



STATE FISCAL YEAR 2026-2027

Unified Planning Work Program

APRIL 1, 2026 - MARCH 31, 2027



NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
ADOPTED FEBRUARY 26, 2026

Disclaimer

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PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

**RESOLUTION #606
RECOMMENDATION OF THE DRAFT STATE FISCAL YEAR (SFY) 2026-2027
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, 2026 through March 31, 2027 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 activities specified in this draft SFY 2026-2027 UPWP during the upcoming program year.

NOW, THEREFORE, BE IT RESOLVED that PFAC recommends that the Council adopt the draft SFY 2026-2027 UPWP.

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

ADOPTED: Debra A. Nelson



RESOLUTION #2026-1
COUNCIL ADOPTION OF STATE FISCAL YEAR (SFY) 2026-2027
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) 2026-2027 UPWP, for the program year April 1, 2026 through March 31, 2027, 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 2026-2027 UPWP during the upcoming program year; and

WHEREAS, NYMTC's Program, Finance and Administration Committee, at its February 11, 2026 meeting, recommended that this SFY 2026-2027 UPWP be adopted by the Council.

NOW, THEREFORE, BE IT RESOLVED that the New York Metropolitan Transportation Council adopts the SFY 2026-2027 Unified Planning Work Program.

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

ADOPTED: February 26, 2026

A handwritten signature in black ink, reading "Debra A. Nelson".

Council Secretary

ABBREVIATIONS AND ACRONYMS.....	1
<i>Executive Summary.....</i>	<i>4</i>
OVERVIEW OF THE UNIFIED PLANNING WORK PROGRAM (UPWP)	7
MAJOR EXPECTED MILESTONES FOR THE PROGRAM	31
FIVE (5) YEAR PLANNING PROJECTION	32
CORE PROGRAM ACTIVITIES	37
INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS RELATED PLANNING ACTIVITIES	38
<i>Increasing Safe and Accessible Transportation Options Planning Activities</i>	<i>40</i>
PROGRAM SUPPORT AND ADMINISTRATION.....	57
<i>MPO Operations and Management</i>	<i>60</i>
<i>Annual UPWP Development and Reporting</i>	<i>64</i>
GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING	68
<i>Socioeconomic and Demographic Forecasts and Census Data</i>	<i>70</i>
LONG-RANGE TRANSPORTATION PLANNING.....	73
<i>Plan 2055 Maintenance / Plan 2060 Development.....</i>	<i>75</i>
<i>Congestion Management Process.....</i>	<i>79</i>
<i>Transportation Performance Management.....</i>	<i>82</i>
<i>Model Development, Enhancement, and Applications.....</i>	<i>86</i>
<i>Regional Surveys.....</i>	<i>89</i>
<i>Data Management.....</i>	<i>92</i>
TRANSPORTATION IMPROVEMENT PROGRAM.....	96
<i>Regional Program Management.....</i>	<i>98</i>
<i>Regional Emissions Analysis and Transportation Conformity</i>	<i>102</i>
DISCRETIONARY PROGRAM	106
NYMTC STAFF	108
<i>September 11th Memorial Program</i>	<i>108</i>
<i>Northern Westchester East-West Corridors Study.....</i>	<i>110</i>
<i>Long Island Mobility Needs</i>	<i>112</i>
METROPOLITAN TRANSPORTATION AUTHORITY	113
<i>MTA Wide Non-Revenue Fleet Electrification Infrastructure Study.....</i>	<i>113</i>
<i>Customer Survey Sampling Efficiency Study</i>	<i>115</i>
<i>Regional Rail Network Strategy Study - Scan.....</i>	<i>117</i>
<i>Regional Rail Network Strategy Study - Project Feasibility & Option Development.....</i>	<i>119</i>
<i>Geospatial Mobility Database - Replica Access</i>	<i>121</i>
<i>Recalibration of MTA Forecasting Model to a 2025 Baseline</i>	<i>123</i>
<i>LIRR Bayside Station Drainage Improvements Study.....</i>	<i>124</i>
<i>NYCT Extreme Heat Measurement and Mitigation in Subway Stations - Pilot</i>	<i>126</i>
<i>NYCT Platform Barriers Study</i>	<i>128</i>
NASSAU COUNTY	129
<i>Land Use-Transportation Element of Comprehensive Plan</i>	<i>129</i>
<i>Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury ...</i>	<i>131</i>
<i>Nassau County Traffic Signal Progression and Optimization Study II - Oceanside.....</i>	<i>133</i>
<i>Nassau County Traffic Signal Progression and Optimization Study III - Hewlett and Lynbrook.....</i>	<i>135</i>
<i>Roadway Sustainability and Compliance Study.....</i>	<i>137</i>
<i>Lido Beach Multi-Use Trail Planning Study.....</i>	<i>139</i>

<i>Nassau-Queens Interface Transportation Study - Project Support</i>	141
<i>Nassau County Transportation Alternatives Plan</i>	143
<i>Nassau County Micro-Planning</i>	145
NEW YORK CITY DEPARTMENT OF CITY PLANNING	147
<i>Neighborhood-Based Transportation Planning</i>	147
<i>Zoning for Accessibility 2.0</i>	149
<i>Transit Travelshed Study</i>	151
<i>Walkability and Land-Use Study</i>	152
<i>Non-residential off-street parking, loading, and curb cut zoning regulation</i>	154
<i>Young Voices in Planning</i>	156
<i>Last-Mile Facilities and the Package Delivery Industry Review</i>	158
<i>Work from Home Study</i>	160
NEW YORK CITY DEPARTMENT OF TRANSPORTATION	161
<i>Red Hook Traffic & Truck Study</i>	161
<i>Brooklyn College Flatbush Ave Transportation Study</i>	163
<i>Coney Island Alternative Access – Congestion Study</i>	165
<i>Microhubs Pilot Program Evaluation – Regional Implications</i>	167
<i>Increase Truck Safety Through Access to Better Vehicle Design Study</i>	170
<i>Freight Hub & Flow Analysis</i>	172
<i>NYC Urban Freight Consolidation Center Feasibility Study</i>	174
<i>Secure Bike Parking Program Planning Activities</i>	176
<i>Public Realm Neighborhood Planning</i>	178
<i>Micromobility Data Study and Dashboard</i>	180
<i>Bike Infrastructure Before and After Evaluation Study</i>	182
<i>Health Benefits of NYC Department of Transportation Streets Projects</i>	184
<i>Bicycle Green Wayfinding</i>	186
<i>Community Meter Parking Utilization Studies</i>	188
<i>NYC Bus Hub Study</i>	190
<i>NYC Transportation Electrification Infrastructure Study</i>	192
<i>Safety Project Evaluation Program</i>	194
<i>Annual Freight Traffic Counts</i>	196
<i>Coordinated Planning at the City’s Periphery</i>	198
<i>Modernize Traffic Data Management</i>	200
<i>Wayfinding for People with Vision Disabilities Study</i>	202
<i>Economic Effects of NYC DOT Open Streets Program</i>	204
<i>Carshare Program Study</i>	206
<i>Commuter Van Study</i>	208
<i>Urban Freight Data Assessment & Toolkit Development</i>	210
<i>NYCDOT Extreme Weather Resiliency & Adaptation Planning Activities</i>	213
<i>Local Law 55 Parking Study</i>	215
<i>NYC Truck Route Network Planning and Evaluation Study</i>	217
PUTNAM COUNTY	219
<i>Putnam County Public Transit System Study</i>	219
ROCKLAND COUNTY	221
<i>Clarkstown Safety and Sustainability Study for Route 303 & Route 304</i>	221
SUFFOLK COUNTY	223
<i>Support Huntington Area Rapid Transit (HART) Mobility Implementation Planning, Rollout, and Outreach</i>	223
<i>Coastal Evacuation Route Resiliency Study</i>	228
<i>Peconic Bay Ferry Service Study</i>	230
<i>Regional Freight Rail Infrastructure Assessment and Implementation Plan</i>	234
<i>Selden-Farmingville Mobility Study</i>	238

