used for this project.

EPA Climate Pollution Reduction Grant Program

Description and Objectives

The EPA Climate Pollution Reduction Grant Program (CPRG) is funded through the federal Inflation Reduction Act, which authorized planning funds for the 67 largest MSAs in the country. Through this provision, the New York-Newark-Jersey City MSA was granted \$1 million to undertake the planning requirements of the program. The City of New York agreed to be the lead entity and grant recipient, working with and supported by NYMTC and NJTPA. The City is working through the NYC Economic Development Corporation (EDC) and the Mayor's Office of Climate and Environmental Justice. Completion of the required planning process will confer eligibility for CPRG implementation grants.

Supported Plan Goals



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Participate on the coordinating committee that will guide the progress of the planning work for this grant.

Deliverables

1. Progress reports on coordination activities (SFY2024-2025:Q4).

Start Date: SFY2024-2025:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$129,920
New FHWA/FTA Funds:	\$129,920
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A
NYMTC is not funding the professional services support for this planning activity.	

Metropolitan Transportation Authority

LIRR O&D Survey (Post-ESA Survey)

Description and Objectives

The MTA is seeking a consultant to conduct an Origin and Destination (O/D) Study as required by the FTA for an “After” study subsequent to the opening of East Side Access in January 2023. The MTA would like to collect customer information and ridership data after this new service has been in effect for at least one year. This includes information on ridership patterns to assess ridership growth, O/D patterns of transit riders, and travel times for passengers. The survey will capture both survey data and passenger counts that would provide information on how customers travel and their use of the Long Island Rail Road (LIRR), especially post-ESA.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

The survey will have two main components:

1. passenger counts on trains, and
2. production, distribution/collection, and analysis of survey questionnaire that includes O/D, as well as SED information.

Deliverables

Key elements of this work effort are as follows:

1. Survey approach for collecting LIRR traveler information.
2. Sampling plan.
3. Survey expansion plan, based on passenger counts, to represent the total market.
4. Implementation plan for survey and count administration.
5. Pretest including survey administration, collection of supporting counts, coding and expansion.
6. Review pretest results and revise survey instrument, expansion plan and implementation plan, if necessary
7. Administer the survey and related count program.
8. Code (include geographic coding) and weight survey results.
9. Final report documenting survey methodology, expansion and overview of results.
10. Final data deliverables and report (SFY2026-2027:Q4).

Start Date: SFY2024-2025:Q1	End Date: SFY2026-2027:Q4
Total Funds Programmed:	\$2,586,515
New FTA Funds:	\$686,515
Previously Programmed Funds:	\$1,900,000
Reason for Unspent Funds:	Previous project no longer being done
Related Professional Services Contracts:	\$2,500,000
Consultant will support all aspects of this study.	

Ridgewood Busway Study

Description and Objectives

The Ridgewood Busway is a 0.6-mile MTA-owned Right of Way (ROW) corridor under the elevated M train line. The proposed busway would provide significant operational benefits for local bus routes as well as out-of-service buses traveling to and from the Fresh Pond Road Depot. This new bus-only corridor would increase bus reliability and travel time savings for bus riders. The project is expected to have an annual Operations & Maintenance (O&M) cost savings of \$2 million/year. Additionally, it would reduce local traffic and improve street safety due to reduced pedestrian conflicts and better sight lines for bus operators. The Ridgewood Busway study would entail traffic collection and traffic analysis, as well as project design.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Traffic collection and analysis
2. Project design and engineering

Deliverables

1. Traffic counts
2. Busway design (SFY2026-2027:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2026-2027:Q4
Total Funds Programmed:	\$384,726
New FTA Funds:	\$384,726
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$350,000
Consultant will support all aspects of this study.	

Second Ave Subway West Expansion Study

Description and Objectives

The MTA is seeking to conduct a feasibility study to determine the viability of extending the Second Avenue Subway (SAS) from 125 Street and Lexington Avenue (the terminus of SAS Phase 2), west underneath 125 Street to terminate at one of three possible locations.

In order to determine if this is feasible, the evaluation shall be based on, but not limited to ridership, cost, service operations, constructability, ease of connectivity with existing stations and potential impacts and leveraging opportunities with the ongoing SAS Phase 2.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Project management
2. Existing conditions
3. Market analysis and transit demand
4. Constructability analysis
5. Identification of considerations and constraints
6. Ridership estimates
7. Final evaluation screening

Deliverables

1. Work Plan
2. Draft and Final Project Purpose and Need Statement
3. Market analysis for different scenarios
4. Conceptual level drawings for terminal station options.
5. Identification and details for ancillary facilities.
6. Potential locations of required ancillary facilities shown on the plan and profile drawings and narrative describing the engineering development of the required ancillary facilities.
7. Prototypical conceptual station layout drawings.
8. Estimated property acquisition tables, drawings and cost estimates.
9. Draft and Final Conceptual Constructability Report for review and revisions.
10. Technical memo on the considerations, constraints, and synergies for each option in relation to SAS Phase 2 construction.
11. Summary of project ons and offs by stations, new daily weekday riders, and the O/Ds of project riders using the provided ridership data.
12. Capital, operating, and maintenance cost estimates.
13. Technical memo that summarizes the analysis and the results.
14. Draft and Final reports (SFY2024-2025:Q4).

Start Date: SFY2022-2023:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$1,042,168
New FTA Funds:	\$1,042,168
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$1,000,000
Consultant will support all aspects of this study.	

First Mile and Last Mile Toolkit – Update and Enhancement

Description and Objectives

The MTA aims to improve the FMLM Toolkit (“the Toolkit”) that was created as a part of the UPWP 2021-2022 funded FMLM Access Study and Toolkit Development. The Toolkit was launched in July 2022 on the MTA website for our regional stakeholders in the suburban commuter rail territory to use to assess local station areas, use educational resources to strategize mobility improvements, and design pilot programs for pedestrian, bike/micromobility, or shared ride modes. The Toolkit contains data and resources to help local governments, developers, land use planners and other public and private transportation providers improve access to and from suburban MTA commuter rail stations. It was created to serve as a menu of new and existing transportation options, technologies, providers, modes, and methodologies for service implementation. This Toolkit update and enhancement effort will keep the data in the Toolkit relevant and up-to-date as well as expand upon the improvements available within the pilot design function.

The MTA is seeking the services of a team of expert consultants to work with MTA TOD and MTA IT to update and enhance the existing toolkit and accomplish the following objectives:

- Enhance the pilot design improvement options for pedestrian, bike/micromobility and shared ride pilots.
- Update demographic data and station area data in the Toolkit.
- Adjust costs of improvements and allow the user to prioritize improvements and bundle the costs based on priority.
- Allow for equity considerations to be viewable at all times while using the interactive assessment and pilot creation functions.
- Explore feasibility of optional tasks.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Update the pilot design function, enhance improvement options for pedestrian, bike, and shared ride pilots including the following: traffic calming measures, ADA curb ramps, curb extensions, leading pedestrian interval, pedestrian refuge island, secure bike parking cages, bike repair stations, covered bike parking shelter, concrete pads for bike infrastructure, scooter share programs, etc.
2. Update the demographic data per the most up-to-date information in the Census American Community Survey.
3. Update the stations data per the most up-to-date information from Metro-North Railroad and LIRR.
4. Revisit costs embedded in the Toolkit's pilot improvements and adjust as needed.
5. Update the ability for selection of High/Medium/Low priorities to the toolkit and then in the final output, the costs could be grouped by priority.
6. Allow for the equity considerations maps to be viewable at all times during the assessment and pilot design stage.
7. Optional tasks include:
 - a. Explore the ability to measure GHG emission reductions.
 - b. Add regional road ownership data, bike routes data, and sidewalk data based on what is readily available.
 - c. Update the Toolkit to share drafts, review, and edit prior to finalizing.
 - d. Explore allowing users the option to upload a shapefile for the boundary polygon (rather than drawing) for the service area.

Deliverables

1. An updated and enhanced FMLM Toolkit that allows the user to use the most up-to-date information, new improvement features, accurate cost estimates, and enhanced information (SFY2024-2025:Q4).

Start Date: SFY2022-2023:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$210,215
New FTA Funds:	\$10,215
Previously Programmed Funds:	\$200,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$200,000
Consultant will support all aspects of this study.	

Geospatial Mobility Database – Replica Access

Description and Objectives

MTA has an agreement with Replica to allow MTA and MPOs within the state of New York and their respective employees 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 O/D pairs; travel paths; and trip purposes.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

1. Provide access to nationwide, weekly updated, O/D pairs.
2. Provide access to fully calibrated New York MSA.
3. Replica shall develop visualizations and dashboards and provide user friendly downloads in response to requests to facilitate use of the data.
4. Provide mobility data, broken down by different geographies, including the following metrics and or similar metrics:
 - a. Trip volume
 - b. Mode split
 - c. Trip purpose
 - d. Trip start time
 - e. Intra-geo trips
 - f. Vehicle miles traveled (VMT)
 - g. Residents sheltering in place
 - h. Residents traveling to work or school; and
 - i. Consumer spending data, broken down by different geographies

Deliverables

1. Not applicable - this is a Software as a Service purchase (SFY2024-2025:Q3).

Start Date: SFY2022-2023:Q4	End Date: SFY2024-2025:Q3
Total Funds Programmed:	\$1,032,079
New FTA Funds:	\$632,079
Previously Programmed Funds:	\$400,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$1,000,000
Data purchase.	

NYC Transit B Division Phase II Subway Capacity Study (continuation)

Description and Objectives

MTA New York City Transit (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. Note: 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. Note: 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

Jamaica Center Queens Boulevard Line East (EFMR lines) from Jackson Heights-Roosevelt Av to Jamaica-179 St and Jamaica Center

This study will complete the agency's B division rail simulation model and allow MTA NYCT to identify and evaluate the interrelated constraints and bottlenecks affecting line capacity over the next 30 years. The study will propose coordinated solutions, including operational improvements, under Communications-Based Train Control (CBTC) and under mixed wayside and CBTC operations.

Additionally, the model will be used to analyze the impacts on capacity and service of capital construction work and General Order service changes to better plan for customers. This study plans for the agency's expected capacity needs by 2035. These lines have seen, and will see, many changes with the opening of the Second Avenue Line, implementation of CBTC signaling and projected long-term growth.

Although in the short term, the Coronavirus Disease (COVID) 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.

Supported 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 CBTC signals.
2. Identification and development of potential chokepoint alleviation concepts along the corridors.

Deliverables

Provide a report for the study, including:

1. Rail simulation for various operating scenarios along these corridors.
2. Narrative describing potential improvements and recommendations, including conceptual engineering design drawings of proposed modifications, conceptual constructability/phasing plans, drawings and schedules, and summaries of order-of-magnitude cost estimates, subway service impacts, and potential environmental/community impacts, with supporting back-up information (SFY2023-2024:Q4).

Start Date: SFY2022-2023:Q1	End Date: SFY2023-2024:Q4
Total Funds Programmed:	\$1,108,543
New FTA Funds:	\$8,543
Previously Programmed Funds:	\$1,100,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$1,100,000
Consultant will support all aspects of this study.	

Nassau County

Land Use-Transportation Element of Comprehensive Plan

Description and Objectives

This project will relate potential transportation and mobility strategies to the land use patterns and policies established in the Nassau County Comprehensive Plan and the RTP (Plans 2040, 2045 and 2050), and update the transportation section of Nassau County's Draft Comprehensive Plan. This activity will focus on 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.

Supported 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. Updated relevant Census and Census-related data, such as journey-to-work; incorporate current NYMTC SED forecasts into plan.
2. Updated land use maps to reflect new development data.
3. Incorporation of the Nassau Hub Initial Operating Segment and Nassau Coliseum Redevelopment initiatives into the Existing Conditions portion of Plan.
4. Incorporation of Complete Streets guidelines, NYMTC 2050 SED and TAZ-level forecasts, and elements of Plan 2050 already in place into future Comprehensive Plan update.
5. Finalized Plan (SFY2024-2025:Q4).

Start Date: SFY2023-2024:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$586,250
New FHWA/FTA Funds:	\$86,250
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.	

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

Description and Objectives

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Collect data - 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. Develop data including the following:
 - a. Data entry
 - b. Data analysis
 - c. Data reporting

3. Refine data including field observations and adjustments.
4. Prepare final design, including:
 - a. Signal timing optimization
 - b. Time space diagrams
 - c. Data tables
 - d. Design report
5. The staff would work in cooperation with the Nassau County Department of Public Works Division of Traffic Engineering and a consultant.

Deliverables

1. Technical memorandum on activities and findings
2. Final report (SFY2024-2025:Q4)

Start Date: SFY2020-2021:Q3	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$150,805
New FHWA/FTA Funds:	\$30,805
Previously Programmed Funds:	\$120,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study.	

Nassau County Traffic Signal Progression and Optimization Study II - Oceanside

Description and Objectives

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Collect the following data 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. Develop data including the following:
 - a. Data entry
 - b. Data analysis
 - c. Data reporting
3. Refine data including field observations and adjustments.

4. Finalize design including:
 - a. Signal timing optimization
 - b. Time space diagrams
 - c. Data tables
 - d. Design report
5. The staff would work in cooperation with the Nassau County Department of Public Works Division of Traffic Engineering and a consultant.

Deliverables

1. Technical memorandum
2. Final Report (SFY2024-2025:Q4)

Start Date: SFY2020-2021:Q3	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$151,327
New FHWA/FTA Funds:	\$31,327
Previously Programmed Funds:	\$120,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study.	

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

Description and Objectives

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Collect the following data 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. Develop data including the following:
 - a. Data entry
 - b. Data analysis
 - c. Data reporting
3. Refine data including field observations and adjustments.

4. Prepare final design including:
 - a. Signal timing optimization
 - b. Time space diagrams
 - c. Data tables
 - d. Design report
5. The staff would work in cooperation with the Nassau County Department of Public Works Division of Traffic Engineering and a consultant.

Deliverables

1. Technical memorandum
2. Final Report (SFY2024-2025:Q4)

Start Date: SFY2021-2022:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$167,279
New FHWA/FTA Funds:	\$37,279
Previously Programmed Funds:	\$130,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$130,000
Consultant will support all aspects of this study.	

Roadway Sustainability and Compliance Study

Description and Objectives

Nassau County is embarking on a program to systematize its planning for recurring capital projects, such as road resurfacing. In this regard, Nassau County 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. Worth noting is that all dollars will come from carryover funds, and the 20% match for the consultant portion will be covered by Nassau County Capital Program Funds.

Supported 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 and final report (SFY2024-2025:Q4)

Start Date: SFY2023-2024:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$700,000
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$700,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$700,000
Consultant will support all aspects of this study.	

Lido Beach Multi-Use Trail Planning Study

Description and Objectives

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

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

The County seeks to conduct a planning level feasibility analysis and 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 conduct an assessment of current traffic volumes, pedestrian activity, accident data and travel lane/intersection geometry of the study area. The study will also assess trail alignment alternatives which utilize public parklands and adjacent properties within the corridor. This study's goals are to increase safety and accessibility for pedestrians, cyclists and all other users of the Long Beach Barrier Island.

This project will help move the County closer to its ultimate goal of providing a bicycle network that seamlessly connects the Barrier Islands east end with its west end. Key Stakeholders, including local residents, business owners, the Town of Hempstead, and the City of Long Beach, will be engaged as part of the public outreach process. Public engagement will include the vetting of design strategies and draft recommendations. Design concepts such as multi-use trail geometry, green infrastructure, signal timing modifications, lighting and intersection modifications will be evaluated. Particular attention will be made to creating bike infrastructure that is separated from the roadway.

Supported 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.
2. Prepare and initiate public engagement plan, Conduct field data collection.
3. Develop model of existing conditions.
4. Prepare design alternatives and vet with public.

Deliverables

1. Consultant contract (SFY2023-2024:Q1)
2. Public Engagement Plan and technical memorandum on data collection methods (SFY2023-2024:Q3)
3. Existing Conditions model (SFY2023-2024:Q4)
4. Technical memorandum on design alternatives (prioritization and cost estimates) (SFY2024-2025:Q1)
5. Final report (SFY2024-2025:Q2)
6. Post-report follow up (as needed) (SFY2024-2025:Q3)

Start Date: SFY2023-2024:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$268,211
New FHWA/FTA Funds:	\$28,211
Previously Programmed Funds:	\$240,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$240,000
Consultant will support all aspects of this study.	

Nassau-Queens Interface Transportation Study - Project Support

Description and Objectives

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 O/D flows.

This study, to be led by New York City Department of Transportation (NYC DOT), 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 NYC DOT 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 is a clear understanding of how potential NYC DOT changes may affect traffic on County roads. Where needed, Nassau County will bring a voice to NYC DOT'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.