WESTCHESTER COUNTY	241
<i>County Mobility and Redesign Study</i>	<i>241</i>
<i>Transit Fare Policy and Fare Structure Analysis Study</i>	<i>242</i>
<i>Transportation Section of Visioning Plan.....</i>	<i>243</i>
<i>Improving Mobility for the Aging Population.....</i>	<i>245</i>
<i>Alternative Fuels Analysis Study.....</i>	<i>247</i>
TRANSPORTATION RELATED PLANNING ACTIVITIES FUNDED THROUGH NON-UPWP SOURCES “OTHER ACTIVITIES”	248
NYMTC STAFF	249
<i>Northern Westchester East-West Corridors Study.....</i>	<i>249</i>
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	250
<i>Cross Harbor Freight Program (CHFP) Tier II Environmental Impact Statement (EIS)</i>	<i>250</i>
<i>Planning for LaGuardia Ground Access Program</i>	<i>252</i>
WESTCHESTER COUNTY	253
<i>Westchester County SMART Commute Program.....</i>	<i>253</i>
<i>Section 5307 Planning Studies.....</i>	<i>253</i>
STATE PLANNING AND RESEARCH (SPR) PROGRAM FUNDED PROJECTS	254
SHARED COST INITIATIVES	259
<i>NYSAMPO Staff Support and Conference</i>	<i>259</i>
<i>Continuous Traffic Signal Count Data Conversion to Historic</i>	<i>259</i>
<i>NYSAMPO Staff Training</i>	<i>259</i>
<i>AMPO Dues</i>	<i>259</i>
SAFE STREETS FOR ALL PLANNING AND DEMONSTRATION GRANT AWARDS (FFY2025)	260
BUDGET SUMMARIES.....	262
<i>Council Budget</i>	<i>263</i>
<i>Funds Programmed in Prior Years.....</i>	<i>264</i>
<i>Agency Summary.....</i>	<i>265</i>
<i>NYMTC Staff Schedule of Programmed Funding for Professional Services Contracts.....</i>	<i>271</i>
PUBLIC COMMENTS	277
CHANGE LOG.....	357

Abbreviations and Acronyms

Abbreviation	Description
ADA	Americans with Disabilities Act
AMPO	Association of Metropolitan Planning Organizations
AQ	Air Quality
ATDM	Active Transit Demand Management
BUILD	Better Utilizing Investments to Leverage Development
BY	Base Year
CAAA-1990	Clean Air Act Amendments of 1990
CDEA	Coordinated Development Emphasis Area
CDL	Commercial Driver's 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
EDC	Economic Development Corporation
EIS	Environmental Impact Statement
EPA	US Environmental Protection Agency
EV	Electric Vehicle
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FLMA	Federal Land Management Agency
FMLM	First Mile and Last Mile
FTA	Federal Transit Administration
FWG	Forecasting Working Group
GIS	Geographic Information Systems
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
ICG	Interagency Consultation Group
IIJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding American
IT	Information Technology
LAP	Language Access Program
LGA	LaGuardia Airport
LIRR	Long Island Rail Road
MAP	Metropolitan Area Planning

Abbreviation	Description
MHSTCC	Mid-Hudson South Transportation Coordinating Committee
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
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
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
NYSHARED	Survey Harmonization and Regional Data
O&M	Operations and Maintenance
O/D	Origin and Destination
PANYNJ	Port Authority of New York and New Jersey
PEL	Planning and Environment Linkages
PFAC	Program Finance and Administration Committee
PIMS	Project Information Management System
PIP	Public Involvement Plan
PL	Metropolitan Planning
PPS-AQ	Post Processor Software for Air Quality
PPS-CMP	Post Processor Software for the CMP
PTASP	Public Transportation Agency Safety Plans
QAQC	Quality Assurance/Quality Control
RFP	Request for Proposals
RHTS	Regional Household Travel Survey
ROD	Record of Decision

Abbreviation	Description
ROW	Right of Way
RPI	Rensselaer Polytechnic Institute
RTFM	Regional Transit Forecast Model
RTP	Regional Transportation Plan
SBP	Secure Bike Parking
SED	Socioeconomic and Demographic
SFY	State Fiscal Year
SIP	Street Improvement Project
SPR	State Planning and Research
SS4A	Safe Streets and Roads for All
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCC	Transportation Coordinating Committee
TIG	Transportation Information Gateway
TIMS	Traffic Information Management System
TIP	Transportation Improvement Program
TLC	Taxi and Limousine Commission
TOD	Transit Oriented Development
TPM	Transportation Performance Management
TRNPES	Truck Route Network Planning and Evaluation Study
UA	Urban Area
UPWP	Unified Planning Work Program
USDOT	U.S. Department of Transportation
UTC	University Transportation Center
WFH	Work From Home
ZEV	Zero Emissions Vehicle
ZR	Zoning Resolution

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, 2026, through March 31, 2027, 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 2055*, its Federal Fiscal Year (FFY) 2026-2055 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 2055 is built around the member agencies' Shared Vision for Regional Mobility, which recognizes that mobility—the ability of people and goods to move easily and safely to, from and between locations—is crucial to the lives of people of all abilities who live in, work in, or visit the NYMTC planning region. Therefore, NYMTC aspires to ensure that all people, regardless of race, disability status, age, or socioeconomic background, have a right to live, work, and play in communities that are safe, healthy, and free of harmful environmental conditions.

Moving Forward 2055's Shared Vision for Regional Mobility is built around seven vision goals developed jointly by NYMTC's members:

**SAFETY**

A transportation system for which safety and security are maximized for people and goods across all uses and modes.

**INFRASTRUCTURE**

A transportation system for which infrastructure is maintained and improved in a sustainable manner.

**RESILIENCE**

A transportation system for which resiliency is supported through mitigating, adapting to, and responding to chronic and acute stresses and disruptions.

**CONGESTION**

A transportation system for which congestion is mitigated through investments and technology in support of healthier communities, more seamless travel, improved quality of life, and regional economic competitiveness.

**LAND USE**

A transportation system for which land use decisions are encouraged in support of strategic transportation enhancements and improving modal choices.

**FAIRNESS & ACCESS**

A transportation system for which fairness in transportation is advanced and access to opportunities is improved for all communities.

**ENVIRONMENT**

A transportation system for which environmental impacts—including harmful air pollutants—are significantly reduced through technology applications, increased use of greener travel options, and improved system efficiency.

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 2055*, 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 highest priority in the planning process, and it comprises its core planning program, as described in the work program.

In addition, the Infrastructure Investment and Jobs Act (IIJA) requires Metropolitan Planning Organizations (MPOs) to use at least 2.5 percent of their Metropolitan Planning (PL) funds on activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities as part of transportation planning processes.

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 2055
- Supplemental financing strategies
- Congested links, corridors, or bottlenecks in the 2025 CMP Status Report

NYMTC's Work Program

The NYMTC's draft work program for State Fiscal Year (SFY) 2026-2027 presents the planning activities proposed for federal funding. Highlights from the Core Program include:

- Implementation of NYMTC's next Regional Household Travel Survey
- Release of the annual Hub Bound Report
- Initial development of a new NYMTC website
- NYMTC's Public Involvement Plan, Title VI Program, and Language Access Program will be updated
- A new annual work program will be adopted

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 showing the locations of those projects, accessible via the link below.

[NYMTC SFY 2026 - 2027 UPWP Planning Activities](#)

Overview of the Unified Planning Work Program (UPWP)

Unified Planning Work Program

Current Federal transportation legislation, entitled the Infrastructure Investment and Jobs Act, authorizes funding for transportation improvements across the nation. To be eligible to use this funding, metropolitan regions must undertake the metropolitan transportation planning process specified in related federal planning regulations. Under these regulations, metropolitan regions, functioning through their 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, 2026 through March 30, 2027 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 2026-2055 RTP *Moving Forward 2055*.

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 2055, the RTP with a horizon year of 2055, is built around the member agencies' Shared Vision, which recognizes recognize that mobility — the ability of people and goods to move easily and safely to, from and between locations — is crucial to the lives of everyone who resides in, works in, or visits the NYMTC planning region.

Moving Forward 2055: Goals and Objectives

The following goals and objectives will focus NYMTC's activities and help NYMTC to achieve the shared vision.



SAFETY

A transportation system for which safety and security are maximized for people and goods across all uses and modes.

Objectives:

1. Ensure that investments in transportation assets enhance the safety and security of passengers and freight systems.
2. Prioritize safe streets, intersections, railroad grade crossings and shared-use right of ways, and establish road safety initiatives that follow a Safe System approach.
3. Coordinate safety management, training, and safety education for all who share our streets across jurisdictional borders.
4. Improve operational safety and security, incorporating the changing nature of transportation and technology so that transportation facilities safely accommodate all travelers.
5. Strengthen connected vehicle programs and policies and champion driver assist programs and other technologies that contribute to overall system and individual user safety.
6. Improve in-person and automated safety enforcement procedures.
7. Prioritize the safety of transportation system operators, workers, and contractors through planning and coordinated management of work zones.



INFRASTRUCTURE

A transportation system for which infrastructure is maintained and improved in a sustainable manner.

Objectives:

1. Maximize environmental/fiscal sustainability and minimize carbon intensity when maintaining, improving, modernizing, and/or replacing transportation infrastructure.
2. Reimagine and repurpose the assets that comprise the region's transportation infrastructure so as to reconnect communities and improve accessibility across all modes.
3. Rebuild, replace, and/or modernize needed transportation assets for passengers and freight.
4. Invest in the integration of the region's multimodal transit network.
5. Create efficient and environmentally sound freight networks, systems, and facilities.
6. Plan and manage work zones and Maintenance and Protection of Traffic programs to efficiently advance infrastructure upkeep.
7. Plan for the development and use of advanced technologies and materials.