Supported 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 TAC and conduct TAC meetings.
3. Conduct public meetings for community input (identification of issues and problem definition).
4. Collect data, conduct survey of existing conditions: -traffic, parking, pedestrian, street geometry, crashes etc.
5. Draft existing conditions report.
6. Analyze future conditions and prepare 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

1. Detailed scope of work.
2. Data Collection Plan.
3. Technical memorandum: Analysis of Existing Conditions.
4. Technical memorandum: Analysis of Future Conditions.
5. Preliminary Recommendations and Improvement Measures.
6. Draft Final Report.
7. Final Report (SFY2024-2025:Q4).

Start Date: SFY2018-2019:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$110,390
New FHWA/FTA Funds:	\$35,390
Previously Programmed Funds:	\$75,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$75,000
Consultant will support all aspects of this study.	

Nassau County Shared-Mobility Management Plan

Description and Objectives

Emerging technologies and changes in modal preferences 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.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

1. Collect data (county-wide mobility surveys and memorandum on data collection).
2. Analyze collected data.
3. Identify Pilot Project(s).
4. Prepare draft and final recommendations.
5. Prepare Draft and Final Report/Implementation Plan.
6. Support public outreach.
7. Conduct 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.
2. Technical memorandum summarizing the analysis process and findings.
3. Technical memorandum identifying pilot project(s).
4. Technical memoranda with draft and final recommendations.
5. Technical report/implementation plan (final document).
6. Public and stakeholder engagement program, and development and management of project website.
7. Economic modeling (to be authorized at the discretion of County) (SFY2024-2025:Q4).

Start Date: SFY2020-2021:Q4	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$667,611
New FHWA/FTA Funds:	\$67,611
Previously Programmed Funds:	\$600,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan

Description and Objectives

This project will develop plan to reduce the overall emissions of the Nassau County vehicle fleet, by converting petroleum powered vehicles to electric vehicles (EVs). This is an extensive process that will inventory the county's fleet and identify which vehicles would be suitable to be replaced with EV. Additionally, the plan will consider the charging infrastructure these vehicles require. This effort will include public outreach to determine the current and potential future needs of Nassau 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 can maximize the ability for positive impact.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Conduct analysis of all Nassau County fleet vehicles: inventory, condition, and remaining service life expectancy.
2. Recommend emissions reducing vehicles to replace vehicles that are currently in operations based on need and usage types.
3. Conduct public outreach to assess public infrastructure needs related to EV use and charging.
4. Develop public/private partnership strategies that Nassau County can use to expand the impact of investment in EV infrastructure and promote EV use.
5. Produce a final comprehensive plan of how to migrate towards and EV fleet for Nassau County.

Deliverables

1. Fleet Inventory.
2. Comprehensive plan (SFY2024-2025:Q4)

Start Date: SFY2022-2023:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$666,390
New FHWA/FTA Funds:	\$66,390
Previously Programmed Funds:	\$600,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

Nassau County Micro-Planning Studies

Description and Objectives

To conduct micro-planning study activities over a variety of right-of-way improvement projects. As County transportation infrastructure ages, often times repairs and improvement projects may require timely action without the ability to carry out comprehensive planning studies in advance of the need to implement corrective measures. The goal of these micro-planning studies will be to implement a truncated planning studies to address additional needs of corridors including but not limited to; micro-mobility, place-making, accessibility, environmental sustainability, connecting communities, safe streets and equity in transportation systems. Locations to be determined on an as-needed basis on Federal Aid-eligible roads and transit systems, with an emphasis on freight corridors and transit oriented development and roadway safety.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Public outreach workshops
2. Partnerships with local municipalities, NGO's and stakeholders

Deliverables

1. Report summarizing: public outreach, technical guidelines, feasibility.
2. Identifying potential funding sources (SFY2025-2026:Q4).

Start Date: SFY2024-2025:Q1	End Date: SFY2025-2026:Q4
Total Funds Programmed:	\$567,611
New FHWA/FTA Funds:	\$567,611
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$500,000
Consultant will support all aspects of this study.	

New York City Department of City Planning

Planning for Citywide Goods Movement

Description and Objective

With the continued expansion of e-commerce, and of same day and rapid delivery expectations, many communities around the city are experiencing air quality, safety and other quality of life issues. This study will build on work funded through last year's UPWP to continue to develop means to both mitigate the impacts on communities and improve the efficiency of freight delivery in NYC through several study efforts highlighted below.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

Inventory of “last mile” freight facilities

As part of DCP’s industrial policy development, the Transportation Division will help define last mile distribution warehouses and create an inventory of such spaces in NYC. This work will respond to changing consumption patterns and increasing environmental concerns around truck traffic.

Enhance mobility in Mixed-Use “MX” Zoning Districts

The purpose of this study would be to enhance mobility and movement of goods and people to and from or within the special MX mixed-use districts across the city. These mixed industrial and residential areas encourage and bring opportunities for investments and job growth where ease of movement and circulation for all roadway users and modes of transportation are needed to support and strengthen the vitality of these communities.

Industrial Development Strategic Plan

Many areas of NYC’s industrially zoned areas have not been updated since 1961 and have zoning designations which are broad in use allowance but limiting in bulk, effectively prohibiting the construction of buildings of more than 1-story through outdated bulk, parking and loading requirements. As a result, the amount of square footage available for industrial businesses is diminishing as more non-industrial businesses find homes in industrial areas, and little to no new space is built. As part of “city of yes for economy opportunity” the city is creating a range of new zoning tools that would allow for higher density non-residential development in future areas, including tools that limit non-industrial businesses location options, and tools that incentivize the co-location of commercial and industrial development. DCP proposes to analyze existing land use and development patterns in service of identifying potential priority areas for land use changes, transportation needs, and infrastructure inventions.

Urban Freight Consolidation Centers (UFCCs) Study

NYCDCP will participate in the proposed NYC DOT’s UFCCs Study. The UFCC Study aims to explore and establish effective strategies for urban consolidation and development in NYC, drawing inspiration from successful models in global cities and building on recommendations in Delivering Green. DCP will bring land-use planning and zoning expertise to the study, which will be essential for understanding the feasibility of UFCCs.

Deliverables

1. Document presenting existing conditions and state of the industry (SFY2024-2025:Q1)
2. Data collection and analysis (SFY2024-2025:Q2)
3. Development and evaluation of draft recommendations (SFY2024-2025:Q3)
4. Final reports documenting study work and recommendations (SFY2024-2025:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$293,665
New FHWA/FTA Funds:	\$293,665
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Planning for Land Use and Transportation

Description and Objectives

This project will perform neighborhood transportation studies at select locations around the city to identify transportation system improvements that will help to facilitate the development of new housing and other economic development. Locations for analysis will be selected through consultation with NYC DCP's Borough Office staff, coordination with other city agencies and input from community boards and the public.

These studies will look to improve safety and increase mobility and connectivity in these neighborhoods to unlock the potential for further development. The study areas are consistent with the RTPs CDEAs and support the plans goals for safety and efficiency of the transportation system.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

Off-street residential parking study

NYCDCP is proposing to lift parking mandates for new residential developments as part of the agency's ongoing efforts to increase housing production. This study will build the evidence to support the zoning proposal, including a detailed analysis of how much parking new residential buildings have provided over the last ten years and an analysis of the impact that removing minimums has had in other cities.

Off-street commercial parking study

NYC's commercial parking and loading requirements, the amount and style of onsite space needed for movement of goods and people, are largely based on thinking from the 1950s. Since then, business models and services have changed dramatically, and DCP will study the mismatch between what parking is mandated by zoning for new commercial construction and what is needed by today's businesses and their customers.

Richmond Terrace Corridor

This study is a joint effort of the Transportation Division and the Staten Island Office that analyzes existing land use and transportation along Richmond Terrace in Staten Island. The purpose of the study is to provide a comprehensive analysis of existing demographic, socioeconomic, land use and zoning, and transportation conditions; highlight the interconnectedness between the land use, transportation, and other planning challenges and; build on the community's vision as established in previous and ongoing studies to advance the City's commitment towards developing recommendations to allow for and support vibrant, mixed use neighborhood centers (Transit Oriented Developments), create jobs, reconnect people with the waterfront, and improve transportation connections and mobility along the corridor.

Waterfront access and connectivity studies

Several waterfront neighborhoods are identified as flood prone which include Coney Island and Wallabout Creek areas in Brooklyn. Strategies and policies are being discussed to prepare them for future storms and flooding. How does transportation fit in all this especially as provisions for connection to the waterfront are looked at more closely? There is an opportunity and a need for transportation to support the resiliency of these neighborhoods and provide as well better access and connection to the waterfront.

Targeted traffic and safety studies

This is an opportunity to examine traffic and pedestrian safety issues at targeted locations, along important corridors and neighborhoods and develop strategies that can improve mobility and make them safer and more walkable.

Neighborhood studies

Working with the Transportation Division's embedded planners, DCP will devise a comprehensive framework for neighborhood studies. This will allow us to respond efficiently and with the most accurate and relevant data analysis. DCP will also work closely with other Strategic Planning divisions to ensure data for a given neighborhood study is consistent.

Deliverables

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

1. Existing conditions (SFY2024-2025:Q1)
2. Data collection and analysis (SFY2024-2025:Q2)
3. Development of recommendations (SFY2024-2025:Q3)
4. Final report with transportation improvement recommendations and funding options (SFY2024-2025:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$571,937
New FHWA/FTA Funds:	\$571,937
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$100,000
Consultant will support aspects of this study.	

Advancing Transportation Equity

Description and Objectives

Transportation equity is both a process and outcome. The process aims to acknowledge and appropriately assess disparities, so people who have the most need or most barriers are prioritized. The outcome is to ensure fairness in mobility and accessibility according to the varied needs of diverse groups. The five tasks listed below all seek to improve transportation equity for various underserved/disadvantaged communities.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

Community Engagement Studio

Transportation networks are used by people of all ages. Through DCP's Community Engagement Studio, the agency will learn how school-aged young adults understand mobility and accessibility and ask what connections they hope for in the future.

15/60-Minute City

The 15/60 minute city framework focuses on the relationship between people, land use, and transportation. It establishes a common dialogue to address neighborhood access and transportation mobility, highlighting the importance of accessing services within close proximity and providing people with mobility options to reach other important anchor locations throughout the city.

Proposal: Due to the continued focus on using more access-based measures to inform transportation and land use decisions, DCP will continue to bolster and refine its 15/60 minute city framework. DCP aims to create new supporting tools and metrics that assesses existing vs. perceived access to critical goods and services, and mobility via public transit. DCP will also explore more qualitative considerations to get a better understanding of service quality and travel behavior when accessing destinations.

Defining/refining the term “transportation equity”

Even though transportation plays an important role in facilitating social and economic opportunities, it can also be a significant impediment. This DCP project aims to further understand and contextualize how to integrate equitable processes within DCP's transportation work. Through this project DCP hopes to create core principles and a framework that will help identify systemic inequities, and establish strategies to eliminate physical and social barriers.

Tracking unseen transportation networks

Outside of the City's public transportation network, there exist informal networks that serve populations and locations that are more difficult to reach. So-called “Dollar Vans” serve populations in Brooklyn and Queens at cheaper rates than the public transit and on routes that public transit does not serve. For hire vehicle (FHV) allow for more flexible travel at the ends of subway lines and in areas underserved by public transit. Tracking and analyzing these routes and the populations that use them will provide valuable insight on where gaps exist in the city's public transit network. This information will help the City better plan for populations use these unseen networks.

New York City Housing Authority (NYCHA) Midblock Crossings (Other Boroughs)

The goal of this study is to identify opportunities to provide mid-block crossings between NYCHA communities superblocks to improve pedestrian safety, connectivity, access and health. Many NYCHA communities were built as superblock developments by combining numerous city blocks into large superblocks. Pedestrian crossings were only provided at distant corners of each of the superblock making crossings between the blocks either a long trek or potentially dangerous by crossing in the middle of the block. Currently this study is being done for Brooklyn and can be expanded to the other boroughs.

Deliverables

Each activity will undergo a detailed transportation needs assessment that will result in recommendations for transportation improvements.

1. Existing conditions (SFY2024-2025:Q1)
2. Data collection and analysis (SFY2024-2025:Q2)
3. Development of recommendations (SFY2024-2025:Q3)
4. Final report with transportation improvement recommendations (SFY2024-2025:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$335,496
New FHWA/FTA Funds:	\$335,496
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Transportation Data Collection and Analysis

Description and Objectives

This study is centered around a number of tasks that will use data and analysis to document and describe post-COVID travel and transportation to inform decision makers and planners as the region settles into “new normal” patterns of movement around the city.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

Daytime Population

DCP’s Daytime Population study hopes to allow DCP to develop an accurate understanding of the current state of mobility and economic health through a more precise count of daytime population within NYC neighborhoods so that DCP can better understand where people are spending most of their time, and how that may have changed over time to accommodate for new needs in our system. The study may also inform our transportation planning through making conclusions around transportation access, service, modal availability, and consider where people are travelling and spending time. The goal is to develop a methodology to be a long-term tool to use for DCP and other city agencies who are interested in understanding patterns in people’s destinations, choices, and activities to inform decisions. Moreover, the study can consider what the future of transportation looks like based on both historical trends and consideration of the impact of new and emerging technologies.

TPA Data Clearinghouse

As part of the regional and local transportation planning network, this division plays a key role in connecting DCP with other transportation agencies. DCP collects, cleans, optimizes, manages, and analyzes these useful transportation data from the regional transportation operators (including but not limited to subway ridership, bus performance, Citi Bike trips, crash data, ferry ridership, vehicle registrations). An in-house transportation data clearinghouse is designed and built for borough planners to have an easy and widespread access to well-maintained, updated, and structured transportation data.

Transportation Conditions and Trends

DCP regularly tracked transportation conditions and trends throughout the city, looking at ridership data on subways, commuter rail, taxi & FHV, Citibike, etc. Currently the team is creating a public friendly website of different conditions and trends. The goal is to create a web story that will help summarize interesting trends on transit data, and how the public can better access more information on transit ridership. Our goal is this will be material our community engagement folks can use to help inform the public.

Using Alternative Sources to Enhance Understanding of Population Migration Trends

At a fundamental level, understanding population pressures is central to sound transportation planning – the ebb and flow of residential populations directly impacts transportation needs. Consequently, NYC DCP is exploring alternative sources, beyond traditional Census Bureau and Internal Revenue Service estimates, to better understand the migration component of population change. Using the U.S. Postal Service's (USPS) change-of-address data, NYC DCP will produce citywide estimates of monthly net residential moves. These alternative statistics have several advantages over traditional sources. Because these USPS numbers are monthly estimates, the city can better gauge population trends over the course of a year. Additionally, USPS data are more current than IRS and Census Bureau sources – USPS data are available with a one- month lag, compared to IRS and Census Bureau sources that are often over a year out of date. USPS data also provide valuable context for official figures. Ultimately, the production of alternative, USPS-based, net residential move estimates will enhance the City's ability to stay current with population changes and their impact on transportation needs.

For-hire vehicle trip study

Utilizing the FHV trip data obtaining from Taxi & Limousine Commission (TLC), DCP will explore this trendy transportation mode in the city. This study will provide more in-depth spatial and temporal insights about New Yorkers' travel patterns, including carpool demand, last-mile travel, and pandemic responses. Additionally, this analysis will reflect the social and economic impacts on the FHV trends and guide the land use planning and street infrastructures (e.g. pick-up locations) in various neighborhoods.

Deliverables

1. Internal tool for 15/60 minute framework analysis, public-facing presentation on NYC DCP approach to planning for complete neighborhoods.
2. Internally vetted approach for modeling transportation and movement of people, and particularly assumptions around commuting, based on updating understanding of behavior in the "new normal" (SFY2024-2025:Q4).

Start Date: SFY2024-2025:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$610,589
New FHWA/FTA Funds:	\$610,589
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$200,000
Consultant will support aspects of this study.	

Planning for the Public Realm

Description and Objectives

The public realm is becoming increasingly crowded as more people, modes of transport and activities vie for limited space. This has led to unsafe conditions for the many varied users of the public realm. This study seeks to tackle some of the issues around competing needs so as to improve mobility, safety and ease of use for all parties.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

West Midtown Transportation Planning

West Midtown is currently home to some of the largest transportation planning projects in the country, with Penn Station and Port Authority Bus Terminal both being potentially redeveloped. The City is also looking at the street network, expanding the bike lane network, repurposing streets and creating plazas and other public realm amenities. DCP will play an important role in overseeing this development and the coordination required amongst multiple agencies to get this work done. Several of these projects will come before the City Planning Commission in the next year.

Open Restaurants

NYC will be launching the Permanent Open Restaurants Program in Spring 2024. NYC DCP has played an important role in the development of this program. First with a citywide zoning text amendment that was spearheaded by the transportation division. Next was supporting the development of the design guidelines which was overseen by the Department of Transportation. DCP is part of a legislated task force that will ensure smooth transition to the new program, and the grandfathering in of previously licensed enclosed sidewalk cafes.

Planning for the curbside

The city's curbside has become a space over which several uses compete including car parking, bike parking, cargo bike loading, truck loading, bike lanes, bus lanes, sanitation, open restaurants and more. Some of these uses are compatible and some are mutually exclusive. Some, such as car parking, are being replaced by others such as bike lanes and bus lanes. This project will develop an inventory of curbside uses in order to track changes over time. It will also seek to contribute to the City's discussion on how best to repurpose curbside space from car parking to other uses that may be more relevant to the City's transportation goals.

Deliverables

Each activity will undergo a detailed transportation needs assessment that will result in recommendations for transportation improvements.

1. Existing conditions (SFY2024-2025:Q1)
2. Data collection and analysis (SFY2024-2025:Q2)
3. Development of recommendations (SFY2024-2025:Q3)
4. Final report with transportation improvement recommendations (SFY2024-2025:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$309,347
New FHWA/FTA Funds:	\$309,347
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Understanding Telework Trends and Implications for Current and Future Travel

Description and Objectives

As travel habits appear start to stabilize to a “new normal”, there is a need to establish a methodology for a comprehensive analysis of the impact of remote work and other long-term shifts in transportation behavior initiated by the pandemic to guide future decisions about the region’s transportation network and economic growth strategy. Using cell phone mobility datasets, this project seeks to establish a better understanding of present and future work-related and non-work-related trip behavior. The use of cell phone data allows for the opportunity to understand trip behavior, economic activity, footfall, and significant mobility patterns with more precise location and time information in comparison to previously accessible data.

NYCDCP anticipates building comparisons with findings developed through Census data, CTPP data and BMP as well as addressing questions that these data sets leave unanswered. The City has an existing contract with SafeGraph, though NYCDCP had limited capacity to process the large and complicated dataset. In addition, SafeGraph provides limited information on their methodology.

For these reasons, procuring one-two additional cell phone data products will support the accuracy in this project by providing more robust comparisons and baselining opportunities. NYCDCP is hoping to partner with other NYMTC members to: (a) procure a consultant, fellow, or employ within NYCDCP an individual to process and analyze cell phone mobility data, and (2) obtain one-two additional cell phone data products, ensuring proper normalization and a clear understanding of sample bias. NYCDCP goal is to create a replicable data analysis methodology that can then be easily used by other NYMTC members and can employ other data sets.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

NYCDCP will formally reach out to academic researchers to discuss the intersections between their work and our geographically specific interest. NYCDCP will build on its partnership with other NYMTC members and regional stakeholders to develop goals and share knowledge of and experience with the use of cell phone data sets. NYCDCP will procure a data analyst on a temporary basis to help process and normalize numerous data sets, and then will develop a replicable methodology used to analyze both the procured cell phone data sets and other public data (for NYC and beyond) moving forward. Combined with other ongoing population and economic-focused research at NYCDCP, this data analysis will ultimately enable us to deliver and disseminate conclusions on mobility trends, economic health, and neighborhood vitality in NYC and to share a method of inquiry with other NYMTC members and partners.

Deliverables

1. City and external stakeholder partnerships
2. Consultant scope and procurement (SFY2024-2025:Q2)
3. Survey dissemination, response collection, aggregation of results (SFY2024-2025:Q3)
4. Final reports (SFY2024-2025:Q4)

Start Date: SFY2023-2024:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$502,094
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$502,094
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$500,000
Consultant will support all aspects of this study.	

New York City Department of Transportation

Red Hook Traffic & Truck Study

Description and Objectives

Red Hook is a NYC neighborhood experiencing significant land use changes, many of which can be attributed to the growing e-commerce industry. As a waterfront area with historical industrial uses, the area has attracted 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 increase vehicular trips, especially truck traffic to received and distribute goods for local delivery.

Red Hook was identified as CDEA in the 2045 RTP. 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.

This 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 will complement the NYC Street Plan by examining ways to ensure safe and effective movement of, and interaction between, pedestrians, cyclists, buses, cars, and trucks. Through collaboration with agencies such as the NYC Department of City Planning, the NYC EDC, and PANYNJ pertinent issues will be identified and a comprehensive plan will be developed to address community concerns, changing travel needs, and changing travel demand.

Supported 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 (SFY2022-2023:Q2)
2. Existing conditions analysis (SFY2022-2023:Q4)
3. Draft final report (SFY2024-2025:Q1)

Start Date: SFY2022-2023:Q2	End Date: SFY2024-2025:Q1
Total Funds Programmed:	\$282,324
New FHWA/FTA Funds:	\$204,324
Previously Programmed Funds:	\$78,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Lindenwood / Spring Creek Transportation Study

Description and Objectives

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, as well, a significant number of nearby residential developments. The study area is bounded by Linden Boulevard/South Conduit Avenue, Cross Bay Boulevard, Shore Parkway, and Pennsylvania Avenue. Community residents and elected officials have asked that the NYC DOT address the congestion problem. The public outreach effort for the Brooklyn-Queens Areawide Transportation Study identified some of the community issues for this study. 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 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.

Supported 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 (SFY2018-2019:Q1)
2. Data Collection Plan (SFY2018-2019:Q1)
3. Analysis of Existing Conditions (SFY2020-2021:Q2)
4. Draft Final Report (SFY2024-2025:Q1)

Start Date: SFY2018-2019:Q1	End Date: SFY2024-2025:Q1
Total Funds Programmed:	\$44,784
New FHWA/FTA Funds:	\$44,784
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Impact of Long-term Teleworking on VMT

Description and Objectives

The proposed study will help develop an understanding of the long-term implications of teleworking for the NYC region. It will use targeted online and/or telephone surveys regarding the net difference in individuals' single occupant vehicle changes due to teleworking, focusing on new travel during the weekday mid-day. 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.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop scope of work, interview and survey questions.
2. Develop lists of contacts to target for surveys.
3. Conduct survey and interviews.
4. Compile results.
5. Creating a presentation with analysis and recommendations.

Deliverables

1. List of interview and survey questions (SFY2022-2023:Q3)
2. Survey and interview results (SFY2023-2024:Q3)
3. Presentation with analysis and recommendations (SFY2024-2025:Q1)

Start Date: SFY2022-2023:Q3	End Date: SFY2024-2025:Q1
Total Funds Programmed:	\$30,065
New FHWA/FTA Funds:	\$22,065
Previously Programmed Funds:	\$8,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Brooklyn College Flatbush Ave Transportation Study

Description and Objectives

The Brooklyn College Flatbush Avenue Transportation Study will examine traffic conditions along Flatbush Avenue, a principal arterial connecting the Belt Parkway with Manhattan via the Brooklyn Bridge. The defined catchment area is bounded by Ditmas Avenue (N), New York Avenue (E), Avenue K (S), and Coney Island Avenue (W). There are two transit hubs adjacent to Brooklyn College, the first, to the east, at Flatbush & Nostrand Avenues, the second, to the west, at East 16th Street and Avenue H. The NYC DOT will survey Brooklyn College students on their travel characteristics in an effort to determine how campus O/D trips and transit availability contribute to congestion. In addition, the NYC DOT will also undertake a broader traffic analysis of the area to gain insights into travel needs and demand. The study will make recommendations to improve access to and from regional facilities.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

1. Develop scope of work
2. Perform data collection and other surveys
3. Analyze existing conditions
4. Analyze future conditions
5. Develop recommendations.

Deliverables

1. Draft Scope of Work and Data Collection Plan (SFY2021-2022:Q1)
2. Existing Conditions Analysis (SFY2022-2023:Q2)
3. Draft Final Report (SFY2024-2025:Q3)

Start Date: SFY2021-2022:Q1	End Date: SFY2024-2025:Q3
Total Funds Programmed:	\$60,480
New FHWA/FTA Funds:	\$24,480
Previously Programmed Funds:	\$36,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Coney Island Alternative Access – Congestion Study

Description and Objectives

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

The NYC EDC and the NYC Department of Design and Construction have been doing significant capital work in the area, most of which involves the replace in kind of aging infrastructure. The boundary for this 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 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.

Supported 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. Detailed scope of work (SFY2019-2020:Q1)
2. Data Collection Plan (SFY2019-2020:Q3)
3. Analysis of Existing Conditions (Q1 SFY2024-2025:Q1)
4. Draft Final Report (SFY2024-2025:Q3)

Start Date: SFY2019-2020:Q1	End Date: SFY2024-2025:Q3
Total Funds Programmed:	\$134,308
New FHWA/FTA Funds:	\$76,308
Previously Programmed Funds:	\$58,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Morris Park East Bronx Transportation Study

Description and Objectives

The Morris Park East Bronx Transportation Study area is in close proximity to regionally significant assets such as the Hutchinson River Pkwy, the Bronx River Pkwy, and I-95. The area's principal arterials, including Morris Park Avenue, East Tremont Avenue, Williamsbridge Road .and Bronxdale Avenue process significant traffic volumes from those regional assets and thereby experience congestion during peak periods. The area is also home to large institutional medical facilities including the Jacobi Medical Center, Yeshiva University's Jack and Pearl Resnick Campus, the Albert Einstein College of Medicine, and Calvary Hospital, each of which has 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 the 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 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.

Supported 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 (SFY2019-2020:Q1)
2. Data Collection Plan (SFY2019-2020:Q2)
3. Analysis of Existing Conditions (SFY2021-2022:Q2)
4. Draft Final Report (SFY2024-2025:Q1)

Start Date: SFY2019-2020:Q1	End Date: SFY2024-2025:Q1
Total Funds Programmed:	\$103,316
New FHWA/FTA Funds:	\$103,316
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Microhubs Program Evaluation

Description and Objectives

E-commerce driven truck traffic is increasing in residential areas, causing a major challenge for both NYC and the surrounding region. Several innovative NYC DOT pilot programs designed to find solutions to this challenge may be able to provide valuable information to other regional jurisdictions. Those same pilot programs may also help encourage the freight industry to adopt more sustainable practices throughout the region. The NYC DOT Microhubs Pilot Program is one such program that may be able to serve as a model for sustainable, safe, and efficient last mile delivery. Since microhubs are fairly new concept and freight transportation solutions and comprehensive data on the implementation of microhubs is limited, NYC DOT proposes adding a supplemental component to their Microhubs evaluation report that would provide regional recommendations and other valuable information on this topic to NYMTC member agencies and other regional stakeholders.

In 2021, NYC passed legislation calling for a research and pilot program to develop micro-distribution centers also known as microhubs. NYC defines microhubs as spaces where goods, en route to their final destination, are transloaded from trucks to smaller more sustainable modes, such as EVs, cargo bikes, and hand carts. The multi-year NYC DOT Microhubs Pilot Program is in the process of testing a mix of microhub designs and locations for their ability to support the following goals:

- Greater adoption of sustainable delivery strategies by volume of deliveries switched to decarbonized modes.
- Public safety improvements through the reduction in conflicts in the roadway (i.e., double parking) and sidewalk obstructions.
- Operational efficiencies and cost savings such as reduced congestion delays, toll costs, and fuel costs.
- Air quality and noise level improvements from replaced truck trips, reduced truck traffic volumes in congested areas, and reduced truck idle times.
- Increased delivery worker safety
- Increased programming and amenities promoting desired activity in underused public spaces.

Partnering with Rensselaer Polytechnic Institute (RPI), NYC DOT is planning an evaluation strategy to assess the performance of the pilot in relation to the above listed goals. Both quantitative and qualitative data will be gathered using sensor technologies, locational tracking devices, and intercept surveys deployed at a representative subset of the pilot sites. NYC DOT staff will combine data collected with the support of RPI and data provided by pilot participants to gain a comprehensive understanding of the program's ability to serve broader NYC sustainability, safety, and equity goals. This proposed UPWP study will use this collected data to focus on the broader implications of the pilot evaluation findings, drawing lessons for how microhubs can fit within the regional freight system. It will also produce recommendations that can be used by other regional jurisdictions seeking to encourage micro-distribution activity.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop scope for data analysis and if additional data collection is needed.
2. Develop data analysis methodology for supplemental report.
3. Perform any additional data collection and analysis, as determined.
4. Develop data visualizations and supplemental report based on findings.
5. Share lessons learned and recommendations on microhubs for surrounding region.

Deliverables

1. Data Analysis Plan (including plan for additional data collection if needed) (SFY2024-2025:Q2)
2. Additional data collection complete (if needed) (SFY2024-2025:Q4)
3. Year One Pilot data analysis complete (SFY2025-2026:Q2)
4. Draft Final Pilot Regional Recommendations Supplemental Report (SFY2025-2026:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2025-2026:Q4
Total Funds Programmed:	\$46,930
New FHWA/FTA Funds:	\$46,930
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Increase Truck Safety Through Access to Better Vehicle Design Study

Description and Objectives

Close to 90% of NYC's goods are moved into and around the city by truck. Increased demand for deliveries to our homes and businesses has resulted in more trucks on our roads, creating environmental and safety risks. Adoption of safer and cleaner trucks can help mitigate the harmful externalities of our current truck dependent freight system. State and Federal law increasingly requires trucks operate with proven safety technologies. Smaller freight companies, however, face heavy financial burdens to bring their vehicles into compliance and to equip their vehicles with state-of-the-art life-saving technologies. Incentive programs such as the NYC Clean Trucks Program and the Together for Safer Roads Vision Zero Technology Fund have sought to support such companies as they look to improve vehicle technology and upgrade their fleets. The proposed study aims to examine what lessons can be learned from existing financial incentive programs that seek to add safety enhancements to trucks.

Within the context of current safety regulations, this study will examine programs aimed at helping fleet owners access the latest safety technology in new or upgraded vehicles. The programs in question may function solely as funds related to safety improvements or be part of incentive packages that include other goals, including emissions reduction. After inventorying currently existing programs across the NYC metro region, this study will examine whether or not these programs are effective in generating demand and shifting the industry toward better vehicle design. It will also look at where incentive programs have been most effectively deployed to bring about positive change. Ultimately, the study will look at the effectiveness of incentives as a strategy for helping companies meet Vision Zero safety goals and come into compliance with vehicle safety regulations, such as side guard installation. Depending on the findings, the study may also draw conclusions about related topics such as the viability of adopting multiple safety technologies at once and the role incentive programs in overcoming driver skepticism toward new technology.

The study will result in a report outlining the current regulatory context and identifying if incentives help overcome challenges to widespread adoption of truck safety technology best practices. The report will look at strategies for how/if incentives can play a role in improving greater safety technology adoption. Information from this report can be packaged on the NYC DOT website and in outreach materials to help inform truck drivers and fleet managers about available incentive programs to obtain safety upgrades for their vehicles. The findings may also lead to recommendations around creating new incentive programs that will benefit regional freight businesses as well as improve safety for NYC communities and beyond.

Supported Plan Goals



SAFETY AND SECURITY



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop scope, literature review and stakeholder engagement plan.
2. Develop data collection plan and analysis methodology.
3. Perform data collection and identify trends.
4. Develop matrix of safety technology incentive programs and program outcomes.
5. Develop recommendations for how incentive programs can best be leveraged toward the adoption of cutting-edge safety technology.

Deliverables

1. Data Collection Plan and Literature Review of Existing Regulations (SFY2024-2025:Q1)
2. Tech Memo on Regulatory Context and Industry Survey on Adoption Rates (SFY2024-2025:Q3)
3. Truck Safety Technology Incentive Program Summaries (SFY2024-2025:Q4)
4. Develop matrix and related data visualizations for studied programs (SFY2025-2026:Q2)
5. Draft Final Report (SFY2026-2027:Q1)

Start Date: SFY2024-2025:Q1	End Date: SFY2026-2027:Q1
Total Funds Programmed:	\$67,730
New FHWA/FTA Funds:	\$67,730
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Freight Hub and Flow Analysis

Description and Objectives

An estimated 365 million tons of freight valued at an estimated \$1.3 trillion moves over and through the region's road, rail, airports, and ports each year. More than 120,000 trucks enter and exit NYC each day. A 67 percent increase in freight movement is expected by 2045. Over 90 percent of the goods that enter, leave, or pass through NYC are carried by truck. The growth in small intercity trucks can be the result of a variety of industry and economic shifts over the last decade, including:

- Increase in e-commerce and home deliveries made by smaller parcel delivery trucks to residential addresses.
- Increase and restructuring of tolls on some regional crossings.
- Companies selecting single unit trucks or downsizing fleets to avoid regulations requiring that drivers must have a Commercial Drivers License (CDL); there is a national shortage of CDL holders.
- Increase in construction activity in the city, which predominately utilizes single unit trucks to remove waste and deliver building materials to construction sites.