RESILIENCE

A transportation system for which resiliency is supported through mitigating, adapting to, and responding to chronic and acute stresses and disruptions.

Objectives:

1. Protect and fortify major transportation assets.
2. Invest in extreme weather vulnerability analyses and material solutions for transportation assets.
3. Improve regional coordination on emergency and long-term responses to system-wide extreme weather impacts and sea level rise.
4. Enhance the transportation network's resiliency by increasing travel options and redundancies.
5. Collaborate on resiliency projects that have significant transportation implications.
6. Coordinate across jurisdictions to advance resiliency and sustainability.
7. Prioritize resiliency and sustainability in a manner that considers the needs of designated Communities of Concern.
8. Invest in future energy infrastructure to minimize the impact of grid events and supply chain disruptions on the transportation system and its users.
9. Promote resiliency strategies that account for environmental determinants of health and their impact on vulnerable communities.



CONGESTION

A transportation system for which congestion is mitigated through investments and technology in support of healthier communities, more seamless travel, improved quality of life, and regional economic competitiveness.

Objectives:

1. Sustainably manage current and future demands, with an emphasis on expanding active transportation and transit.
2. Support mobility for all users by encouraging active transportation, micromobility, complete streets, and other strategies.
3. Modernize local freight networks to efficiently plan for growth in the volume of and change in product deliveries.
4. Expand the reach of the system to emerging markets, addressing access to and incentivizing employment, social, and recreational opportunities.
5. Incorporate emerging and innovative technologies, transportation services and tools into efficient network design, operations, and monitoring.
6. Coordinate with governing bodies for clearer accountability, funding, and planning arrangements.



LAND USE

A transportation system for which land use decisions are encouraged in support of strategic transportation enhancements and improving modal choices.

Objectives:

1. Encourage transit-oriented development as well as parking, curb, and property management, micro-mobility pathways, and other long-term sustainable land use strategies that support passenger and goods movement while reducing pollution.
2. Encourage strategic distribution of growth throughout the region by prioritizing density over less dense development near transit, and by prioritizing transit investments where development is occurring.
3. Help create/sustain vibrant communities through placemaking.
4. Leverage land use mechanisms to improve access to destinations.
5. Manage the First-Mile, Last-Mile planning process through collaboration with transportation and land use planning officials and affected stakeholders.
6. Consider the impacts that transportation policies and projects will have on land values and proactively mitigate negative effects on existing communities.



FAIRNESS & ACCESS

A transportation system for which fairness in transportation is advanced and access to opportunities is improved for all communities.

Objectives:

1. Improve first- and last-mile access to transit.
2. Improve accessibility to the transportation system for users of all abilities.
3. Provide more frequent and reliable transit service.
4. Strategically expand transportation services and information to enhance mobility in communities with the greatest mobility needs.
5. Improve access to social and economic opportunities for all populations, regardless of age, ability, race, ethnicity, or income.



ENVIRONMENT

A transportation system for which environmental impacts—including harmful air pollutants—are significantly reduced through technology applications, increased use of greener travel options, and improved system efficiency.

Objectives:

1. Support land use sustainability through improved and efficient transportation services and facilities, which enable more efficient land uses.
2. Practice environmental stewardship in the maintenance and enhancement of the transportation system.
3. Promote and improve public transportation and active transportation modes, such as walking and cycling, to reduce pollution, improve air quality, and support public health.
4. Support lower- and zero-emission alternatives to current trucking through vehicle technology and greater modal balance.
5. Modernize public vehicle fleets to lower- and zero-emission vehicles and support the conversion of private vehicles.
6. Efficiently manage limited roadway capacity to mitigate congestion and vehicular pollutants.
7. Address unequal impacts of transportation sector pollution on certain communities.

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 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 2055 addresses the Federal Planning Factors as follows:

Planning Factors from Moving Forward Plan 2055	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 table below lists the federal planning factors that are directly or indirectly addressed by each core program planning activity.

UPWP Core Program	Planning Factors from Moving Forward Plan 2055									
	Support Economic Vitality	Increase Safety & Security	Increase Accessibility and Mobility	Improve Efficiency	Improve the National Freight	Protect and Enhance the Environment	Enhance Integration & Connectivity	Emphasize System Preservation	Improve Resiliency & Reliability	Enhance Travel & Tourism
Complete Streets Planning Activities	•	•	•	•	•	•	•	•	•	•
MPO Operations & Management	•	•	•	•	•	•	•	•	•	•
Annual UPWP Development and Reporting	•	•	•	•	•	•	•	•	•	•
Socioeconomic & Demographic Forecasts and Census Data			•	•		•	•		•	
Plan 2055 Maintenance / Plan 2060 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 2055* 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 2055 was adopted in September 2025 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 2055* 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 2055* 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 2055* proposes projects, programs and studies which are consistent with the members' shared vision.
- *Moving Forward 2055* 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 2055* and the national performance goals, are as follows:

- Planning activities related to the *Moving Forward 2055*'s Shared Vision for Regional Mobility in the following categories for each of the seven 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 2055*'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.

Agency	UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2055									
		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
NYMTC	September 11 th Memorial Program	•	•	•	•	•	•	•	•	•	•
NYMTC	Northern Westchester East-West Corridors Study	•		•	•	•	•				•
NYMTC	Long Island Mobility Needs	•		•	•			•			•
MTA	Wide Non-Revenue Fleet Electrification Infrastructure Study						•				
MTA	Customer Satisfaction Sampling Efficiency Study			•	•						
MTA	Regional Rail Network Strategy Study - Scan			•				•			•
MTA	Regional Rail Network Strategy Study - Project Feasibility & Option Development			•				•			•
MTA	Geospatial Mobility Database - Replica Access			•	•						
MTA	Recalibration of MTA Forecasting Model to 2025			•	•			•			
MTA	LIRR Bayside Station Drainage Improvements			•	•			•			
MTA	NYCT Extreme Heat Measurement and Mitigation		•					•			
MTA	NYCT Platform Barriers Study		•								•
NYCDCP	Neighborhood-Based Transportation Planning	•	•	•	•		•	•		•	

Agency	UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2055									
		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
NYCDP	Zoning for Accessibility 2.0	•	•	•	•					•	
NYCDP	Transit Travelshed Study	•			•			•		•	
NYCDP	Walkability and Land-Use Study	•	•	•			•	•			
NYCDP	Non-residential off-street parking, loading, and curb cut zoning regulation	•			•	•	•	•			
NYCDP	Young Voices in Planning	•	•	•	•	•	•	•	•	•	•
NYCDP	Last-Mile Facilities and the Package Delivery Industry		•			•	•				
NYCDP	Work from Home Trends	•			•		•				
NYCDOT	Red Hook Traffic & Truck Study		•	•			•			•	
NYCDOT	Brooklyn College Flatbush Ave Transportation Study		•	•	•			•			
NYCDOT	Coney Island Alternative Access – Congestion Study		•	•			•	•		•	
NYCDOT	Microhubs Pilot Program Evaluation – Regional Implications		•	•	•		•			•	
NYCDOT	Increase Truck Safety Through Access to Better Vehicle Design Study	•	•		•						
NYCDOT	Freight Hub and Flow Analysis					•					
NYCDOT	NYC Urban Freight Consolidation Center Feasibility Study	•		•	•			•			

Agency	UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2055									
		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
NYCDOT	Secure Bike Parking Program Planning Activities	•	•	•	•		•	•	•		•
NYCDOT	Public Realm Neighborhood Planning	•	•	•	•	•	•	•	•	•	•
NYCDOT	Micromobility Data Study and Dashboard			•				•			
NYCDOT	Bike Infrastructure Before and After Evaluation Study		•	•				•		•	
NYCDOT	Health Benefits of NYC Department of Transportation Street Projects			•			•				•
NYCDOT	Bicycle Greenway Wayfinding			•				•			•
NYCDOT	Community Meter Parking Utilization Studies		•	•	•						
NYCDOT	NYC Bus Hub Study	•	•	•	•		•	•		•	•
NYCDOT	New York City Transportation Electrification Infrastructure Study	•	•	•	•	•	•	•			•
NYCDOT	Safety Project Improvement Program		•	•			•	•			
NYCDOT	Annual Freight Traffic Counts					•	•	•	•		
NYCDOT	Coordinated Planning at the City's Periphery	•	•	•				•	•		•
NYCDOT	Modernize Traffic Data Management		•					•			
NYCDOT	Wayfinding for People with Vision Disabilities Study					•		•			