This analysis will conduct a citywide study to understand the granular movement of goods and freight activity throughout the city, identifying key corridors, bottlenecks, and areas of high demand including but not limited to freight hubs. This analysis will help prioritize infrastructure improvements and optimize freight routes through, but not limited to, these areas:

- Queens: JFK, Maspeth
- Brooklyn: Sunset Park, Red Hook
- The Bronx: Bathgate, Hunts Point
- Staten Island: West Shore and North Shore
- Manhattan: Central Business District (South of 60th Street)

This study will collect and analyze the trends of freight movement through and within the the city to support the implementation Intro 708 of 2023 and the NYC DOT's Delivering New York: A Smart Truck Management Plan, and will advance our vision of a safe, sustainable, equitable, and efficient freight deliveries in NYC. This study also supports a regional freight comprehensive data collection and reporting system throughout the NYMTC region.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

1. Develop scope plan.
2. Develop data collection plan and analysis methodology.
3. Perform data collection and data reduction.
4. Report summary of freight data trends.

Deliverables

1. Data Collection Plan (SFY2024-2025:Q1)
2. Technical Memorandum (SFY2025-2026:Q1)
3. Draft Final Report (SFY2025-2026:Q3)

Start Date: SFY2024-2025:Q1	End Date: SFY2025-2026:Q3
Total Funds Programmed:	\$278,739
New FHWA/FTA Funds:	\$278,739
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$94,875
Consultant will support aspects of this study.	

NYC Urban Freight Consolidation Center Feasibility Study

Description and Objectives

The UFCCs Study aims to explore and establish effective strategies for urban consolidation and development in NYC, drawing inspiration from successful models in global cities and building on recommendations in Delivering Green. Through comprehensive data analysis and stakeholder engagement, it seeks to identify the potential for the development of tailored urban consolidation centers in NYC, aligning with the city's sustainability goals while improving overall freight mobility and urban livability. The study will examine the transferability of successful strategies and collaborate with sister agencies, including DCP, EDC, and other relevant entities, to explore the feasibility of creating NYC urban consolidation centers and partnership models.

Background: Every day in New York, there are thousands of trucks delivering packages to homes and businesses. This “last mile” of the journey is often challenging trucks are slowed by traffic congestion and struggle to find curb space to load and unload, costing the industry time and money. The pandemic Making the last mile delivery more efficient will reduce costs for the industry while lessening the burden that trucks place on our communities. Congested neighborhoods have a high delivery demand and often lack loading docks for trucks. The impact of delivery vehicles in these areas can be mitigated through the implementation of urban consolidation centers, voluntary vendor programs, and the timing of delivery activity. By streamlining the “last mile” truck delivery from the logistics chain, consolidation helps to reduce roadway congestion and competition for curb access and deliveries during the most congested times of the day. Urban Consolidation Centers enables a high level of serviceability while alleviating community impact, advances sustainability goals, and minimizes conflicts with pedestrians and cyclists. Evidence from European cities suggests that urban consolidation centers can reduce delivery traffic at the final delivery point by up to 70%.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Literature review of global best practices, regulatory framework, challenges and lessons learned, including assessments of financial viability for UFCCs.
2. Engage with key stakeholders, including government agencies, businesses, trucking industry, and local communities, to gather input and support.
3. Analysis of specific examples of different UCC types.
4. Evaluate the potential benefits, including environmental, economic, and social and regional impacts, of UFCC implementation.
5. Identify potential locations for UFCCs, with consideration of land use and regional transportation networks, and preliminary evaluation of different types of consolidation centers incorporating the development of an evaluation methodology.
6. Develop recommendations for consideration.

Deliverables

1. Define project scope (SFY2024-2025:Q1)
2. Stakeholder engagement plan (SFY2024-2025:Q2)
3. Data Collection and Analysis (SFY2024-2025:Q4)
4. Feasibility Assessment (SFY2025-2026:Q2)
5. Draft Final Report and Recommendations (SFY2025-2026:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2025-2026:Q4
Total Funds Programmed:	\$74,720
New FHWA/FTA Funds:	\$74,720
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Enhance and Upgrade Data Management and Analytics

Description and Objectives

The NYC DOT has a robust data collection program whereby considerable amounts of data are collected annually.

Data is collected to:

- Support the Regional Best Practices Model (BPM);
- Monitor trends in vehicular, pedestrian and bicycle activity, including the Hub-Bound Report;
- Assess impacts of studies and projects to improve mobility and safety.

The data industry has been changing rapidly with new ways to manage and analyze data. NYS DOT has begun exploring these capabilities and seeks to continue these efforts in a coordinated and comprehensive manner.

In terms of data DOT's Traffic Information Management System (TIMS) initiated in 2012 has been used for requesting, viewing, and storing data. However, its analytical and display capabilities are limited. DOT is seeking to better understand the fast-changing world of transportation data collection, Management, and visualization and enable NYC DOT to upgrade its systems to manage the entire data management process, from data request to storage to analysis and visualization.

These enhancements and upgrades will be valuable in expediting the scheduling, review/verification, and analysis of large data collection initiative such as the BPM. This would facilitate the analysis performed by project managers in performing studies and developing and implementing projects. The objectives are to facilitate data management and data sharing as well as providing agency's analysts and executive staff with easily understandable data visualizations that reflect transportation activity and growth trends across NYC. A major component of this project will be to facilitate sharing of best practices, data sharing and coordination with NYSDOT and NYMTC.

NYC DOT staff has been exploring options to provide the desired array of services for data collection and analysis. NYC DOT is also working on other initiatives regarding enhanced data collection using new technologies including AI and determining how these technologies operate in NYC with its concentrated vehicular and pedestrian activities. These services may perform various collection and analytical functions but there are also concerns regarding their functionality and their ability to perform in a dense urban environment. Also, NYC DOT seeks to determine how to best collect data for various micro-mobility modes such as scooters and e-bikes. NYC DOT will further investigate these services and examine their performance.

The objective is to determine the next steps in advancing the process of upgrading NYC DOT's data collection management, sharing and analysis capabilities. NYC DOT expects to share our finding with the industry and other agencies through forums such as the National Travel Monitoring Exposition and Conference (NATMEC) serves as information exchange that helps transportation professionals learn best practices.

It is envisioned that UPWP funds would be used only for staff resources for planning, analysis and coordination and funds would not be used to pay for a contractor/vendor.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Technology Scan
2. Identify Issues for further investigation
3. Interagency Coordination
4. Recommendations for Data Collection
5. Recommendations for Data Management
6. Recommendations for Data Analytics

Deliverables

1. Technology Scan Summary
2. Presentation/Power Point Data Management/Storage/Sharing
3. Presentation/Power Point Data Collection Technologies
4. Scope of Services for Procurement Document (SFY2024-2025:Q1)

Start Date: SFY2024-2025:Q1	End Date: SFY2024-2025:Q1
Total Funds Programmed:	\$117,920
New FHWA/FTA Funds:	\$117,920
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

NYC Good Neighbors Safety Coordination Study

Description and Objectives

Since 2016, NYC has invested significant resources in coordinating regionally on issues related to housing, land-use, and legislative affairs. The NYC Department of City Planning’s Regional Planning Unit was the first of its kind—housed in a local planning agency—in the country. “As a regional hub,” reads NYC’s most recent strategic plan “we will work closely with our neighbors on issues including transportation, housing, and jobs.” While NYC DOT will continue to be an active and valuable member in the NYMTC led sub-regional planning process, this study will lay the groundwork for cooperation on safety related goals with neighboring jurisdictions, including both counties and cities in New York and New Jersey.

This planning study will assemble senior transportation engineering and planning officials from jurisdictions immediately adjacent to NYC. Regular convenings of the group will identify areas in which safety measures can be enhanced. The group will work to set up a data sharing portal and explore the possibility of cross-jurisdictional safety campaigns. Vision Zero harmonization using collaborative models of technical assistance has the potential to make roads across the City and the region safer. The culmination of this study will be a presentation to NYMTC and a set of proposals for future lines of cooperation on safety related issues.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL

Activities

1. Project Initiation and Scope Development
2. Collaboration Invitations and Meetings
3. Data Collection
4. Preliminary Recommendations
5. Final Recommendations

Deliverables

1. Scope of Work
2. NYC Good Neighbors Safety Advisory Group One-Page Information Sheet
3. Preliminary Recommendations
4. Final Recommendations SFY2024-2025:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$96,975
New FHWA/FTA Funds:	\$96,975
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Smart Curbs Neighborhood Curb Lane Study

Description and Objectives

Smart Curbs is a new initiative announced as part of NYC DOT's recent Curb Management Action Plan. Demand for curb space in NYC has intensified in recent years with a dramatic increase in many uses of the curb lane such as freight delivery, pickup/drop-off, and public space. This has necessitated a more aggressive and comprehensive approach to planning at the curb. NYC DOT will work in neighborhoods centered around commercial corridors to take a comprehensive approach to curb management policies by re-evaluating current uses and implementing new programming. Each Smart Curbs neighborhood will include a planning study of existing curb uses and curb-related transportation issues such as safety concerns, double parking, congestion, parking turnover, and demand for bike parking and public space. Combining data analysis with public engagement and input from local commercial district partners like Business Improvement Districts, the Smart Curbs planning studies will recommend comprehensive changes to neighborhood curb regulations and programming and identify potential innovations to make the curb lane function better.

To help identify focus areas for Smart Curbs initiatives and evaluate past projects, the study will include development of metrics for evaluating commercial corridors as related to curb management issues. The study will apply storefront business data to develop a typology of commercial corridors and assess the relationship between the typologies and curb management project outcomes as they relate to features like safety, mobility, and economic vitality.

Smart Curbs will further the vision of Moving Forward 2050 of a transportation system that “ensures the safety and security of people and goods across all uses and modes,” by identifying ways in which the curb lane can be programmed to improve safety for pedestrians, bicyclists, and drivers; “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 using the curb lane to make access to transportation easier for both people and goods; “efficiently serves today’s population and plans for the growing number of residents, workers, and increasing amount of goods,” by identifying ways to reprogram the curb to accommodate changing transportation and delivery patterns; and “minimizes its GHG emissions and other impacts on the environment, especially the effects of climate change,” by identifying new curb programming that facilitates more sustainable transportation modes.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Scope development and identification of study boundaries
2. Identification of relevant data to aid in planning and evaluation
3. Development of metrics for evaluating curb management
4. Data collection and initial community outreach
5. Preliminary recommendations
6. Community presentation and outreach
7. Final recommendations
8. Evaluation of prior Smart Curbs studies

Deliverables

1. Scope development and neighborhood selection
2. Data collection and community outreach findings
3. Final recommendations
4. Evaluation of Smart Curbs programming (SFY2024-2025:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$318,387
New FHWA/FTA Funds:	\$318,387
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$34,000
Consultant will support aspects of this study.	

Secure Bike Parking Program Planning Activities

Description and Objectives

NYC DOT Office of Street Improvement Program staff will conduct planning and program development activities to support the launch of NYC’s Secure Bike Parking (SBP) Program. The recent PlaNYC: Getting Sustainability Done laid out City Hall’s highest priorities for climate resiliency and action and included SBP within initiative 22, “Ensure everyone New Yorker can access a bike or scooter.” Specifically, the target is to create thousands of secure public bike parking spots, starting in 2025.

The program will support and encourage cycling, including the use of e-bikes and cargo bikes. Providing curbside access to secure bike storage for residents who lack access to bike storage, including for oversized models and e-bikes, will promote more frequent use of bicycles for all trips. The program will also facilitate the use of cargo bikes for greener last-mile deliveries, improve first-mile connections to transit, and provide safe overnight storage for delivery workers.

NYC DOT’s 2022 Citywide Mobility Survey results demonstrate the need for this program. Lack of adequate SBP is one reason some New Yorkers are choosing to bike less, or not bike at all. Among those who reported reducing the number of bicycles they own last year, 13% chose to do so because bike parking was “difficult or expensive.” Twenty-two percent of people who did not bike at all in 2022 cited having “nowhere to store [their] bike,” an increase from 2019, when 18% cited parking concerns as a reason not to bike.

In addition, many New Yorkers are opting for electric bikes, driving a threefold increase in electric bike ownership in three years. In 2022, over 9% of bike owners in NYC reported owning an electric bike, compared with just 3% in 2019. Electric bikes can make biking a more accessible mode for more people, and New Yorkers clearly want electric bikes—but electric bikes are heavier and more expensive than traditional bikes, making secure and convenient parking even more important.

This planning work supports multiple goals listed in the Pedestrian/Bicycle Mobility Element, Appendix B of Moving Forward. Specifically, this work will improve first-mile access to transit by providing secure bicycle parking at transit hubs. It will also encourage alternatives to single-occupant vehicle trips and increase travel options and redundancies.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Develop all aspects of the program, including branding, community engagement, and pricing structures.
2. Develop site selection criteria and choose initial locations and priority areas for all SBP typologies.
3. Develop options for integrating micromobility charging or co-locating with charging infrastructure.
4. Develop site selection criteria and choose initial locations and priority areas for all SBP typologies.

Deliverables

1. Program branding, membership, and pricing plans
2. Program portal and community engagement
3. Five-year Program Plan
4. Micromobility charging integration (SFY2025-2026:Q2)

Start Date: SFY2024-2025:Q1	End Date: SFY2025-2026:Q2
Total Funds Programmed:	\$171,970
New FHWA/FTA Funds:	\$171,970
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

NYC Pedestrian Improvement Studies

Description and Objectives

The goal of the Pedestrian Improvement Planning Studies (PIPS) program within NYC DOT is to improve the pedestrian network throughout NYC to increase pedestrian trips citywide, especially to regional transit. The program creates streetscapes that are inviting to and safe for pedestrians of all ages and abilities; to calm traffic; and to strengthen non-motorized connections between residential areas, transit, and retail districts. NYC DOT will contribute to meeting the regions goals, as stated in the Moving Forward plan, of “a transportation system that ensures the safety and security of people and goods across all users and modes” by “Promot[ing] safe streets and intersections.” This work will, “identify and inventory pedestrian...facility deficiencies and needs near transit stations and heavily used bus stops” and it will “improve the integration of the multimodal transit network.”

Previous similar work in streets and plazas that draw users both locally and regionally, such as the transformation of Madison and Times Squares, have been highly effective and have resulted in the demand for similar treatments elsewhere. The Public Realm unit will develop plans for selected corridors/ neighborhoods. These plans will have the goal of creating safe access for all users, calming traffic, and strengthening non-motorized connections between residential and retail districts, in a manner that is consistent with Moving Forward goals and Complete Streets guidelines. The team will study locations throughout the city to develop improvement recommendations where particular pedestrian problem areas are identified. Locations will be selected through the regular surveying of complex intersections and in response to expressed community needs. These selected locations will be located near bus lines, subway/ rail lines, major thoroughfares, and other forms of regional transportation. Under this study, staff will develop plans based on comprehensive traffic and safety analysis for pedestrian and bicycle facilities to provide residents with alternative means of accessing employment, commercial districts, and transit, as encouraged by Moving Forward. It is expected that the planning study will develop recommendations that may include physical improvements, such as widened sidewalks and neckdowns, improved crosswalks, regulatory and informational signs, and the addition of lighting and landscaping, as well as operational improvements, such as changes in signal timing, curb regulations, and bicycle facilities upgrades. The study will be an integrated planning process by NYC DOT whereby necessary surface and sub-surface infrastructure improvements will be expanded to become pedestrian projects through additional data collection, analysis, community outreach, and design.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

1. Project Initiation and Scope Development, including selection of up to 8 locations
2. Data Collection
3. Preliminary Recommendations
4. Final Recommendations

Deliverables

1. Scope of Work
2. Existing Conditions Analysis, including Data Collection Plan if applicable
3. Preliminary Recommendations
4. Final Recommendations (SFY2025-2026:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2025-2026:Q4
Total Funds Programmed:	\$596,228
New FHWA/FTA Funds:	\$596,228
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$60,000
Consultant will support aspects of this study.	

Pedestrian Unit Planning Analysis

Description and Objectives

The goal of the Pedestrian Unit Planning Team Workplan is to develop a comprehensive way to evaluate and identify project locations that our team works on. A comprehensive analysis would analyze locations at a corridor or neighborhood level and layer in a variety of datasets to understand what is happening in that area. Some of these datasets would include existing pedestrian infrastructure datasets, overlap with other NYC DOT units work, and coordinating with other agencies that have capital work or planning studies in an area.

In a previous UPWP application, the NYC Pedestrian Map, was developed to model pedestrian network demands to help the Pedestrian Unit articulate where sidewalk widenings or curb extensions are critical. The Pedestrian Unit Planning Team Workplan will build off the work of the NYC Pedestrian Map by using the datasets created in the NYC Pedestrian Map as layers in the comprehensive analysis.