Agency	UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2055									
		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
NYCDOT	Economic Effects of the NYC DOT Open Streets Program	•		•			•				•
NYCDOT	Carshare Program Study	•	•	•		•	•				•
NYCDOT	Commuter Van Study	•	•	•	•	•		•			
NYCDOT	Urban Freight Data Assessment & Toolkit Development		•	•			•	•		•	
NYCDOT	NYCDOT Extreme Weather Resiliency & Adaptation Planning Activities		•	•			•			•	
NYCDOT	Local Law 55 Parking Study			•	•		•			•	
NYCDOT	NYC Truck Route Network Planning and Evaluation Study		•			•		•		•	
PUTNAM	Putnam County Public Transit System Study		•	•	•		•	•	•	•	•
ROCKLAND	Clarkstown Safety and Sustainability Study for Route 303 & Route 304	•	•	•	•		•				
WESTCHESTER	County Mobility and Redesign Study	•		•	•		•	•			•
WESTCHESTER	Transit Fare Policy and Transit Fare Structure Analysis Study	•		•	•		•	•			•
WESTCHESTER	Transportation Section of Visioning Plan	•	•	•			•	•		•	
WESTCHESTER	Improving Mobility for the Aging Population	•	•	•	•		•	•	•	•	•
WESTCHESTER	Alternative Fuels Analysis Study	•	•	•	•		•		•	•	

Agency	UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2055									
		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
NASSAU	Land Use-Transportation Element of Comprehensive Plan	•	•	•	•		•	•	•	•	•
NASSAU	Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury	•	•	•	•		•	•			
NASSAU	Nassau County Traffic Signal Progression and Optimization Study II - Oceanside	•	•	•	•		•	•			
NASSAU	Nassau County Traffic Signal Progression and Optimization Study III - Hewlett and Lynbrook	•	•	•	•		•	•			
NASSAU	Roadway Sustainability and Compliance Study	•		•	•		•	•			
NASSAU	Lido Beach Multi-Use Trail Planning Study	•	•	•	•		•	•	•	•	•
NASSAU	Nassau-Queens Interface Transportation Study - Project Support	•	•	•	•		•	•			
NASSAU	Nassau County Transportation Alternatives Plan	•	•	•	•			•			•
NASSAU	Nassau County Micro-Planning	•	•	•	•	•	•	•	•	•	•
Suffolk	Coastal Evacuation Route Resiliency Study		•						•	•	
Suffolk	Peconic Bay Ferry Service Study	•	•	•	•	•	•	•		•	•
Suffolk	Regional Freight Rail Infrastructure Assessment and Implementation Plan	•	•	•	•	•	•	•	•	•	
Suffolk	Selden-Farmingville Mobility Study		•	•	•		•	•	•		

Agency	UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2055									
		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
Suffolk	Support Huntington Area Rapid Transit (HART) Mobility Implementation Planning, Rollout, and Outreach	•	•	•	•		•	•		•	•

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

2026-2027 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY	 INFRASTRUCTURE	 RESILIENCE	 CONGESTION	 LAND USE	 FAIRNESS & ACCESS	 ENVIRONMENT
NYMTC Staff							
September 11th Memorial Program	●	●	●	●	●	●	●
Northern Westchester East-West Corridors Study	●	●	●	●	●	●	●
Long Island Mobility Needs				●		●	●
Metropolitan Transportation Authority							
Wide Non-Revenue Fleet Electrification Infrastructure Study							●
Customer Satisfaction Sampling Efficiency Study	●					●	
Regional Rail Network Strategy Study - Scan		●	●		●	●	●
Regional Rail Network Strategy Study - Project Feasibility & Option Development		●	●		●	●	●
Geospatial Mobility Database - Replica Access				●	●		●
Recalibration of MTA Forecasting Model to 2025				●	●	●	●
LIRR Bayside Station Drainage Improvements	●	●	●	●			●
NYCT Extreme Heat Measurement and Mitigation	●	●	●				●
NYCT Platform Barriers Study	●						
NYC Department of City Planning							
Neighborhood-Based Transportation Planning	●	●			●	●	
Zoning for Accessibility 2.0	●	●	●		●	●	

2026-2027 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS							
	SAFETY	INFRASTRUCTURE	RESILIENCE	CONGESTION	LAND USE	FAIRNESS & ACCESS	ENVIRONMENT
Transit Travelshed Study		●		●	●	●	
Walkability and Land-Use Study	●				●	●	●
Non-residential off-street parking, loading, and curb cut zoning regulation	●	●			●		●
Young Voices in Planning	●	●	●	●	●	●	●
Last-Mile Facilities and the Package Delivery Industry Review	●			●	●		●
Work from Home Study				●	●		●
NYC Department of Transportation							
Red Hook Traffic & Truck Study	●		●	●	●	●	●
Brooklyn College Flatbush Ave Transportation Study	●	●		●	●	●	●
Coney Island Alternative Access - Congestion Study	●		●	●	●	●	●
Microhubs Pilot Program Evaluation – Regional Implications	●	●	●	●	●	●	●
Increase Truck Safety Through Access to Better Vehicle Design Study	●			●		●	●
Freight Hub & Flow Analysis	●			●	●		
NYC Urban Freight Consolidation Center Feasibility Study		●			●		●
Secure Bike Parking Program Planning Activities	●	●	●	●	●	●	●
Public Realm Neighborhood Planning	●	●	●	●	●	●	●
Micromobility Data Study and Dashboard				●		●	●

2026-2027 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS							
	SAFETY	INFRASTRUCTURE	RESILIENCE	CONGESTION	LAND USE	FAIRNESS & ACCESS	ENVIRONMENT
Bike Infrastructure Before and After Evaluation Study	●		●			●	●
Health Benefits of NYC Department of Transportation Street Projects	●		●	●	●	●	●
Bicycle Greenway Wayfinding	●	●		●		●	●
Community Meter Parking Utilization Studies	●	●		●			
NYC Bus Hub Study	●	●	●	●		●	●
New York City Transportation Electrification Infrastructure Study	●	●	●	●	●	●	●
Safety Project Improvement Program	●	●		●		●	
Annual Freight Traffic Counts		●		●	●		●
Coordinated Planning at the City's Periphery	●	●		●	●	●	●
Modernize Traffic Data Management	●	●		●			
Wayfinding for People with Vision Disabilities Study	●	●				●	
Economic Effects of the NYC DOT Open Streets Program	●	●	●	●	●	●	●
Carshare Program Study	●	●	●	●	●	●	
Commuter Van Study	●	●		●	●	●	●
Urban Freight Data Assessment & Toolkit Development	●	●	●	●	●	●	●
NYCDOT Extreme Weather Resiliency & Adaptation Planning Activities	●	●	●		●	●	●
Local Law 55 Parking Study		●			●		●

2026-2027 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY	 INFRASTRUCTURE	 RESILIENCE	 CONGESTION	 LAND USE	 FAIRNESS & ACCESS	 ENVIRONMENT
NYC Truck Route Network Planning and Evaluation Study	●	●		●			●
Putnam County							
Putnam County Public Transit System Study	●	●	●	●	●	●	●
Rockland County							
Clarkstown Safety and Sustainability Study for Route 303 & Route 304	●			●	●	●	
Westchester County							
County Mobility and Redesign Study			●	●	●	●	●
Transit Fare Policy and Transit Fare Structure Analysis Study		●	●			●	●
Transportation Section of Visioning Plan	●	●	●	●	●	●	
Improving Mobility for the Aging Population	●		●		●	●	●
Alternative Fuels Analysis Study	●	●	●	●			●
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		●	●				●

2026-2027 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS							
	SAFETY	INFRASTRUCTURE	RESILIENCE	CONGESTION	LAND USE	FAIRNESS & ACCESS	ENVIRONMENT
Lido Beach Multi-Use Trail Planning Study	●	●		●		●	●
Nassau-Queens Interface Transportation Study - Project Support	●	●		●		●	●
Nassau County Transportation Alternatives Plan	●	●		●		●	●
Nassau County Micro-Planning	●	●	●	●	●	●	●
Suffolk County							
Coastal Evacuation Route Resiliency Study	●	●	●	●	●	●	●
Peconic Bay Ferry Service Study	●	●	●	●	●	●	●
Regional Freight Rail Infrastructure Assessment and Implementation Plan	●	●	●	●	●	●	●
Selden-Farmingville Mobility Study	●	●	●	●	●	●	●
Support Huntington Area Rapid Transit (HART) Mobility Implementation Planning, Rollout, and Outreach	●	●	●	●	●	●	●

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 2055* 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's relevant member agencies prior to finalizing the UPWP for adoption.

Major Expected Milestones for the Program

April – June

- Regional Household Travel Survey expected to begin

July – September

- Up to six new students selected for the 2026-2027 academic year 9/11 Memorial Program
- Transportation Conformity Determination documentation for amendments to the FFY2026-2030 TIP and/or FFY2026-2055 RTP

October – December

- Annual Listing of Obligated Projects released

January – March

- 2025 Hub-Bound report released
- Updates to the PIP, Title VI program, and Language Access program completed
- 2027-2028 UPWP Adopted

Five (5) Year Planning Projection

	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY2029-2030	SFY2030-2031
PROGRAM SUPPORT AND ADMINISTRATION					
Administration	Support functions related to development, management, and administration of the organization's activities, facilities, and equipment; liaison with NYSDOT as NYMTC staff's administrative host				
Council, PFAC, TCCs, Working Groups, Study Committees	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	Participate in the 2026-2027 Certification Review	Address recommendations from 2026-2027 Certification Review	Address recommendations from 2026-2027 Certification Review	Prepare for 2030-2031 Certification Review	Participate in the 2030-2031 Certification Review
Public information	Enhance website capabilities; public affairs, fulfillment; social media maintenance and expansion				
Public Involvement Plan (PIP)	Adopt and implement 2026 PIP	Consider updates to 2026 PIP	Evaluate the 2026 PIP and develop the 2030 PIP	Adopt and implement 2030 PIP	Consider updates to 2030 PIP
Title VI/Non-Discrimination Program	Adopt and implement 2026 program	Implement 2026 program	Evaluate the 2026 program and develop the 2030 program	Adopt and implement 2030 program	Implement 2030 program
Language Access	Continue language access support services				
Transportation Information Gateway (TIG)	Maintain, update and enhance TIG as necessary				

	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY2029-2030	SFY2030-2031
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				
Socioeconomic & Demographic (SED) Forecasts	Continue development of new SED Forecast and TAZ Allocation Models and begin 2065 SED forecasts for Plan 2060. Collect development inventory	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	Maintain / update the 2065 SED forecasts for Plan 2060 and for next RTP (Plan 2065)	Develop new SED Forecast and TAZ Allocation Models. Begin development of 2075 SED forecasts for PLAN 2065
LONG-RANGE TRANSPORTATION PLANNING					
FFYs 26-55 Plan	Continue Plan maintenance	Continue Plan maintenance	Conclude Plan maintenance on 9.30.29	N/A	N/A
FFYs 30-60 Plan	Begin Plan development cycle toward adoption by 10.1.29	Continue Plan development cycle toward adoption by 10.1.29	Continue Plan development cycle toward adoption by 10.1.29	Adopt Plan by 10.1.29	Continue Plan maintenance
CMP Status Report	Continue targeted application	Begin development cycle toward adoption by 10.1.29; continue targeted application	Continue development cycle toward adoption by 10.1.29; continue targeted application	Adopt by 10.1.29; begin targeted application	Continue targeted application

	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY2029-2030	SFY2030-2031
<i>Coordinated Public Transit- Human Services Transportation Plan (Coordinated Plan)</i>	Maintain/update as needed & use for Section 5310 project selection	Begin preparation for development toward adoption by 10.1.29; use for Section 5310 project selection	Continue development toward adoption by 10.1.29; use for Section 5310 project selection	Adopt by 10.1.29; use for Section 5310 project selection	Maintain/update as needed & use for Section 5310 project selection
<i>Freight Plan</i>	Maintain/update as needed	Begin preparation for development toward adoption by 10.1.29	Continue development toward adoption by 10.1.29	Adopt by 10.1.29	Maintain/update as needed
<i>Transportation Performance Management (TPM) System Performance Report</i>	Update as needed	Begin development cycle toward adoption by 10.1.29	Continue development cycle toward adoption by 10.1.29	Adopt by 10.1.29 for TIP and Plan	Update as needed
<i>TPM Analytics & Performance Periods</i>	Update targets for third Performance Period by 10.1.26	Maintain/Update as needed	Make mid-performance period updates as needed by 10.1.28	Maintain/update as needed	Update targets for third Performance Period by 10.1.30
<i>Regional Designations</i>	N/A	N/A	N/A	N/A	NYMTC recommends UA boundaries and roadway functional classifications

	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY2029-2030	SFY2030-2031
<i>New York Best Practice Model Base Year (NYBPM BY) development</i>	Contract awarded for NYBPM 2026. Begin development of NYBPM 2026 updates	Continue development of NYBPM 2026	Release NYBPM 2026; Maintain & enhance NYBPM 2026	Maintain & enhance NYBPM 2026	Make NYBPM 2026 enhancements. Contract for NYBPM 2026 update ends
<i>NYBPM Software</i>	Maintain and update the Project Information Management Systems (PIMS) and the Post Processor Software for Air Quality (PPS-AQ) and the Post Processor Software for the CMP (PPS-CMP) for conformity and planning analyses				
<i>Model Applications</i>	Run model applications at members’ request and respond to data requests				
<i>Regional Survey</i>	Continue RHTS	Finalize RHTS survey. Begin developing the scope of the next RHTS supplemental biennial survey	Finalize scope for RHTS biennial survey & implement biennial survey	Continue biennial survey	Finalize biennial survey data for use in the BPM
<i>Data Collection</i>	Annual data collection for the NYBPM and for TPM				
<i>TRANSPORTATION IMPROVEMENT PROGRAM</i>					
<i>FFYs 2026-2030 TIP</i>	Continue maintenance until 9.30.28; amend fiscal tables	Continue maintenance until 9.30.28; amend fiscal tables	Continue maintenance until 9.30.28	N/A	N/A

	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY2029-2030	SFY2030-2031
<i>FFYs 2029-2033 TIP</i>	Begin development for adoption by 10.1.28	Continue development or adoption by 10.1.28	Continue development for adoption by 10.1.28; begin maintenance & amend fiscal tables	Continue maintenance until 9.30.31; amend fiscal tables	Continue maintenance until 9.30.31; amend fiscal tables
<i>Grant Program Solicitations</i>	Support program solicitations for Congestion Mitigation/Air Quality (CMAQ) program, Transportation Alternatives Program (TAP) and enhanced Section 5310 programs; Highway Safety Improvement Program (HSIP), and Bridge NY, as well as other discretionary and pilot programs under the IIJA				
<i>CMAQ Performance Plan</i>	Continue development for adoption by 10.1.26	Begin development for adoption by 10.1.28	Continue development for adoption by 10.1.28	Begin development for adoption by 10.1.30	Continue development for adoption by 10.1.30
<i>Transportation Conformity Determinations</i>	Develop and adopt Transportation Conformity Determinations for each new TIP & Plan and for non-exempt TIP/Plan actions as needed				
<i>DISCRETIONARY PROGRAM</i>					
<i>Discretionary Projects</i>	Planning activities related to the RTP’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, and complete streets activities				

Core Program Activities

Increasing Safe and Accessible Transportation Options Related Planning Activities

The Infrastructure Investment and Jobs Act requires Metropolitan Planning Organizations to use at least 2.5 percent of Metropolitan Planning funds on activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities as part of transportation planning processes. This section documents such planning activities for which programmed PL funds are expected to count against the 2.5 percent requirement.

Category: BIL § 11206(c) Planning Activities
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2026-27</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$154,959	\$1,000,000	\$1,154,959
MHSTCC	\$0	\$0	\$0
NSTCC	\$0	\$0	\$0
NYCTCC	\$0	\$0	\$0
NYMTC Staff Subtotal	\$154,959	\$1,000,000	\$1,154,959
MTA	\$0	\$0	\$0
Nassau	\$0	\$0	\$0
NYCDCP	\$0	\$0	\$0
NYCDOT	\$1,242,649	\$0	\$1,242,649
Putnam	\$0	\$0	\$0
Rockland	\$0	\$0	\$0
Suffolk	\$0	\$0	\$0
Westchester	\$141,629	\$175,000	\$316,629
Members Subtotal	\$1,384,278	\$175,000	\$1,559,278
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$1,539,237	\$1,175,000	\$2,714,237

Increasing Safe and Accessible Transportation Options Planning Activities

NYMTC Staff

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, 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 NYMTC's member 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



INFRASTRUCTURE



RESILIENCE



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

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 NYMTC's 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 (Periodically).

Start Date: SFY2021-2022: Q1	End Date: Recurring Activity
Total Funds Programmed:	\$1,154,959
New FHWA/FTA Funds:	\$154,959
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.	

Description and Objectives

Smart Curbs is an initiative announced as part of NYC DOT's 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 comprehensive approach to planning at the curb. Through Smart Curbs, NYC DOT works 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 includes 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 recommend comprehensive changes to neighborhood curb regulations and programming and identify potential innovations to make the curb lane function better.

The study will build on the 2023/24/25 Smart Curbs project in Manhattan's Upper West Side.