This Pedestrian Unit Planning Team Workplan meets almost all the NYMTC regional goals. The comprehensive analysis framework looks at Vision Zero datasets and highway infrastructure as barriers to walking, which relates to the safety and security goals of the Moving Forward Plan. Throughout the comprehensive analysis work NYC DOT will be able to identify corridors for multimodal use, encourage walkability and complete streets, coordinate with other agencies on zoning and land use changes, and identify areas for pedestrian and bike improvements near subway and regional rail stops, all of which fall within several goals of the Moving Forward plan.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop scope of work
2. Conduct existing conditions analysis
3. Develop stakeholder engagement plan
4. Develop draft project recommendations

Deliverables

1. Scope and site selection (SFY2024-2025:Q1)
2. Existing conditions deck (SFY2024-2025:Q2)
3. Stakeholder engagement plan (SFY2024-2025:Q3)
4. Project recommendations (SFY2024-2025:Q4)
5. Scope and site selection (SFY2025-2026:Q1)
6. Existing conditions deck (SFY2025-2026:Q2)
7. Stakeholder engagement plan (SFY2025-2026:Q3)
8. Project recommendations (SFY2025-2026:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2025-2026:Q4
Total Funds Programmed:	\$380,870
New FHWA/FTA Funds:	\$380,870
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$52,500
Consultant will support aspects of this study.	

York Avenue Transportation Study

Description and Objectives

The York Avenue Transportation Study is bounded by 1st Avenue to the west, FDR Drive to the east, 60th Street to the south, and 92nd Street to the north.

The study will focus on congestion along York Avenue, which is in close proximity to the FDR Drive, a significant regional corridor.

York Avenue and the FDR Drive are congested roadways as identified in Appendix A of the 2050 RTP Moving Forward. The FDR Drive processes a considerable amount of traffic that crosses the inbound and outbound Manhattan portals. Significant land use changes will add to congestion along York Avenue and the FDR Drive. This study will inform the CMP. It will also help in the calibration of the Best Practice Model (BPM).

The Study will develop a clear understanding of the trade-offs involved with potential improvements and inform decision-makers how selected recommendations may affect one another and what cumulative benefits and/or impacts they may have on the central business district tolling program and the transportation network as a whole. The Study will develop early improvement measures which can be implemented within a short period of time to address safety and mobility of all street users.

The work will support the NYMTC Plan 2050 RTP vision goals to promote safe streets and intersections and improve the integration of a multimodal transit network. The Study will examine measures to 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. The Study will identify strategies to efficiently manage limited roadway capacity to mitigate congestion and vehicular emissions and improve traffic flow and circulation to/from FDR Drive, a major regional facility. It will also support responsible environmental stewardship in transportation projects by expanding access to sustainable transportation.

Supported Plan Goals



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 TAC and conduct TAC meetings.
3. Conduct public meetings for community input (identification of issues and problem definition).
4. Collect data, conduct survey of existing conditions (traffic, parking, pedestrian, street geometry etc.)
5. Draft existing conditions report.
6. Analyze future conditions and draft report.
7. Conduct TAC and public meetings on preliminary recommendations.
8. Develop and evaluate improvement measures in coordination with the RTP and CMP.
9. Draft final report with recommendations.
10. Finalize report.

Deliverables

1. Detailed scope of work.
2. Data Collection Plan.
3. Technical Memorandum: Analysis of Existing Conditions.
4. Technical Memorandum: Analysis of Future Conditions.
5. Preliminary Recommendations and Improvement Measures.
6. Draft Final Report.
7. Final Report (SFY2026-2027:Q2).

Start Date: SFY2024-2025:Q1	End Date: SFY2026-2027:Q2
Total Funds Programmed:	\$416,209
New FHWA/FTA Funds:	\$416,209
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$120,000
Consultant will support aspects of this study.	

Putnam County

Putnam County Intersection Planning and Feasibility Study

Description and Objectives

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 regarding transportation infrastructure and traffic patterns on a broad scale. Moreover, the study findings may directly impact projects currently on the 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).

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL

Activities

1. Conduct a survey of existing conditions at intersections throughout Putnam County.
2. Identify traffic constraints and recommend improvements thereto.
3. 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.
4. 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 (SFY2024-2025:Q4).

Start Date: SFY2023-2024:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$91,436
New FHWA/FTA Funds:	\$16,436
Previously Programmed Funds:	\$75,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$75,000
Consultant will support all aspects of this study.	

Putnam County Complete Streets Initiative

Description and Objectives

The study will fund an initial phase of a Complete Streets Program in Putnam County by conducting a Complete Streets analysis along selected roadways in areas of concern. This planning effort will examine the feasibility of and make recommendations on transportation infrastructure improvements and prepare design concepts that would transform select roadways into high-quality, multi-modal streets that prioritize bicycle, pedestrian and transit travel while serving motorists. Complete Streets are a network of infrastructure - including a blend of roads, bike lanes and sidewalks - that create comfortable, safe, efficient connections that are designed to fit the community's unique needs and consider all potential users. Implementing a Complete Street program for Putnam County will prioritize active and sustainable connections to improve the livability of current and future residents, workers, and visitors of all ages, abilities and backgrounds. The roadways expected to be analyzed include but are not limited to: Towners Road and Hill & Dale in Lake Carmel; Fairfield Drive and Haviland Drive in Putnam Lake; Baldwin Place Road and Myrtle Avenue near Mahopac Schools; Oscawana Lake Road in Putnam Valley; and Peaceable Hill Road in Brewster.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Conduct surveys of existing conditions at selected roadways. Identify constraints for multi-modal users.
2. Identify the feasibility of and make recommendations on transportation infrastructure improvements and prepare Complete Streets design concepts for selected roadways.
3. Develop a Complete Streets study report on Complete Streets recommendations for the selected roadways with the inclusion of bicycle, pedestrian and transit travel as well as roadways improvements.

Deliverables

1. Draft report - Putnam County Complete Streets Program study (SFY2024-2025:Q3)
2. Final report - Putnam County Complete Streets Program study (SFY2024-2025:Q4)

Start Date: SFY2023-2024:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$150,880
New FHWA/FTA Funds:	\$50,880
Previously Programmed Funds:	\$100,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$125,000
Consultant will support all aspects of this study.	

Rockland County

Clarkstown Safety and Sustainability Study for Route 303 & Route 304

Description and Objectives

There have been a concerning number of vehicular and pedestrian accidents, some fatal, along NYS Routes 303 and 304 within Clarkstown in Rockland County. 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 as part of 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 land-use (zoning) alterations. The study of the two corridors would be conducted sequentially. These two corridors are found in the RTP under the CDEAs Route 303: from Town line to Route 9W (six-miles) and Route 304: from Route 59 to Route 9W (seven-miles).

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

The consultant, under the guidance of project manager, will create of TAC and public outreach program. They will compile existing travel purpose (including truck volumes), traffic condition, traffic and pedestrian safety and transit usage data (i.e., ridership and any available O/D 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. The project team will review and use the previously completed State Route 303 and Route 304 study. 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.
4. Preliminary and final drafts, and final Outreach Program document.
5. Key study and safety parameters.
6. Preliminary and final drafts, computer simulation and visualization.
7. Preliminary and final drafts, and final study area condition technical memorandum
8. Preliminary and final drafts, and final community visioning workshop approach and workshop itinerary.
9. Preliminary and final drafts, and final visualized profile(s) for the workshops.
10. Preliminary and final drafts, and final recommended alternative development and transportation improvement scenarios.
11. Related data bases.
12. Final study report (SFY2025-2026:Q3).

Start Date: SFY2023-2024:Q1	End Date: SFY2025-2026:Q3
Total Funds Programmed:	\$899,638
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$899,638
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$780,000
Consultant will support all aspects of this study.	

Westchester County

County Mobility and Redesign Study

Description and Objectives

This study will build upon tasks already performed for the Westchester County Mobility and Redesign Study, which included an existing conditions analysis, market conditions assessment, and potential recommended strategies that would best match the emerging mobility needs of the County. As the recommended services become finalized, this study will further develop a detailed implementation plan and ongoing outreach and education materials as required to communicate the new transit network to the public.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Conduct literature and case study review of other similar re-envisioning models (completed SFY2019-2020 program year).
2. Identify existing issues and gaps in service (completed SFY2021-2022 program year).
3. Identify alternative scenarios and compare (completed SFY2022-2023).
4. Draft recommendations of redesign of bus system (completed SFY2022-2023).
5. Prepare Final Report (completed 2023).
6. (New) Develop detailed implementation plan.
7. (New) Prepare outreach plan and materials for smooth roll-out of network redesign

Deliverables

1. RFP to solicit consultant (completed SFY2019-2020 program year)
2. Technical Memorandum 1- review literature and existing conditions (completed SFY2020-2021 program year)
3. Technical Memorandum 2- identify draft recommendations (completed SFY2022-2023)
4. Final Report (completed 2023)
5. Implementation plan (expected SFY2024-2025:Q3)
6. Outreach materials (expected SFY2024-2025:Q4).

Start Date: SFY2019-2020:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$319,575
New FHWA/FTA Funds:	\$99,575
Previously Programmed Funds:	\$220,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$120,000
Consultant will support some aspects of this study.	

Transit Fare Policy and Fare Structure Analysis Study

Description and Objectives

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.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop RFP and solicit a consultant (expected 2023-2024:Q4)
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 (expected 2023-2024:Q4)
2. Existing Conditions Technical Memorandum
3. Alternatives Analysis and Recommendation Technical Memorandum
4. Final Report (SFY2024-2025:Q4)

Start Date: SFY2022-2023:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$224,584
New FHWA/FTA Funds:	\$149,584
Previously Programmed Funds:	\$75,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$150,000
Consultant will support all aspects of this study.	

Complete Streets Corridor Analysis

Description and Objectives

This study will assess multimodal corridors in Westchester County to identify opportunities to develop and implement Complete Streets design upgrades on selected corridors. Westchester County features many examples of traditional automobile-oriented roadway design intended to optimize vehicular throughput, which results in hazards and barriers for other roadway users such including pedestrians, cyclists and bus passengers. Municipal Home Rule Law further constrains opportunities for coordination between local, County and State entities that have jurisdictions over common corridors. This Study is intended to look at corridors in a coordinated manner that will seek to overcome these barriers and develop strategies to enhance safety for all road users while promoting multimodal mobility through roadway design.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop an RFP to solicit a consultant.
2. Initial assessment of major corridors for Complete Streets opportunities
3. Select Corridors
4. Development of Complete Streets conceptual plans for selected corridors
5. Stakeholder and Public Engagement

Deliverables

1. RFP to solicit consultant (expected 2024-2025:Q2)
2. Tech Memo #1: Assessment of Major Corridors and Selection
3. Complete Streets Conceptual Plans
4. Final Report (SFY2024-2025:Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$209,831
New FHWA/FTA Funds:	\$209,831
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$115,000
Consultant will conduct the corridor assessment.	

Improving Mobility for the Aging Population

Description and Objectives

As Westchester County's aging population continues to increase and many choose to "age in place," the older population face increasing challenges of getting around the County without driving their own vehicle. While various programs currently exist to address these needs, the study will help gain a better understanding of any gaps in service and barriers that seniors may be facing. The study will first examine existing conditions, including where the aging populations exist, what types of transportation are currently available to them and what are their travel patterns. The study will then identify gaps in available transportation services and develop strategies and recommendations to address them.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Develop RFP to solicit consultant.
2. Analyze existing conditions and identify mobility issues.
3. Conduct public engagement efforts with the senior population.
4. Develop set of draft recommendations.
5. Prepare Final Report with final recommendations and implementation plan with funding opportunities.

Deliverables

1. RFP
2. Existing Conditions Technical Memorandum
3. Public engagement plan and materials
4. Final Report (SFY2024-2025:Q4)

Start Date: SFY2023-2024:Q1	End Date: SFY2024-2025:Q4
Total Funds Programmed:	\$185,067
New FHWA/FTA Funds:	\$55,067
Previously Programmed Funds:	\$130,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$100,000
Consultant will support all aspects of this study.	

Transportation and Food Access in Westchester County

Description and Objectives

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.

Supported 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. Conduct 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 (completed in SFY2022-2023)
2. Technical memorandum 1- Existing Conditions
3. Technical Memorandum 2- Strategy Recommendations
4. Final Report (SFY2024-2025:Q3)

Start Date: SFY2022-2023:Q1	End Date: SFY2024-2025:Q3
Total Funds Programmed:	\$100,048
New FHWA/FTA Funds:	\$25,048
Previously Programmed Funds:	\$75,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$75,000
Consultant will support all aspects of this study.	

Related Planning Activities Funded Through Other Sources

Mid-Hudson South Transportation Coordinating Committee

Northern Westchester East-West Corridors Study

This Planning and Environmental Linkages Study will recommend improvements for east-west transportation across northern Westchester County and facilitate a smooth transition to environmental reviews necessary to realize improvements. All modes of transportation including freight, transit, bicycles, and pedestrians will be considered. The study will primarily focus on the Bear Mountain Parkway, Route 6 from Peekskill to the Taconic State Parkway, and Route 35 from Peekskill to the Connecticut border.

(Estimated) Start Date:	January, 2025
(Estimated) Completion Date:	December, 2027
Project Funding:	\$3,000,000
Primary Fund Source	NHPP

Port Authority of New York and New Jersey

Cross Harbor Freight Program Tier II Environmental Impact Statement

The PANYNJ and the 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 EISs within 24 months, a Tier II ROD is anticipated to be issued 24 months from the date the NOI is published.

Start Date:	February 2018
Completion Date:	December 2025
Project Funding:	N/A
Primary Fund Source	PANYNJ Funds

Port Authority Bus Terminal Replacement Planning

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

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

trans-Hudson commutation needs. Findings and recommendations of both efforts were presented to the PANYNJ Commissioners in late 2016. In February 2017, the agency's board approved a ten-year capital plan including \$ 3.5 Billion toward a project to replace the current facility. In addition, the plan included funding for near-term improvements to maintain efficient operations and improve facilities for customers, as well as authorization and funding to initiate planning for a replacement facility as well as intermediate improvements to support efficient operation of the existing terminal based on forecasts of steadily increasing commuter transit demand.

In May 2019, the agency released a Planning-Level Draft Scoping Document, starting a 120-day public comment period that included public meetings in NYC and New Jersey on July 10, 2019 and September 5, 2019. Written comments were received until September 18, 2019.

The Planning-Level Draft Scoping Document was prepared by PANYNJ to provide a description of the Bus Terminal Replacement Project's purpose and need, goals and objectives, an initial alternatives screening assessment, and an overview of the formal environmental review process. A Final Scoping Report was published by the PANYNJ on January 21, 2021. The Final Scoping Report summarizes the initial scoping that was used to identify a Locally Preferred Alternative (LPA) that will be studied in more detail in the EIS.

In June 2021, the Federal Transportation Administration (FTA) published a NOI and NEPA Scoping Information Packet. The Scoping Information Packet summarizes the development of the alternatives and provides the framework for analysis in the Draft EIS. This started the NEPA process and a 45-day comment period that included virtual public scoping meetings held on June 23, 2021 and June 24, 2021. Written comments were received until July 19, 2021. The Federal Infrastructure Projects Permitting Dashboard identifies that the Record of Decision (ROD) is to be issued by December 2024.

Start Date:	April 2017
Completion Date:	December 2024
Project Funding:	N/A
Primary Fund Source	PANYNJ Funds

Planning for LaGuardia Ground Access Program

In March 2023, at the request of NYS Governor Hochul, the PANYNJ released a 450-page report, Options for Mass Transit Solutions to LaGuardia Airport, which thoroughly analyzed 14 different options to improve mass transit access to LaGuardia Airport (LGA). In the report, an Expert Panel of local, national, and international transportation experts recommended that the Port Authority cancel the LaGuardia Air Train project and instead move forward with substantial improvements to airport access by improving the existing MTA Q70 LaGuardia Link service and creating a new non-stop airport shuttle service from the terminus of the N/W subway line in Astoria.

In June 2023, the PANYNJ Board approved the plan to advance the recommendations from the Expert Panel. Specifically, the Board authorized planning work for 1) improvements, in cooperation with the Metropolitan Transit Authority (MTA), of the existing MTA Q70 LaGuardia Link bus service, including creation of a dedicated bus lane on the Brooklyn-Queens Expressway between Northern Boulevard and Astoria Boulevard; the addition of transit signal priority for buses; and the improvement of wayfinding and signage at the Woodside and Jackson Heights stations; and (2) a new non-stop bus shuttle service that would connect the MTA's N/W subway line at Astoria-Ditmars Boulevard Station to LGA. The Board also authorized design work for a new on-airport bus stop with direct access to Terminal C and a dedicated bus route for use by both bus services that is expected to significantly reduce on airport travel times.

Start Date:	June 2023
Completion Date:	Q4 2024 (planning completion date)
Project Funding:	N/A
Primary Fund Source	PANYNJ Funds

PATH Stations

The Port Authority Trans-Hudson (PATH) Corporation will receive funding to study four stations (Christopher St., 9th St., 14th St., and 23rd St.) in Manhattan built in the early 20th century and assess what upgrades and alterations are needed to bring them into alignment with ADA standards. These stations currently do not have any elevators to enter or exit the mezzanine area or the station platform.

Start Date:	TBD
Completion Date:	TBD
Project Funding:	\$1,590,170
Primary Fund Source	FTA All Stations Accessibility Program (ASAP)

New York City Department of Transportation

BQE Corridor Vision: BQE North and South

The BQE Corridor Vision: BQE North and South seeks to develop community-driven recommendations to reconnect Brooklyn communities divided by the Brooklyn-Queens Expressway (BQE), focusing on the spaces under and around the expressway from Sands Street to the Kosciusko Bridge and from Atlantic Avenue to the Verrazzano-Narrows Bridge.

(Estimated) Start Date:	September, 2022
(Estimated) Completion Date:	May, 2024
Project Funding:	TBD
Primary Fund Source	New York City (Local)

East River Bridges Capital Program Development

East River Bridges Capital Program Development is the planning and developing a 30-year capital construction program for four iconic East River bridges: Brooklyn, Manhattan, Williamsburg, and Ed Koch Queensboro.

(Estimated) Start Date:	TBD
(Estimated) Completion Date:	TBD
Project Funding:	\$2,000,000
Primary Fund Source	Bridge Investment Planning, Urban; Local

New York State Department of Transportation - New York City Region

9A Multi Modal Operational Study (From Hugh Carey Tunnel to 59th Street)

NYSDOT Region 11 will be analyzing the Route 9A corridor to get a better understanding of how its usage has evolved since the first section of the boulevard opened over 25 years ago. This aligns with requests from the Hudson River Park Trust Advisory Council and local community boards interested in seeing short and long-term safety improvements enacted to safeguard pedestrians and cyclists crossing West Street/Route 9A. NYSDOT will study the entire corridor (Battery Place through 59th Street). This study will build upon previous improvements implemented by NYSDOT. This initiative will identify existing conditions, problems and needs related to bicycle, pedestrians, and vehicular safety mobility, as well as community connectivity. Various concepts will be identified and evaluated in order to develop an optimized multi-modal and multi-use corridor.

Enhanced inter-agency coordination will be needed throughout the duration of this study.

(Estimated) Start Date:	Spring 2024
(Estimated) Completion Date:	Fall 2025
Project Funding:	\$1,600,000
Primary Fund Source	State Dedicated Funds

Suffolk County

Long Island Greenway East (Phase II) Planning and Design

The project will fund a feasibility study, preliminary and final design, and construction-ready documentation for the approximately 50-mile Long Island Greenway-East (LIG-E) trail. This trail will utilize a combination of off-road utility corridor rights-of-way and protected on-road facilities to maximize protection for bicyclists and pedestrians.

The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project will address the safety issues through a combination of off-road trails and on-road complete streets enhancements, with the goal of lowering the significantly high number of bicycle and pedestrian injuries and fatalities that have occurred within half a mile of the project. Environmental sustainability is achieved by promoting a modal shift towards active transportation and quality of life benefits will be realized as the rails will improve access to daily destinations. Mobility and community connectivity are improved by adding ADA-compliant components. Additionally, the project will facilitate tourism and improve economic development by promoting long-term economic growth and other broader monetary benefits.

(Estimated) Start Date:	TBD
(Estimated) Completion Date:	TBD
Project Funding:	\$3,815,000
Primary Fund Source	RAISE Grant

Route 110 Corridor TOD

This project will receive funding to plan for TOD for a proposed bus rapid transit line to run along New York State Route 110, which travels north-south in western Suffolk County. The TOD plan will enhance economic development, support enhanced transit ridership, facilitate multimodal connectivity, increase access to transit hubs, and create mixed-use development.

(Estimated) Start Date:	TBD
(Estimated) Completion Date:	TBD
Project Funding:	\$400,000
Primary Fund Source	FTA Pilot Program for Transit-Oriented Development (TOD) Planning

Westchester County

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.

(Estimated) Start Date:	April, 2024
(Estimated) Completion Date:	December, 2025
Project Cost:	\$225,000
Primary Fund Source	Section 5307

Westchester County SMART Commute Program

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

(Estimated) Start Date:	April, 2023
(Estimated) Completion Date:	March, 2034
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.

(Estimated) Start Date:	April, 2023
(Estimated) Completion Date:	March, 2034
Project Cost:	\$280,000
Primary Fund Source	Section 5307

The Shinnecock Indian Nation

Long-Range Transportation Plan Update

The Shinnecock Indian Nation (Nation) is a sovereign, federally recognized tribe with a duty to ensure the safety of its citizens. The Nation received a RAISE grant for comprehensive roadway infrastructure planning and design services for the Nation's existing roads, using the Complete Streets approach. Through this grant, the Nation will update its Long-Range Transportation Plan. The comprehensive plan will promote and address safety, environmental sustainability, quality of life, mobility and community connectivity, and economic competitiveness, which will significantly improve the well-being of residents and aid in securing the Shinnecock way of life.

Project Start:	April 2023
Estimated Project Completion Date:	March 2025
Project Cost:	\$157,755
Primary Fund Source	RAISE

Safe Streets and Roads for All (SS4A) Grants

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
Airmont, Village of	Comprehensive Planning Development Grant for the Village of Airmont, NY	This award will be used by the Village of Airmont to develop a comprehensive safety action plan.	\$100,000	\$125,000
City of Long Beach	City of Long Beach Roadway Safety Action Plan	This award will be used by the City of Long Beach, NY to develop a comprehensive safety action plan.	\$239,824	\$299,780
City of Mount Vernon NY	Mount Vernon NY Road Safety Action Plan	This award will be used by City of Mount Vernon NY to develop a comprehensive safety action plan.	\$296,000	\$370,000
Inc. Village of Sea Cliff	Village of Sea Cliff Municipal Roadways Planning 2023	This award will be used by the Incorporated Village of Sea Cliff to develop a comprehensive safety action plan.	\$120,000	\$150,000
Incorporated Village of Upper Brookville	Safety Action Plan for the Villages of Upper Brookville and Muttontown	This award will be used by the Village of Upper Brookville and Muttontown to develop a comprehensive safety action plan; conduct supplemental planning activities such as a village-wide speed limit study; and pilot traffic calming and traffic signage demonstration activities based on the action planning process.	\$200,000	\$250,000

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
New York State Thruway Authority	Development of a Comprehensive Safety Action Plan for the New York State Thruway Corridor	This award will be used by the New York State Thruway Corridor to develop a comprehensive safety action plan.	\$1,200,000	\$1,500,000
Suffolk County Department of Public Works	SS4A Supplemental Planning and Demonstration Activities Grant for Suffolk County, NY	This award will be used by Suffolk County to conduct supplemental planning activities to develop an interactive online map to allow users to pin locations and comment on safety improvements, and conduct walk audits, community outreach, and follow-up data analysis. The County will also pilot demonstration activities such as traffic calming measures, a shared bus-bike lane, a buffered bike lane, and a road diet extension.	\$568,000	\$710,000
Town of Ramapo	Town of Ramapo Safe Streets Action Plan	This award will be used by the Town of Ramapo to develop a comprehensive safety action plan; conduct supplemental planning activities such as speed studies, road safety audits, and targeted equity assessments; and pilot demonstration activities such as curb extensions and speed bumps.	\$400,000	\$500,000
Village of Larchmont	SS4A Action Plan for Larchmont, NY	This award will be used by Village of Larchmont to develop a comprehensive safety action plan.	\$100,000	\$125,000
Village of Spring Valley	Village of Spring Valley Action Plan	This award will be used by the Village of Spring Valley to develop a comprehensive safety action plan.	\$204,000	\$255,000

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
Village of Tarrytown	Tarrytown-Sleepy Hollow Safe Streets and Roads for All Action Plan	This award will be used by Village of Tarrytown to develop a comprehensive safety action plan.	\$340,000	\$425,000
Village of West Haverstraw	Villages of West Haverstraw and Haverstraw-Route 202 Focused Action Plan	This award will be used by the Village of West Haverstraw to develop a comprehensive safety action plan.	\$128,000	\$160,000
City of White Plains	White Plains Safe Streets Action Plan	This award will be used by the City of White Plains to develop a comprehensive safety action plan.	\$400,000	\$500,000
Nassau County	Nassau County Safe Streets and Roads Action Plan	This award will be used by Nassau County to develop a comprehensive safety action plan.	\$480,000	\$600,000
Town of Stony Brook	State University of New York Pedestrian Safety Plan	This award will be used by Town of Stony Brook to develop a pedestrian safety plan and design of elevated pedestrian overpass crossing Nicolls Road, Stony Brook, New York.	\$1,000,000	\$1,449,000
Town of Brookhaven	Town of Brookhaven Vision Zero Action Plan	This award will be used by the Town of Brookhaven to develop a comprehensive safety action plan.	\$380,000	\$475,000

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
NYCDOT	NYCDOT Implementation of Queens Boulevard Great Streets Transformation and Supplemental Planning for Vision Zero	This award will be used by The New York City Department of Transportation (NYC DOT) to re-imagine the corridor, enhance the low-cost quick-build solutions already implemented to address safety issues resulting from being a vehicle-centric corridor, with limited crossing opportunities and facilities for vulnerable users, and higher vehicle speeds. The award also includes supplemental planning to enhance surveillance on traffic-related fatalities and injuries not routinely available in police crash reports. NYC DOT will retrofit a portion of fleet vehicles with active and centrally managed Intelligent Speed Assist to prevent speeding as a demonstration activity.	\$29,750,000	\$250,607,531

State Planning and Research (SPR) Program Funded Projects

SPR #	Project Title	SPR Funding	Description
NYMTC	Regions 8, 10 and 11		
C-19-52	Continuous Count Traffic Count Program, Zone 3	\$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-17-53	Pavement Condition Data Collection Services	\$20,893,900	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	\$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	\$3,890,100	Implement an automated traffic data management system application.
C-18-53	Probe Data: Floating Car (GPS-based)	\$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.
C-18-55	NYS Transportation Master Plan	\$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)	\$25,613,607	Provide for collection of traffic data in NYSDOT Regions 1 - 11 (divided into Zones).
SPR #	Project Title	SPR Funding	Description
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	\$3,580,616	Establish a research & analysis capability with 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)	\$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.

SPR #	Project Title	SPR Funding	Description
SP-21-02	Program & Project Management System Support Services	\$1,208,328	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	\$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	\$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	\$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.
SP-21-08	Continuous Count Traffic Count Program, Zone 1	\$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	\$10,634,500	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-22-02	CLEAR (Crash Location & Engineering Analysis Repository) Safety Management Data System Transfer	\$500,000	To improve the transfer of crash data and images to support the CLEAR applications. This project builds off of the work from another project with a focus on assessing the Department's safety analysis methods and safety programs and implementing new strategies using updated technologies and enterprise platforms.

SPR #	Project Title	SPR Funding	Description
SP-22-03	Statewide Mobility Services Program	\$3,941,160	To continue and expand on NYSDOT's agency-wide efforts to support and encourage the use of sustainable and efficient modal options for travel, while addressing the goals of the NYS Climate Leadership and Community Protection Act (CLCPA) to reduce GHGs 85% and achieve economy-wide carbon neutrality by 2050. It will build on the efforts of the existing Statewide Active Transportation Demand Management (ATDM) and will include additional technical assistance program elements, policy research, pilot initiatives and partnerships with employers, large institutions, destination, neighborhood and community organizations, local governments, and mobility providers. Work products are expected to result in products that specifically integrate mobility into existing NYSDOT policies, programs, projects, and protocols. This will include but is not limited to: regional and statewide project development, prioritization, and programming; corridor plans; integrated multimodal systems management and transportation management center (TMS) operations; and freight analysis.
SP-22-04	NYS Freight Transportation Plan	\$801,422	The goal of this project is to update the 2019 NYS Freight Transportation Plan. The updated plan will provide a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.
SP-22-06	TRANSEARCH Data	\$1,100,000	Access a proprietary nationwide database of freight traffic flows. NYSDOT is required to develop a state freight plan. This data will be instrumental in the development of the plan.
SP-22-07	The Eastern Transportation Coalition (TETC) / University of Maryland Data Acquisition	\$750,000	Acquire reliable and real-time travel time and speed data that has utility across multiple functional groups for the entire roadway network without the need for sensors or other hardware from six different categories: (1) Travel Time and Speed; (2) Origin-Destination; (3) Freight; (4) Waypoint; (5) Volume; (6) Conflation.
SP-23-03	NYS Resiliency Improvement Program	\$350,000	Develop a NYS Resilience Improvement Plan (RIP) to help guide the immediate and long-range planning activities and investments of the State in respect to the resilience of the surface transportation system.
SP-23-04	Employment / Establishment Data Acquisition	\$400,000	Access up-to-date employer and establishment data containing industry classification, employment and sales information that will contribute to modeling the use of a multimodal system by highlighting demand and supply areas, anticipate growth of need and increasing safety.

NYSAMPO Shared Cost Initiatives

AMPO Dues

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

Project Cost:	\$55,222 total (\$55,222 FHWA PL / \$11,044 toll credits)
Lead Agency	Binghamton Metropolitan Transportation Study

NYSAMPO Staff Support

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

Project Cost:	\$300,000 total (\$200,000 FHWA PL / \$40,000 toll credits; \$80,000 FHWA SPR / \$20,000 State match)
Lead Agency	Capital District Transportation Committee

NYSAMPO Staff Training

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

Project Cost:	\$140,636 total (\$45,953 FHWA PL / \$9,191 toll credits; \$94,683 FTA MPP / \$23,671 NYSDOT IKS)
Lead Agency	Genesee Transportation Council

Budget Summaries

Council Budget

	SFY 2024-2025	SFY 2024-2025		NEW FHWA PL/	PROGRAMMED	
<u>USE OF FUNDS:</u>	<u>FTA MPP</u>	<u>FHWA PL</u>	<u>New Match *</u>	<u>FTA MPP</u>	<u>IN PRIOR YEARS</u>	<u>Total</u>
Staff:						
Central/TCC Staff	\$3,743,331	\$9,159,124	\$935,833	\$13,838,288	\$0	\$13,838,288
Central/TCC Staff Consultants	\$0	\$4,846,971	\$0	\$4,846,971	\$23,060,181	\$27,907,152
Subtotal Central Staff, TCCs, Match	\$3,743,331	\$14,006,095	\$935,833	\$18,685,259	\$23,060,181	\$41,745,440
Members:						
MTA	\$2,530,859	\$0	\$632,715	\$3,163,574	\$3,600,000	\$6,763,574
Nassau County	\$273,933	\$910,664	\$296,149	\$1,480,747	\$3,085,000	\$4,565,747
NYC Dept. City Planning	\$603,874	\$1,718,449	\$580,581	\$2,902,904	\$502,094	\$3,404,998
NYC Dept. of Transportation	\$1,015,741	\$2,486,814	\$875,639	\$4,378,193	\$272,780	\$4,650,973
Putnam County	\$58,290	\$242,709	\$75,250	\$376,248	\$250,000	\$626,248
Rockland County	\$56,644	\$138,681	\$48,831	\$244,156	\$899,638	\$1,143,794
Suffolk County	\$44,447	\$108,819	\$38,316	\$191,582	\$0	\$191,582
Westchester County	\$310,339	\$759,794	\$267,533	\$1,337,666	\$500,000	\$1,837,666
Subtotal Members	\$4,894,127	\$6,365,930	\$2,815,014	\$14,075,070	\$9,109,512	\$23,184,582
TOTAL	\$8,637,458	\$20,372,025	\$3,750,847	\$32,760,329	\$32,169,693	\$64,930,022
<u>SOURCE OF FUNDS:</u>						
FTA MPP, NY-80-0034;						
FHWA 2024-2025 PL	\$8,637,458	\$20,372,025	\$3,750,847	\$32,760,330	\$0	\$32,760,330
Prior Year FHWA PL, FTA MPP				\$0	\$32,169,693	\$32,169,693
TOTAL	\$8,637,458	\$20,372,025	\$3,750,847	\$32,760,330	\$32,169,693	\$64,930,023

FTA/FHWA split = 29% FTA and 71% 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

NYMTC received \$525,854 total, 100% Federal Share with a local match waiver, in Increasing Safe & Accessible Transportation Options Metropolitan Planning Set-Aside (Pub. L. 117-58) Section 11206(b) funds.