Smart Curbs will further the vision of 'Moving Forward 2055' which envisions a transportation system that "ensures the safety and security of people and goods are maximized across all uses and modes," by identifying ways in which the curb lane can be programmed to improve safety for pedestrians, bicyclists, and drivers. Smart Curbs aims at "improving access to social and economic opportunities for all populations, regardless of age, ability, race, ethnicity, or income" by balancing the use curb space to better reflect the needs of residents and visitors to the area. Further, Smart Curbs works to mitigate congestion by supporting "mobility for all users", "modernizing local freight networks" through increased number of truck and neighborhood loading zones and reprogramming metered spaces for timely commercial parking and "incorporate emerging and innovative technologies" such as installation of microhubs,

This project practices "environmental stewardship in the maintenance and enhancement of the transportation system" by "efficiently manage limited roadway capacity to mitigate congestion and vehicular pollutants" by identifying ways to reprogram the curb to accommodate changing transportation and delivery patterns and "improved system efficiency" by identifying new curb programming that facilitates more sustainable transportation modes.

Supported Plan Goals



SAFETY



CONGESTION



LAND USE



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ENVIRONMENT

Activities

1. Identification of insights and lessons learned from the Smart Curbs pilot on the Upper West Side implementation phase
2. Create a data driven methodology to help choose the next Smart Curbs area
3. Scope development and identification of study boundaries
4. Identification of relevant data to aid in planning and evaluation
5. Development of metrics for evaluating curb management
6. Data collection and initial community outreach
7. Preliminary recommendations
8. Community presentation and outreach
9. Final recommendations
10. Create implementation plans
11. Interdivisional coordination
12. Evaluation of prior Smart Curbs studies

Deliverables

1. Data driven methodology to help choose the next Smart Curbs area (SFY 2025-2026; Q2)
2. Scope development and neighborhood selection (SFY2025-2026: Q3)
3. Data collection and community outreach findings (SFY2026-2027: Q1)
4. Evaluation of Smart Curbs programming (SFY2026-2027: Q2)
5. Draft final recommendations (SFY2026-2027: Q2)

Start Date: SFY2024-2025: Q4	End Date: SFY2026-2027: Q2
Total Funds Programmed:	\$315,015
New FHWA/FTA Funds:	\$315,015
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$100,000
A Consultant will support all aspects of this study.	

Description and Objectives

The goal of the Pedestrian Improvement Planning Studies (PIPS) program within NYC DOT is to improve the pedestrian network throughout New York City 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 on a yearly basis. 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 guidelines supporting increasing safe and accessible transportation options. 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



INFRASTRUCTURE



CONGESTION



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Activities

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

Deliverables

1. Scope of Work (SFY2026-2027: Q1)
2. Existing Conditions Analysis, including Data Collection Plan if applicable (SFY2026- 2027: Q2)
3. Preliminary Recommendations (SFY2026-2027: Q3)
4. Final Recommendations (SFY2026-2027: Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$401,501
New FHWA/FTA Funds:	\$401,501
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant will support all 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 96th Street to the north.

This 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 Regional Transportation Plan (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 Congestion Management Process (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 that will increase safe and accessible transportation options 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 (CBD) 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 Moving Forward 2055 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, 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 harmful pollutants from vehicles 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



SAFETY



INFRASTRUCTURE



RESILIENCE



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Conduct reconnaissance, literature search, and draft detailed scope of work.
2. Conduct public outreach, establish Technical Advisory Committee (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 (SFY2025-2026: Q3)
2. Data Collection Plan (SFY2025-2026: Q4)
3. Technical Memorandum: Analysis of Existing Conditions (SFY2026-2027: Q1)
4. Technical Memorandum: Analysis of Future Conditions (SFY2026-2027: Q2)
5. Preliminary Recommendations and Improvement Measures (SFY2026-2027: Q3)
6. Draft Final Report (SFY2026-2027: Q4)
7. Final Report. (SFY2026-2027: Q4)

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$300,725
New FHWA/FTA Funds:	\$180,725
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$120,000
A Consultant will support all aspects of this study.	

Description and Objectives

The 14th Street Vision Plan will develop a comprehensive and integrated strategy to unify Manhattan's 14th Street corridor from river to river. Building upon the success of the 14th Street Busway and a decade of transit, bicycle, and public-realm improvements, the study will define a long-term vision for transforming the corridor into a world-class multi-modal boulevard. This plan will link destination parks, transit hubs, and institutions while enhancing safety, accessibility, and economic vitality for residents and visitors alike. The project will serve as a blueprint for phased capital investments that consolidate temporary pilot improvements into durable infrastructure and modernized streetscapes.

The study will be undertaken in close coordination with the Union Square Partnership, Meatpacking Improvement Association, and Village Alliance—DOT's key public-realm partners along the corridor. City and state collaborators will include NYSDOT, MTA New York City Transit, NYC Parks, DDC, EDC, DEP, Con Edison, and SBS. A robust public engagement process will convene a local advisory committee representing community boards, institutions, business improvement districts, and elected officials to ensure the vision reflects the corridor's diverse needs and stakeholders. This inclusive approach will anchor the project in community ownership and long-term stewardship of the public realm.

Building on prior planning efforts such as the Union Square Partnership's 2021 USQNext Vision Plan, the study will integrate ongoing analyses of traffic, environmental conditions, streetscape design, and economic impact to develop a cohesive framework for future investment. The plan will address current deficiencies in bike network continuity, bus and pedestrian circulation, and freight and curb management, while identifying capital projects at major nodes such as Union Square, the Meatpacking District, and the East Village. Design guidance and phasing strategies will align with citywide initiatives including the Broadway Vision Plan and Green Infrastructure programs to create a coordinated boulevard experience.

Ultimately, the 14th Street Vision Plan will position this corridor as a model of multi-modal design and public-realm innovation in New York City. By connecting existing improvements into a unified framework and defining clear implementation steps, the plan will advance broader goals of sustainability, safety, and economic resilience. The study's findings will guide capital prioritization, policy recommendations, and management strategies to support a vibrant, accessible, and inclusive boulevard that celebrates 14th Street's historic role as a cross-town spine and urban gateway.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Collect and analyze multimodal existing conditions data (pedestrian, bus, subway, bicycle, freight, and curb use).
2. Conduct corridor-wide public engagement and stakeholder consultations with partner BIDs, agencies, and community boards.
3. Develop a comprehensive public-realm vision and phased design framework for the 14th Street corridor.
4. Complete traffic and environmental analyses to evaluate transit, bike, and freight operations and impacts.
5. Formulate corridor management and policy recommendations on freight micro-hubs, micromobility charging, and curb governance.

Deliverables

1. Data Collection Plan (SFY2025-2026: Q4)
2. Existing Conditions Report (SFY2026-2027: Q2)
3. 14th Street Boulevard Vision Plan (SFY2026-2027: Q3)
4. Presentation of Findings & Recommendations (SFY2026-2027: Q4)

Start Date: SFY2025-2026: Q4	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$225,408
New FHWA/FTA Funds:	\$225,408
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$135,000
Consultant will support all aspects of this study.	

Westchester County

Increasing Safe and Accessible Transportation Options Planning Activities & Corridor Analysis

Description and Objectives

This study will assess multimodal corridors in Westchester County to identify opportunities to develop and implement design upgrades to increase safe and accessible options for multiple travel modes for people of all ages and abilities 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, specifically by prioritizing segments and developing strategies and guidelines to enhance safety for all road users while promoting multimodal mobility through roadway design. A design manual will be developed to help municipalities, property owners, consultants and other agencies to further the enhancements that will increase safe and accessible options for multiple travel modes for people of all ages and abilities during the planning stages of development.

Supported Plan Goals



SAFETY



RESILIENCE



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Analyze existing conditions of county roadways, land use patterns and travel patterns
2. Develop increasing safe and accessible transportation options prioritization criteria
3. Analyze and prioritize county roads
4. Develop manual of recommended design guidelines

Deliverables

1. Prioritization Criteria Tech Memo
2. Prioritized Corridors Tech Memo including maps, data tables and images
3. Design manual including guidelines for increasing safe and accessible transportation options

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027:Q4
Total Funds Programmed:	\$130,958
New FHWA/FTA Funds:	\$80,958
Previously Programmed Funds:	\$50,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$50,000
Consultant will support most aspects of this study.	