Details about funds programmed in prior years is on the next page:

Funds Programmed in Prior Years

<u>USE OF FUNDS:</u>	Programmed in Prior Years	Prior Years' FTA MPP	Prior Years' FHWA PL	Prior Years' Match
Staff:				
Central/TCC Staff	\$0	\$0	\$0	\$0
Central/TCC Staff Consultants	\$23,060,181	\$0	\$23,060,181	\$0
Subtotal Central Staff, TCCs	\$23,060,181	\$0	\$23,060,181	\$0
Members:				
MTA	\$3,600,000	\$2,880,000	\$0	\$720,000
Nassau County	\$3,085,000	\$808,280	\$1,659,720	\$617,000
NYC Dept. City Planning	\$502,094	\$486	\$401,189	\$100,419
NYC Dept. of Transportation	\$272,780	\$63,285	\$154,939	\$54,556
Putnam County	\$250,000	\$23,200	\$176,800	\$50,000
Rockland County	\$899,638	\$208,716	\$510,994	\$179,928
Suffolk County	\$0	\$0	\$0	\$0
Westchester County	\$500,000	\$184,160	\$215,840	\$100,000
Subtotal Members	\$9,109,512	\$4,168,127	\$3,119,483	\$1,821,902
Total Central Staff, TCC & Members	32,169,693	4,168,127	26,179,664	1,821,902

USE OF FUNDS:

Programmed in Prior Years

Staff:

Central/TCC Staff

Central/TCC Staff Consultants

Subtotal Central Staff, TCCs

Members:

MTA

Nassau County
NYC Dept. City Planning
NYC Dept. of Transportation
Putnam County
Rockland County
Suffolk County
Westchester County

Subtotal Members

Total Central Staff, TCC & Members

Due to unexpected delays in consultant contract awards, unanticipated staff vacancies, ongoing multi-year studies, and the accumulation of funds for several large upcoming consultant projects including the next Regional

Due to unexpected delays in consultant contract awards, unanticipated staff vacancies, ongoing multi-year studies, and the accumulation of funds for several large upcoming consultant projects including the next Regional Household Travel Survey and the next Socioeconomic and Demographic forecast, \$32.2 million in prior years' FHWA-PL and FTA-MPP funds are programmed for the 2024-2025 UPWP period. It is expected that this balance will be reduced within the next several program years.

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	\$2,843,930	\$500	\$2,844,430	\$2,671,927	\$5,516,357	\$1,170,437	\$4,345,920
General Development and Comprehensive Planning	\$256,340	\$0	\$256,340	\$1,500,000	\$1,756,340	\$1,500,000	\$256,340
Long-Range Transportation Planning	\$3,220,662	\$100	\$3,220,762	\$19,258,340	\$22,479,102	\$16,464,299	\$6,014,803
Transportation Improvement Program	\$1,421,158	\$256,446	\$1,677,604	\$1,552,738	\$3,230,342	\$1,552,738	\$1,677,604
Discretionary Program	\$893,098	\$1,850	\$894,948	\$2,924,147	\$3,819,095	\$2,372,707	\$1,446,388
Total Central Staff	\$8,635,188	\$258,896	\$8,894,084	\$27,907,152	\$36,801,236	\$23,060,181	\$13,741,055
<u>TCC STAFF</u>							
<u>Mid Hudson South TCC</u>							
Program Support and Administration	\$204,245	\$0	\$204,245	\$0	\$204,245	\$0	\$204,245
General Development and Comprehensive Planning	\$26,270	\$0	\$26,270	\$0	\$26,270	\$0	\$26,270
Long-Range Transportation Planning	\$222,900	\$0	\$222,900	\$0	\$222,900	\$0	\$222,900
Transportation Improvement Program	\$715,312	\$0	\$715,312	\$0	\$715,312	\$0	\$715,312
Discretionary Program	\$239,281	\$500	\$239,781	\$0	\$239,781	\$0	\$239,781
Total Mid Hudson South TCC	\$1,408,008	\$500	\$1,408,508	\$0	\$1,408,508	\$0	\$1,408,508
<u>Nassau/Suffolk TCC</u>							
Program Support and Administration	\$92,809	\$0	\$92,809	\$0	\$92,809	\$0	\$92,809
General Development and Comprehensive Planning	\$3,486	\$0	\$3,486	\$0	\$3,486	\$0	\$3,486
Long-Range Transportation Planning	\$232,590	\$0	\$232,590	\$0	\$232,590	\$0	\$232,590
Transportation Improvement Program	\$766,450	\$0	\$766,450	\$0	\$766,450	\$0	\$766,450
Discretionary Program	\$89,061	\$0	\$89,061	\$0	\$89,061	\$0	\$89,061
Total Nassau Suffolk TCC	\$1,184,396	\$0	\$1,184,396	\$0	\$1,184,396	\$0	\$1,184,396

	<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	\$315,670	\$0	\$315,670	\$0	\$315,670	\$0	\$315,670
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning	\$371,325	\$0	\$371,325	\$0	\$371,325	\$0	\$371,325
Transportation Improvement Program	\$637,352	\$0	\$637,352	\$0	\$637,352	\$0	\$637,352
Discretionary Program	\$90,921	\$200	\$91,121	\$0	\$91,121	\$0	\$91,121
Total NYC TCC	\$1,415,268	\$200	\$1,415,468	\$0	\$1,415,468	\$0	\$1,415,468
<u>MTA</u>							
Program Support and Administration	\$68,119	\$0	\$68,119	\$0	\$68,119	\$0	\$68,119
General Development and Comprehensive Planning	\$74,829	\$0	\$74,829	\$0	\$74,829	\$0	\$74,829
Long-Range Transportation Planning	\$235,210	\$0	\$235,210	\$0	\$235,210	\$0	\$235,210
Transportation Improvement Program	\$21,170	\$0	\$21,170	\$0	\$21,170	\$0	\$21,170
Discretionary Program	\$214,246	\$0	\$214,246	\$6,150,000	\$6,364,246	\$3,600,000	\$2,764,246
Total MTA	\$613,574	\$0	\$613,574	\$6,150,000	\$6,763,574	\$3,600,000	\$3,163,574
<u>Nassau County</u>							
Program Support and Administration	\$144,064	\$0	\$144,064	\$0	\$144,064	\$0	\$144,064
General Development and Comprehensive Planning	\$61,400	\$0	\$61,400	\$50,000	\$111,400	\$0	\$111,400
Long-Range Transportation Planning	\$193,951	\$0	\$193,951	\$0	\$193,951	\$0	\$193,951
Transportation Improvement Program	\$80,458	\$0	\$80,458	\$0	\$80,458	\$0	\$80,458
Discretionary Program	\$450,874	\$0	\$450,874	\$3,585,000	\$4,035,874	\$3,085,000	\$950,874
Total Nassau County	\$930,747	\$0	\$930,747	\$3,635,000	\$4,565,747	\$3,085,000	\$1,480,747

	<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	\$214,855	\$2,000	\$216,855	\$0	\$216,855	\$0	\$216,855
General Development and Comprehensive Planning	\$155,645	\$2,000	\$157,645	\$0	\$157,645	\$0	\$157,645
Long-Range Transportation Planning	\$275,415	\$4,500	\$279,915	\$0	\$279,915	\$0	\$279,915
Transportation Improvement Program	\$125,455	\$2,000	\$127,455	\$0	\$127,455	\$0	\$127,455
Discretionary Program	\$1,798,128	\$25,000	\$1,823,128	\$800,000	\$2,623,128	\$502,094	\$2,121,034
Total NYC Dept of City Planning	\$2,569,498	\$35,500	\$2,604,998	\$800,000	\$3,404,998	\$502,094	\$2,902,904
<u>NYC Dept of Transportation</u>							
Program Support and Administration	\$258,033	\$0	\$258,033	\$0	\$258,033	\$14,000	\$244,033
General Development and Comprehensive Planning	\$12,903	\$0	\$12,903	\$0	\$12,903	\$3,267	\$9,636
Long-Range Transportation Planning	\$203,502	\$1,500	\$205,002	\$660,000	\$865,002	\$21,513	\$843,489
Transportation Improvement Program	\$293,080	\$0	\$293,080	\$0	\$293,080	\$54,000	\$239,080
Discretionary Program	\$2,860,580	\$0	\$2,860,580	\$361,375	\$3,221,955	\$180,000	\$3,041,955
Total NYC Dept. of Transportation	\$3,628,098	\$1,500	\$3,629,598	\$1,021,375	\$4,650,973	\$272,780	\$4,378,193
<u>Putnam County</u>							
Program Support and Administration	\$30,253	\$0	\$30,253	\$0	\$30,253	\$0	\$30,253
General Development and Comprehensive Planning	\$1,933	\$0	\$1,933	\$0	\$1,933	\$0	\$1,933
Long-Range Transportation Planning	\$73,825	\$0	\$73,825	\$175,000	\$248,825	\$75,000	\$173,825
Transportation Improvement Program	\$102,921	\$0	\$102,921	\$0	\$102,921	\$0	\$102,921
Discretionary Program	\$42,316	\$0	\$42,316	\$200,000	\$242,316	\$175,000	\$67,316
Total Putnam County	\$251,248	\$0	\$251,248	\$375,000	\$626,248	\$250,000	\$376,248

	<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	\$84,579	\$0	\$84,579	\$0	\$84,579	\$0	\$84,579
General Development and Comprehensive Planning	\$47,340	\$0	\$47,340	\$0	\$47,340	\$0	\$47,340
Long-Range Transportation Planning	\$71,343	\$0	\$71,343	\$0	\$71,343	\$0	\$71,343
Transportation Improvement Program	\$40,894	\$0	\$40,894	\$0	\$40,894	\$0	\$40,894
Discretionary Program	\$119,638	\$0	\$119,638	\$780,000	\$899,638	\$899,638	\$0
Total Rockland County	\$363,794	\$0	\$363,794	\$780,000	\$1,143,794	\$899,638	\$244,156
<u>Suffolk County</u>							
Program Support and Administration	\$33,782	\$0	\$33,782	\$0	\$33,782	\$0	\$33,782
General Development and Comprehensive Planning	\$3,641	\$0	\$3,641	\$0	\$3,641	\$0	\$3,641
Long-Range Transportation Planning	\$105,422	\$0	\$105,422	\$0	\$105,422	\$0	\$105,422
Transportation Improvement Program	\$48,737	\$0	\$48,737	\$0	\$48,737	\$0	\$48,737
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Suffolk	\$191,582	\$0	\$191,582	\$0	\$191,582	\$0	\$191,582
<u>Westchester County</u>							
Program Support and Administration	\$179,901	\$1,200	\$181,101	\$0	\$181,101	\$0	\$181,101
General Development and Comprehensive Planning	\$18,402	\$0	\$18,402	\$0	\$18,402	\$0	\$18,402
Long-Range Transportation Planning	\$464,250	\$6,000	\$470,250	\$0	\$470,250	\$0	\$470,250
Transportation Improvement Program	\$127,608	\$1,200	\$128,808	\$0	\$128,808	\$0	\$128,808
Discretionary Program	\$374,105	\$105,000	\$479,105	\$560,000	\$1,039,105	\$500,000	\$539,105
Total Westchester County	\$1,164,266	\$113,400	\$1,277,666	\$560,000	\$1,837,666	\$500,000	\$1,337,666

	<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	\$163,293	\$0	\$163,293	\$0	\$163,293	\$0	\$163,293
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 8	\$163,293	\$0	\$163,293	\$0	\$163,293	\$0	\$163,293
<u>NYSDOT REG 10</u>							
Program Support and Administration	\$85,569	\$0	\$85,569	\$0	\$85,569	\$0	\$85,569
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 10	\$85,569	\$0	\$85,569	\$0	\$85,569	\$0	\$85,569
<u>NYSDOT Reg 11</u>							
Program Support and Administration	\$258,625	\$0	\$258,625	\$0	\$258,625	\$0	\$258,625
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 11	\$258,625	\$0	\$258,625	\$0	\$258,625	\$0	\$258,625
<u>NYSDOT Albany</u>							
Program Support and Administration	\$428,346	\$0	\$428,346	\$0	\$428,346	\$0	\$428,346
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Albany	\$428,346	\$0	\$428,346	\$0	\$428,346	\$0	\$428,346

NYMTC Staff Schedule of Programmed Funding for Professional Services Contracts

PSA5 - Public Involvement, Outreach and Engagement Support			
UPWP Category:	Program Support and Administration	UPWP Task:	MPO Operations and Management
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$2,801,437	Programmed Funds	\$2,471,927
Purpose:	Planning Services Agreement to provide public involvement, outreach, and engagement support.		
Status	The contract is in progress.		
Executive Training Workshops for Transportation Professionals			
UPWP Category:	Program Support and Administration	UPWP Task:	MPO Operations and Management
(Anticipated) Start Date:	9/1/2023	(Anticipated) End Date:	9/1/2024
(Estimated) Total Cost:	\$200,000	Programmed Funds	\$200,000
Purpose:	NYMTC will work with UTC to sponsor Executive Training Workshops for Transportation Professionals in the NYMTC region.		
Status	The contract is expected to be executed by the end of the program year.		
Socioeconomic and Demographic Forecast Update			
UPWP Category:	General Development and Comprehensive Planning	UPWP Task:	Socioeconomic and Demographic (SED) Forecasts and Census Data
(Anticipated) Start Date:	4/1/2025	(Anticipated) End Date:	3/1/2027
(Estimated) Total Cost:	\$1,500,000	Programmed Funds	\$1,500,000
Purpose:	Consultant Support to develop a new NYMTC SED forecasting system along with forecast through 2060.		
Status	This project is expected to be in the scope development phase by the end of the program year.		
Consultant Services for the Development of Plan 2055			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	FFYs 2022-2050 Plan Maintenance / FFYs 2026-2055 Plan Development
(Anticipated) Start Date:	8/1/2023	(Anticipated) End Date:	9/30/2025
(Estimated) Total Cost:	\$1,227,074	Programmed Funds	\$1,227,074
Purpose:	Consultant support to develop NYMTC's next RFP - Plan 2055		
Status	The contract is in progress.		
PIMS Upgrades and Enhancements			

UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	10/5/2023	(Anticipated) End Date:	9/30/2026
(Estimated) Total Cost:	\$381,500	Programmed Funds	\$381,500
Purpose:	This consultant will maintain and enhance NYMTC's Project Information Management System		
Status	The contract is in progress.		
Support for NYBPM 2026 Base Year Update			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	6/30/2026	(Anticipated) End Date:	6/30/2029
(Estimated) Total Cost:	\$2,500,000	Programmed Funds	\$1,939,184
Purpose:	Consultant services to update the NYBPM.		
Status	This project is expected to be in the scope development phase by the end of the program year.		
PPS-AQ and PPS-AQ Software			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	11/9/2020	(Anticipated) End Date:	7/4/2023
(Estimated) Total Cost:	\$2,400,414	Programmed Funds	\$2,181,764
Purpose:	Consultant to host, support, and maintain NYMTC's Post Processor Software for both Air Quality and the Congestion Management Process.		
Status	The contract is in progress.		
PIMS Hosting and Maintenance			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	6/2/2022	(Anticipated) End Date:	6/1/2025
(Estimated) Total Cost:	\$206,500	Programmed Funds	\$195,730
Purpose:	Consultant to host and maintain NYMTC's Project Information Management System		
Status	The contract is in progress.		
PSA5 - Model Support, Updates, and Enhancements			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$3,656,379	Programmed Funds	\$3,656,379

Purpose:	Consultant to 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.		
Status	The contract is in progress.		
NYMTC Travel Survey Data Collection and Utilization Program			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Regional Surveys
(Anticipated) Start Date:	10/21/2021	(Anticipated) End Date:	12/31/2023
(Estimated) Total Cost:	\$472,162	Programmed Funds	\$288,471
Purpose:	Research into the best methods for NYMTC's upcoming Regional Household Travel Survey.		
Status	The contract is in progress.		
Regional Household Travel Survey			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Regional Surveys
(Anticipated) Start Date:	9/1/2023	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$6,000,000	Programmed Funds	\$6,000,000
Purpose:	Consultant Support to develop and implement NYMTC's next regional household travel survey		
Status	The contract is expected to be executed by the end of the program year.		
TIG Hosting, Support and Enhanced Maintenance			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
(Anticipated) Start Date:	5/1/2021	(Anticipated) End Date:	4/30/2024
(Estimated) Total Cost:	\$429,751	Programmed Funds	\$150,732
Purpose:	Consultant to maintain, support, and enhance NYMTC's Transportation Information Gateway.		
Status	The contract is in progress.		
PSA5 - Geographic Information Support			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$1,189,028	Programmed Funds	\$1,189,028
Purpose:	Consultant to provide one continuous, long term in-house contractor to augment NYMTC staff to provide support for GIS services.		
Status	The contract is in progress.		