Description and Objectives

This study is intended to provide guidance to municipalities and stakeholders in planning for transit-oriented development throughout the county. As part of the study, a catalog and analysis of land use changes within a half mile buffer of each Metro-North station in Westchester County between 2014 and 2024 will be developed. The study will additionally provide key data on drivers of demand for safe and accessible transportation options, as employers, housing, and other land uses within these nodes will be identified. The study will also include the identification of potential constraints or considerations for development within the station walksheds, such as floodplains, topography, wastewater infrastructure, and other environmental features. The data analyzed will support the County in further developing recommendations for potential TOD plans and policies.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Develop inventory of developments by rectifying data from municipal referrals with additional outreach to municipalities, additional research to other data sources
2. Map development data with constraints and environmental features
3. Produce interactive web-based tool to provide for municipalities, stakeholders, and members of the public
4. Stakeholder and municipal outreach
5. Produce analysis of development within TOD areas between 2014 and 2024
6. Provide recommendations for municipalities and stakeholders

Deliverables

1. Tech Memo #1 summarizing data on all significant land use changes within half mile buffer of each Metro-North station
2. Geolocated database of development with constraints and environmental features identified
3. Interactive “TOD Explorer” around Westchester County’s Metro-North stations
4. Tech Memo #2 summarizing final analysis and recommendations for transit-oriented development throughout County, for coordination with Comprehensive Plan

Start Date: SFY2025-2026: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$61,504
New FHWA/FTA Funds:	\$61,504
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
Consultant will not be used for this study.	

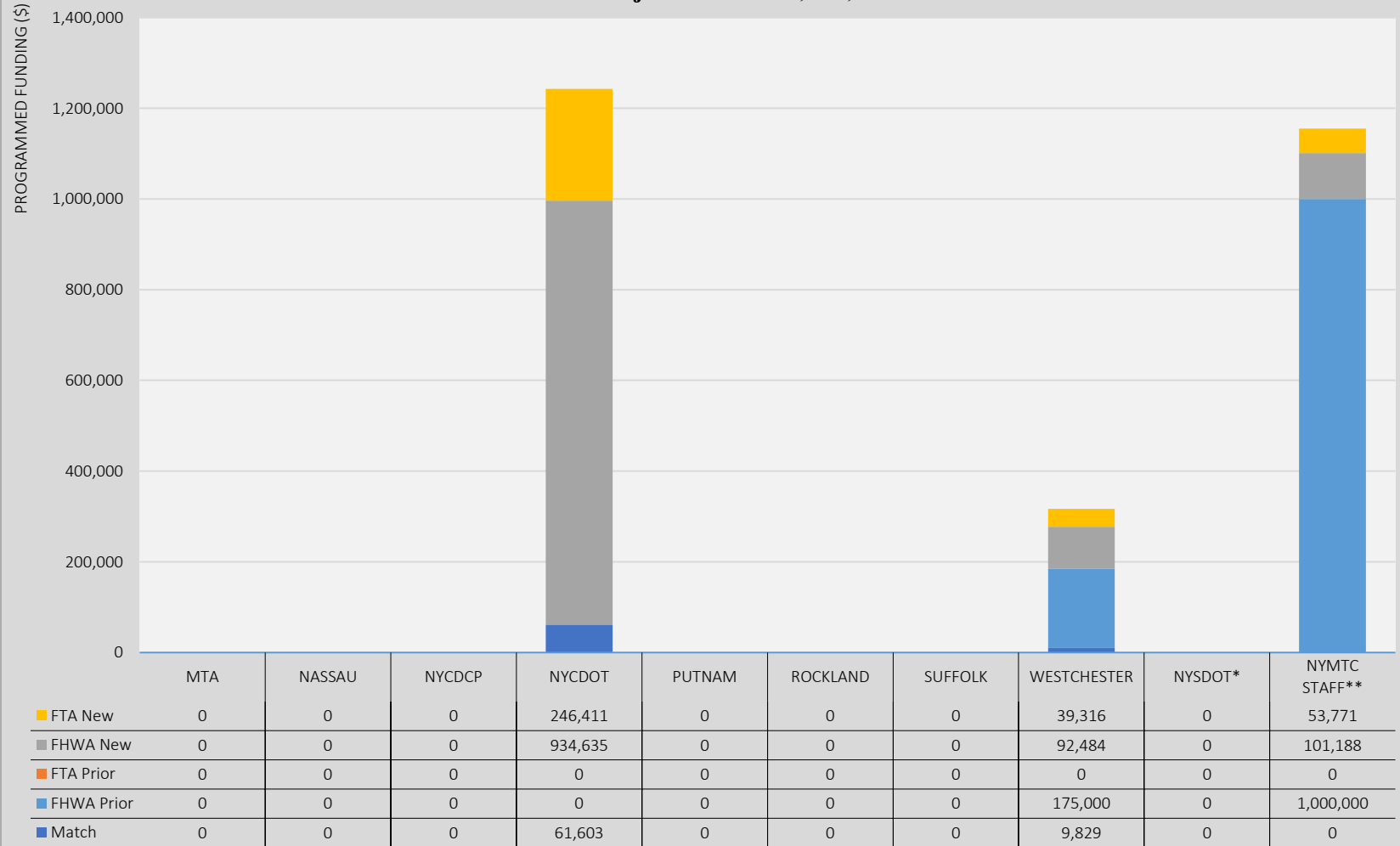
Increasing Safe and Accessible Transportation Options Planning Activities
SFY 2026-2027

<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 2026-2027</u>	<u>Total Project Cost</u>
Central Staff	\$154,959	\$0	\$1,000,000	\$1,000,000	\$154,959	\$1,154,959
MHSTCC	\$0	\$0	\$0	\$0	\$0	\$0
NSTCC	\$0	\$0	\$0	\$0	\$0	\$0
NYCTCC	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$154,959	\$0	\$1,000,000	\$1,000,000	\$154,959	\$1,154,959
MTA	\$0	\$0	\$0	\$0	\$0	\$0
Nassau	\$0	\$0	\$0	\$0	\$0	\$0
NYCDOP	\$0	\$0	\$0	\$0	\$0	\$0
NYCDOT	\$887,649	\$0	\$355,000	\$0	\$1,242,649	\$1,242,649
Putnam	\$0	\$0	\$0	\$0	\$0	\$0
Rockland	\$0	\$0	\$0	\$0	\$0	\$0
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$141,629	\$0	\$175,000	\$175,000	\$141,629	\$316,629
Members Subtotal	\$1,029,278	\$0	\$530,000	\$175,000	\$1,384,278	\$1,559,278
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:						\$2,714,237

Increasing Safe and Accessible Transportation Options Planning Activities

SFY 2026-2027

Total Project Funds: \$2,714,237



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

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

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. Examples include direct program support, administration, interagency coordination, citizen participation, public information, local assistance, and Unified Planning Work Program (UPWP) development.

Highlights for this Category

- The day-to-day operations of NYMTC will be supported, administered, and managed.
- NYMTC's Council principals, PFAC, and the three TCCs will continue to be supported in their activities.
- The activities of advisory working groups and PFAC and/or TCC subcommittees created for various aspects of the planning process will continue to be supported.
- The PIP, Title VI Program, and Language Access Program (LAP) will be updated.
- The activities of the Metropolitan Area Planning (MAP) Forum, its Multi-State Freight Working Group, and its Multi-State Resiliency Working Group will continue to be supported.
- Participation in the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and its various working groups will continue, as will participation in the AMPO.
- Hardware and software capabilities for analysis tools, database management, content management, 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.
- Preliminary development of a new NYMTC website will be underway.
- 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 during the program year, including necessary amendments and administrative modifications to its programmatic structure 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 following 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
- Participation with and support for the MAP Forum and its working groups continued.
- Participation in the NYSAMPO, National Association of Regional Councils, and Association of Metropolitan Planning Organizations continued.
- Efforts to develop a new NYMTC website continued.
- Enhancements to Information Technology and website capabilities, public affairs and fulfillment services, and NYMTC's social media presence and public outreach program 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</u> <u>SFY 2026-27</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$2,444,199	\$5,000,000	\$7,444,199
MHSTCC	\$147,345	\$0	\$147,345
NSTCC	\$170,793	\$0	\$170,793
NYCTCC	\$142,420	\$0	\$142,420
NYMTC Staff Subtotal	\$2,904,757	\$5,000,000	\$7,904,757
MTA	\$70,636	\$0	\$70,636
Nassau	\$6,090	\$142,599	\$148,689
NYCDCP	\$305,108	\$0	\$305,108
NYCDOT	\$331,142	\$0	\$331,142
Putnam	\$57,327	\$0	\$57,327
Rockland	\$183,382	\$0	\$183,382
Suffolk	\$41,200	\$0	\$41,200
Westchester	\$188,579	\$0	\$188,579
Members Subtotal	\$1,183,464	\$142,599	\$1,326,063
R08	\$157,216	\$0	\$157,216
R10	\$157,520	\$0	\$157,520
R11	\$157,520	\$0	\$157,520
MO	\$314,820	\$0	\$314,820
NYSDOT Subtotal	\$787,076	\$0	\$787,076
Category Total:	\$4,875,297	\$5,142,599	\$10,017,896

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

Implementation of the Public Involvement Plan (PIP), the Title VI/Non-Discrimination Program and the Language Access Operating Procedures is underway. Enhancements to Information Technology (IT) and website capabilities, public affairs and fulfillment services, and NYMTC's social media presence and public outreach program are on-going. Monitoring progress on the recommendations of the 2023 federal Certification Review is on-going.