PSA5 - Data Collection, Monitoring and Analysis			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$2,048,478	Programmed Funds	\$2,048,478
Purpose:	Consultant to provide periodic, on-call support services for data collection, monitoring and analysis.		
Status	The contract is in progress.		
PSA5 -Transportation Conformity Determination Support			
UPWP Category:	Transportation Improvement Program	UPWP Task:	Regional Emissions Analysis and Transportation Conformity
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$1,552,738	Programmed Funds	\$1,552,738
Purpose:	Consultant to provide one continuous, long-term in-house contractor to support the required transportation conformity determinations, as well as a flexible pool of on-call staff resources to support and supplement the in-house contractor services, as needed.		
Status	The contract is in progress.		
Community Planning Workshops			
UPWP Category:	Discretionary Program	UPWP Task:	September 11th Memorial Program
(Anticipated) Start Date:	7/28/2022	(Anticipated) End Date:	7/30/2026
(Estimated) Total Cost:	\$1,000,000	Programmed Funds	\$1,000,000
Purpose:	Consultant to develop and implement community planning workshops throughout the NYMTC planning area.		
Status	The contract is in progress.		
September 11th Memorial Program			
UPWP Category:	Discretionary Program	UPWP Task:	September 11th Memorial Program
(Anticipated) Start Date:	9/15/2022	(Anticipated) End Date:	9/30/2026
(Estimated) Total Cost:	\$540,000	Programmed Funds	\$420,000
Purpose:	Student Stipends for selected students via the UTC - Rutgers		
Status	The contract is in progress.		
Palisades Shared Use Path Feasibility Study			
UPWP Category:	Discretionary Program	UPWP Task:	Palisades Shared Use Path Feasibility Study
(Anticipated) Start Date:	2/1/2022	(Anticipated) End Date:	1/31/2024

<u>(Estimated) Total Cost:</u>	\$356,207	<u>Programmed Funds</u>	\$356,207
<u>Purpose:</u>	Consultant to support the Palisades Shared Use Path Feasibility Study		
<u>Status</u>	The contract is in progress.		
<u>Safety and Security Needs and Technologies</u>			
<u>UPWP Category:</u>	Discretionary Program	<u>UPWP Task:</u>	Safety and Security Needs and Technologies
<u>(Anticipated) Start Date:</u>	9/1/2023	<u>(Anticipated) End Date:</u>	8/30/2025
<u>(Estimated) Total Cost:</u>	\$156,500	<u>Programmed Funds</u>	\$156,500
<u>Purpose:</u>	Consultant support for the Safety and Security Needs and Technologies Study		
<u>Status</u>	The contract is in progress.		
<u>Transit Services Coordination Needs</u>			
<u>UPWP Category:</u>	Discretionary Program	<u>UPWP Task:</u>	Transit Service Coordination Needs
<u>(Anticipated) Start Date:</u>	9/1/2023	<u>(Anticipated) End Date:</u>	8/30/2025
<u>(Estimated) Total Cost:</u>	\$150,000	<u>Programmed Funds</u>	\$150,000
<u>Purpose:</u>	Consultant support for the Transit Services Coordination Needs study		
<u>Status</u>	The contract is in progress.		
<u>Regional Waste Movement Study</u>			
<u>UPWP Category:</u>	Discretionary Program	<u>UPWP Task:</u>	Regional Waste Movement Study
<u>(Anticipated) Start Date:</u>	4/1/2023	<u>(Anticipated) End Date:</u>	3/31/2025
<u>(Estimated) Total Cost:</u>	\$290,000	<u>Programmed Funds</u>	\$290,000
<u>Purpose:</u>	This project will perform a regional study of needs and opportunities associated with waste movement throughout the New York City metropolitan area.		
<u>Status</u>	The contract is in progress.		
<u>Complete Streets Technical Assistance</u>			
<u>UPWP Category:</u>	Discretionary Program	<u>UPWP Task:</u>	Complete Streets Technical Assistance
<u>(Anticipated) Start Date:</u>	4/1/2024	<u>(Anticipated) End Date:</u>	3/31/2029
<u>(Estimated) Total Cost:</u>	\$2,000,000	<u>Programmed Funds</u>	\$551,440
<u>Purpose:</u>	This project will provide communities with complete streets technical assistance.		
<u>Status</u>	The RFP for this project is expected to be released by the end of the program year.		

Public Comments

NYMTC offered two public webinars during a public comment period held between January 5, 2024, and February 5, 2024. NYMTC received no public comments.

Amendments and Modifications

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Adam S. Levine, P.E., AICP
Executive Director



TO: Program, Finance, and Administration Committee

FROM: Adam S. Levine, P.E., AICP, Executive Director *A. Levine*

SUBJECT: State Fiscal Year (SFY) 2024-2025 Unified Planning Work Program (UPWP)
Administrative Modification

DATE: May 29, 2024

The SFY 2024-2025 UPWP has been modified to reduce the NYMTC Central Staff's program by \$207,393 to account for the difference between the estimated SFY 2024-2025 FTA-MPP apportionment used to develop the SFY 2024-2025 UPWP and the actual apportionment:

- Programmed funding for the MPO Operations and Management project has been reduced by \$156,816.
- Programmed funding for the Regional Program Management project has been reduced by \$50,577.

These actions have been taken through an administrative modification since the funding changes for the applicable projects are each less than 10%, and there are no changes to the scopes of work.

This is not a UPWP amendment. Therefore, no formal action will be required of the PFAC.

Should you have any questions, please contact Seitu Allen (212) 383-1885.

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Adam Levine, P.E., AICP
Executive Director

PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #589

AMENDMENTS TO THE STATE FISCAL YEARS (SFYs) 2023-2024 AND 2024-2025
UNIFIED PLANNING WORK PROGRAMS (UPWPs)

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

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

WHEREAS, the SFY 2023-2024 UPWP, which was adopted on February 23, 2023, and the SFY 2024-2025 UPWP, which was adopted on February 29, 2024, identify federally funded planning programs and projects being undertaken by NYMTC's staff and its member agencies; and

WHEREAS, the New York City Department of Transportation needs to retroactively amend their projects in the SFY 2023-2024 UPWP as noted in Attachment #1 to this resolution; and

WHEREAS, the SFY 2024-2025 UPWP needs to be amended as noted in Attachment #1 to this resolution; and

WHEREAS, NYMTC staff have confirmed that these funds are available to be programmed in the SFY2023-2024 and SFY 2024-2025 UPWPs.

NOW, THEREFORE, BE IT RESOLVED that PFAC adopts the amendment described above to the SFY 2023-2024 UPWP and the SFY 2024-2025 UPWP as summarized in Attachment #1 to this resolution.

This resolution shall take effect on the nineteenth day of September, two thousand and twenty-four.

ADOPTED: September 19, 2024

"I hereby certify that the above is a true copy of Resolution #589, Amendments to the State Fiscal Years (SFYs) 2023-2024 and 2024-2025 Unified Planning Work Programs (UPWPs), and was moved by Joseph Cuomo, representing the Nassau-Suffolk Transportation Coordinating Committee, and seconded by Barbara Barosa, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Debra Nelson, PFAC Chair

THE METROPOLITAN PLANNING ORGANIZATION

25 BEAVER STREET ▼ SUITE 201 ▼ NEW YORK ▼ NEW YORK ▼ 10004 ▼ 212.383.7200 ▼ WWW.NYMT.C.ORG

PFAC Resolution #589, September 19, 2024						
UPWP Amendment Actions Summary						
PIN	Project Name	Action Requested	Total Project Cost for Current Program Year (matched dollars)	\$ Amount Associated with Action (matched dollars)	Total Project Cost for Current Program after Amendment (matched dollars)	Comments
Amendments to the State Fiscal Year 2023-2024 UPWP (Retroactive)						
Actions Requested by NYC DOT						
PTDT23D00.C06	Regional Surveys		\$ 10,922.00	\$ 24,613	\$ 35,535	Additional funds are needed to cover higher than expected costs.
PTDT23D00.D01	Regional Program Management		\$ 298,679.00	\$ 48,211	\$ 346,890	
PTDT23D00.G02	Red Hook Traffic & Truck Study		\$ 401,953.00	\$ -	\$ 401,953	Move SFY 2023-2024 funds from PS to OTPS.
PTDT23D00.G06	NYC Pedestrian Planning Studies		\$ 208,090.00	\$ (48,211)	\$ 159,879	Unspent funds are being reprogrammed for other planning activities.
PTDT23D00.G07	Truck Route Effects & Communication Tools		\$ 50,843.00	\$ 2,946	\$ 53,789	Additional funds are needed to cover higher than expected costs.
PTDT23D00.G10	Green Wave Comprehensive Transportation Plan		\$ 302,017.05	\$ 1,437	\$ 303,454	
PTDT23D00.G11	Coney Island Alternative Access - Congestion Study		\$ 199,778.00	\$ (28,996)	\$ 170,782	Unspent funds are being reprogrammed for other planning activities.
Amendments to the State Fiscal Year 2024-2025 UPWP						
Actions Requested by Suffolk County						
PTSU24D00.G01	Suffolk County Strategic Safety Action Plan	Add previously programmed planning activities to the Program	\$ -	\$ 2,903,100	\$ 2,903,100	These continuing planning activities, which were initially programmed in prior year Programs, are being added to the current Program along with the balance of unspent funds for each. No new funding is requested.
PTSU24D00.G02	Suffolk County Transit S92 Corridor Improvements		\$ -	\$ 156,320	\$ 156,320	
PTSU24D00.G03	Downtown Patchogue Walkability Study		\$ -	\$ 218,777	\$ 218,777	
PTSU24D00.G04	Regional Economic Analyses on Suffolk County from the North Atlantic Rail Project		\$ -	\$ 250,058	\$ 250,058	
PTSU24D00.G05	Suffolk Countywide Hike & Bike Network-Corridor Conceptual Design, Phase II		\$ -	\$ 151,028	\$ 151,028	
PTSU24D00.G06	Implementation Plan Development & Public Outreach for Suffolk County Reimagine Transit Initiative Study		\$ -	\$ 111,324	\$ 111,324	
PTSU24D00.G07	Regional Economic Impacts of Electrification & Double Tracking of LIRR Port Jefferson Branch		\$ -	\$ 4,300	\$ 4,300	
PTSU24D00.G08	Downtown Amityville Active Transportation Study		\$ -	\$ 84,871	\$ 84,871	



PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #591

AMENDMENTS TO STATE FISCAL YEAR (SFY)

2024-2025 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

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

WHEREAS, the SFY 2024-2025 UPWP, which was adopted on February 29, 2024, identifies federally funded planning programs and projects being undertaken by NYMTC's staff and its member agencies; and

WHEREAS, the SFY 2024-2025 UPWP needs to be amended as noted in Attachment #1 and Attachment #2 to this resolution; and

WHEREAS, NYMTC staff have confirmed that these funds are available to be programmed in and SFY 2024-2025 UPWP.

NOW, THEREFORE, BE IT RESOLVED that PFAC adopts the amendment described above to the SFY 2024-2025 UPWP as summarized in Attachment #1 and Attachment #2 to this resolution.

This resolution shall take effect on the fourteenth day of November, two thousand and twenty-four.

ADOPTED: November 14, 2024

"I hereby certify that the above is a true copy of Resolution #591, Amendments to the State Fiscal Year 2024-2025 Unified Planning Work Program, and was motioned by Jack Schmidt, representing the New York City Transportation Coordinating Committee, and seconded by Sean Bennett, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Debra Nelson
PFAC Chair

Attachment #1						
PFAC Resolution #591, November 14, 2024						
UPWP Amendment Actions Summary						
<u>PIN</u>	<u>Project Name</u>	<u>Action Requested</u>	<u>Total Project Cost for Current Program Year (matched dollars)</u>	<u>\$ Amount Associated with Action (matched dollars)</u>	<u>Total Project Cost for Current Program after Amendment (matched dollars)</u>	<u>Comments</u>
<u>Amendments to the State Fiscal Year 2024-2025 UPWP</u>						
<u>Actions Requested by Metropolitan Transportation Authority</u>						
PTDT24D0A.G01	LIRR O&D Survey (Post-ESA Study)	Remove study from work program	\$ 1,900,000.00	\$ (1,900,000)	\$ -	Due to changing priorities, funds are being reprogrammed to new discretionary planning activities.
PTDT24D0A.GXX	Catalyzing Behavioral Change to Address Fare Evasion	Add new study to work program	\$ -	\$ 1,900,000	\$ 1,900,000	
<u>Actions Requested by Suffolk County</u>						
PTSU24D00.G02	Suffolk County Transit S92 Corridor Improvements	Remove studies from work program	\$ 156,320	\$ (156,320)	\$ -	Due to changing priorities, funds are being reprogrammed to new discretionary planning activities.
PTSU24D00.G03	Downtown Patchogue Walkability Study		\$ 218,777	\$ (218,777)	\$ -	
PTSU24D00.G04	Regional Economic Analyses on Suffolk County from the North Atlantic Rail Project		\$ 250,058	\$ (250,058)	\$ -	
PTSU24D00.GXX	Gordon Heights Walkability Study	Add new studies to work Program	\$ -	\$ 156,250	\$ 156,250	
PTSU24D00.GXX	Amtrak Extension to Ronkonkoma Economic Impact Analysis		\$ -	\$ 156,250	\$ 156,250	
PTSU24D00.GXX	Countywide Transit Priority Treatments		\$ -	\$ 218,750	\$ 218,750	
PTSU24D00.GXX	Suffolk Transit New Rider Education and Travel Training		\$ -	\$ 93,750	\$ 93,750	



PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #595

AMENDMENTS TO STATE FISCAL YEAR (SFY)

2024-2025 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

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

WHEREAS, the SFY 2024-2025 UPWP, which was adopted on February 29, 2024, identifies federally funded planning programs and projects being undertaken by NYMTC's staff and its member agencies; and

WHEREAS, the SFY 2024-2025 UPWP needs to be amended as noted in Attachment #1 and Attachment #2 to this resolution; and

WHEREAS, NYMTC staff have confirmed that these funds are available to be programmed in the SFY 2024-2025 UPWP.

NOW, THEREFORE, BE IT RESOLVED that PFAC adopts the amendment described above to the SFY 2024-2025 UPWP as summarized in Attachment #1 and Attachment #2 to this resolution.

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

ADOPTION: February 13, 2025

"I hereby certify that the above is a true copy of Resolution #595 – Amendments to the State Fiscal Year 2024-2025 Unified Planning Work Program, and was motioned by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee, and seconded by Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Debra Nelson, PFAC Chair

Attachment #1						
PFAC Resolution #595, February 13, 2025						
UPWP Amendment Actions Summary						
PIN	Project Name	Action Requested	Total Project Cost for Current Program Year (matched dollars)	\$ Amount Associated with Action (matched dollars)	Total Project Cost for Current Program after Amendment (matched dollars)	Comments
Amendments to the State Fiscal Year 2024-2025 UPWP						
Action Requested by NYC DOT						
PTDT24D00.A01	MPO Operations and Management	Increase Funds	\$ 80,534	\$ 20,000	\$ 100,534	Additional funds are needed to cover higher than expected costs. No new funding is requested.
PTDT24D00.A02	Annual UPWP Development and Reporting		\$ 177,499	\$ 15,000	\$ 192,499	
PTDT24D00.C04	Model Development, Enhancement, and Applications		\$ 9,508	\$ 5,000	\$ 14,508	
PTDT24D00.C05	Regional Surveys		\$ 4,213	\$ 67,000	\$ 71,213	
PTDT24D00.C06	Data Management		\$ 753,626	\$ 175,000	\$ 928,626	
PTDT24D00.D01	Regional Program Management		\$ 229,655	\$ 200,000	\$ 429,655	
PTDT24D00.G01	Red Hook Traffic & Truck Study		\$ 282,324	\$ 30,000	\$ 312,324	
PTDT24D00.B01	Socioeconomic and Demographic (SED) Forecasts and Census Data	Decrease Funds	\$ 12,903	\$ (5,000)	\$ 7,903	To complete these planning activities, less funding is needed than anticipated. Therefore, some funding is being reprogrammed to other planning activities.
PTDT24D00.G04	Brooklyn College Flatbush Ave Transportation Study		\$ 60,480	\$ (30,000)	\$ 30,480	
PTDT24D00.G08	Increase Truck Safety Through Access to Better Vehicle Design Study		\$ 67,730	\$ (35,000)	\$ 32,730	
PTDT24D00.G09	Freight Hub and Flow Analysis		\$ 278,739	\$ (76,000)	\$ 202,739	
PTDT24D00.G10	NYC Urban Freight Consolidation Center Feasibility Study		\$ 74,720	\$ (24,000)	\$ 50,720	
PTDT24D00.G14	Secure Bike Parking Program Planning Activities		\$ 171,970	\$ (10,000)	\$ 161,970	
PTDT24D00.G16	Pedestrian Unit Planning Analysis		\$ 380,870	\$ (142,000)	\$ 238,870	
PTDT24D00.G17	York Avenue Transportation Study		\$ 416,209	\$ (190,000)	\$ 226,209	