Planned Activities for NYMTC Staff

1. Implement and monitor the recommendations of the quadrennial 2023 federal Certification Review.
2. Update the PIP, Public Involvement Operating Procedures, Title VI/Non-Discrimination Program, and Language Access Operating Procedures.
3. Support and enhance IT and website capabilities, public affairs and fulfillment services, and NYMTC's social media presence and public outreach.
4. Continue to update NYMTC's operating procedures, protocols and business practices as appropriate. Continue to build a repository of relevant procedures, protocols and business practices for the use of staff and member agencies.
5. 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.
6. Coordinate procurement processes and developments as required.
7. Prepare reports as required by Title VI of the Civil Rights Act of 1964 and the related guidance by the FTA.
8. Prepare for and participate in the 2026 federal Certification Review.
9. Produce and publish the 2027 NYMTC Annual Report.

Planned Activities for NYMTC Member Agencies

1. Participate in the 2026 federal Certification Review.
2. Support and participate in meetings of NYMTC's principals, its committees and subcommittees, its formal and informal working groups and its study committees.
3. Prepare reports as required by Title VI of the Civil Rights Act of 1964, and the related guidance by the Federal Transit Administration.
4. Support the development of NYMTC's 2027 Annual Report.

Deliverables for NYMTC Staff and Member Agencies

1. 2027 NYMTC Annual Report (Q3)
2. Title VI/Non-Discrimination Program Update (Q4)
3. Update PIP (Q4)
4. Update Language Access Operating Procedures (Q4)
5. Title VI reports (Q2)

Related Professional Services Contracts

NYMTC Staff Contracts

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

Previously Programmed Funds

NYMTC Staff: \$5,000,000

Unspent funds for multi-year contracts are being programmed within the current program.

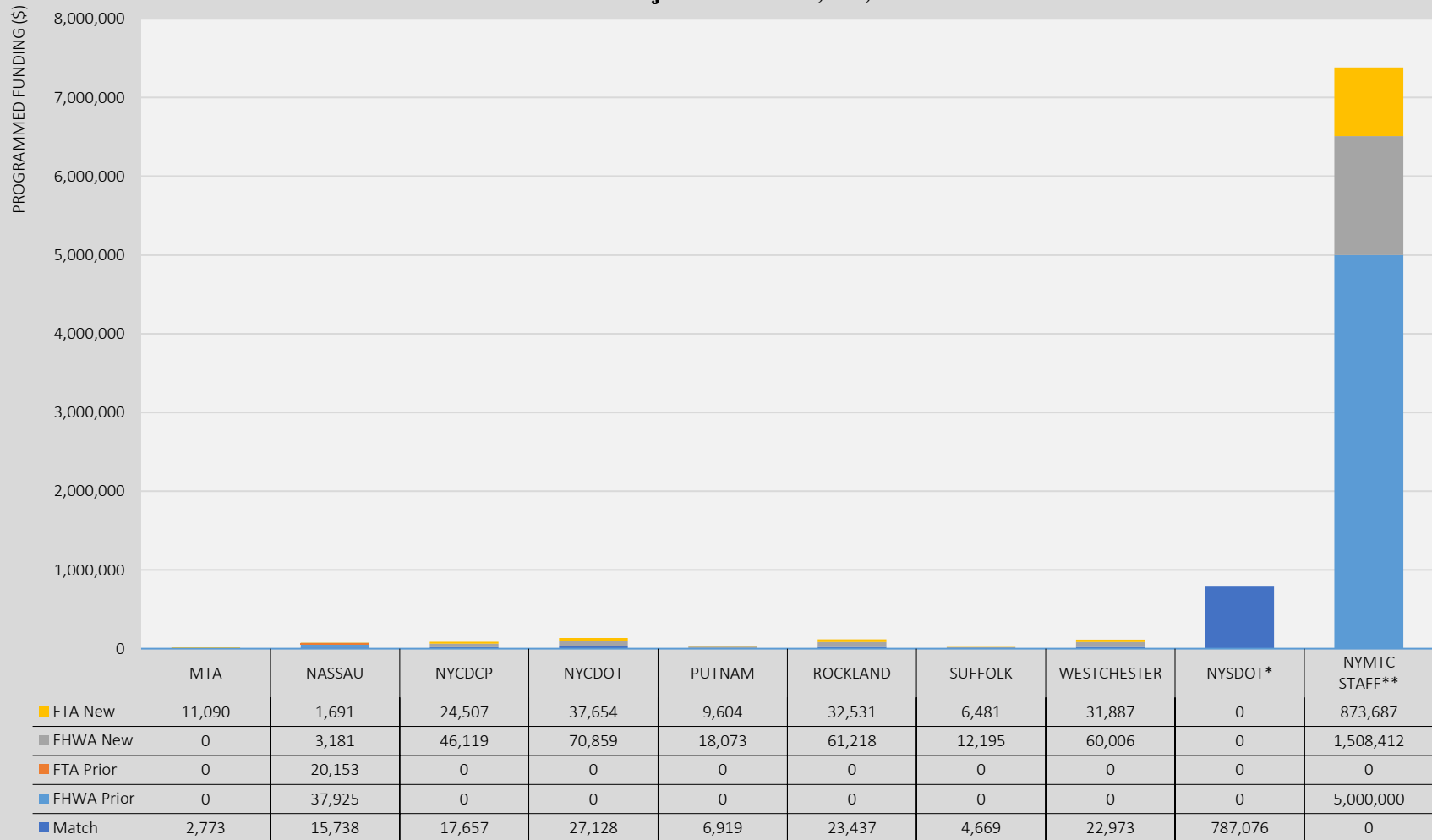
Nassau County: \$72,598

Unspent funds from prior programs are being programmed within the current program.

Summary of Task Funding

See the next pages.

**MPO Operations and Management
SFY 2026-2027
Total Project Funds: \$8,775,644**



* 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 2026-2027

<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 2026- 2027</u>	<u>Total Project Cost</u>
Central Staff	\$1,949,690	\$78,396	\$5,000,000	\$5,000,000	\$2,028,086	\$7,028,086
MHSTCC	\$116,670	\$0	\$0	\$0	\$116,670	\$116,670
NSTCC	\$161,573	\$0	\$0	\$0	\$161,573	\$161,573
NYCTCC	\$75,770	\$0	\$0	\$0	\$75,770	\$75,770
NYMTC Staff Subtotal	\$2,303,703	\$78,396	\$5,000,000	\$5,000,000	\$2,382,099	\$7,382,099
MTA	\$13,863	\$0	\$0	\$0	\$13,863	\$13,863
Nassau	\$78,688	\$0	\$0	\$72,598	\$6,090	\$78,688
NYCDCP	\$88,283	\$0	\$0	\$0	\$88,283	\$88,283
NYCDOT	\$135,641	\$0	\$0	\$0	\$135,641	\$135,641
Putnam	\$34,596	\$0	\$0	\$0	\$34,596	\$34,596
Rockland	\$117,187	\$0	\$0	\$0	\$117,187	\$117,187
Suffolk	\$23,045	\$300	\$0	\$0	\$23,345	\$23,345
Westchester	\$113,666	\$1,200	\$0	\$0	\$114,866	\$114,866
Members Subtotal	\$604,969	\$1,500	\$0	\$72,598	\$533,871	\$606,469
R08	\$157,216	\$0	\$0	\$0	\$157,216	\$157,216
R10	\$157,520	\$0	\$0	\$0	\$157,520	\$157,520
MO	\$314,820	\$0	\$0	\$0	\$314,820	\$314,820
R11	\$157,520	\$0	\$0	\$0	\$157,520	\$157,520
NYSDOT Subtotal	\$787,076	\$0	\$0	\$0	\$787,076	\$787,076
Project Total:						\$8,775,644

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 (SFY2027-2028) will be developed through coordination with NYMTC's member agencies and staff.

Previously Completed Work

The current UPWP (SFY2026-2027) was developed and adopted by the Council in February 2026. The prior UPWP (SFY2025-2026) 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. Performance reports (Q3-Q4)

Deliverables for NYMTC Member Agencies

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

Deliverables for NYMTC Staff and Member Agencies

1. Complete amendments/administrative modifications requests to the UPWP (Q1-Q4)
2. Adopt UPWP (Q4)

Related Professional Services Contracts

Not Applicable

Previously Programmed Funds

Nassau County: \$70,001

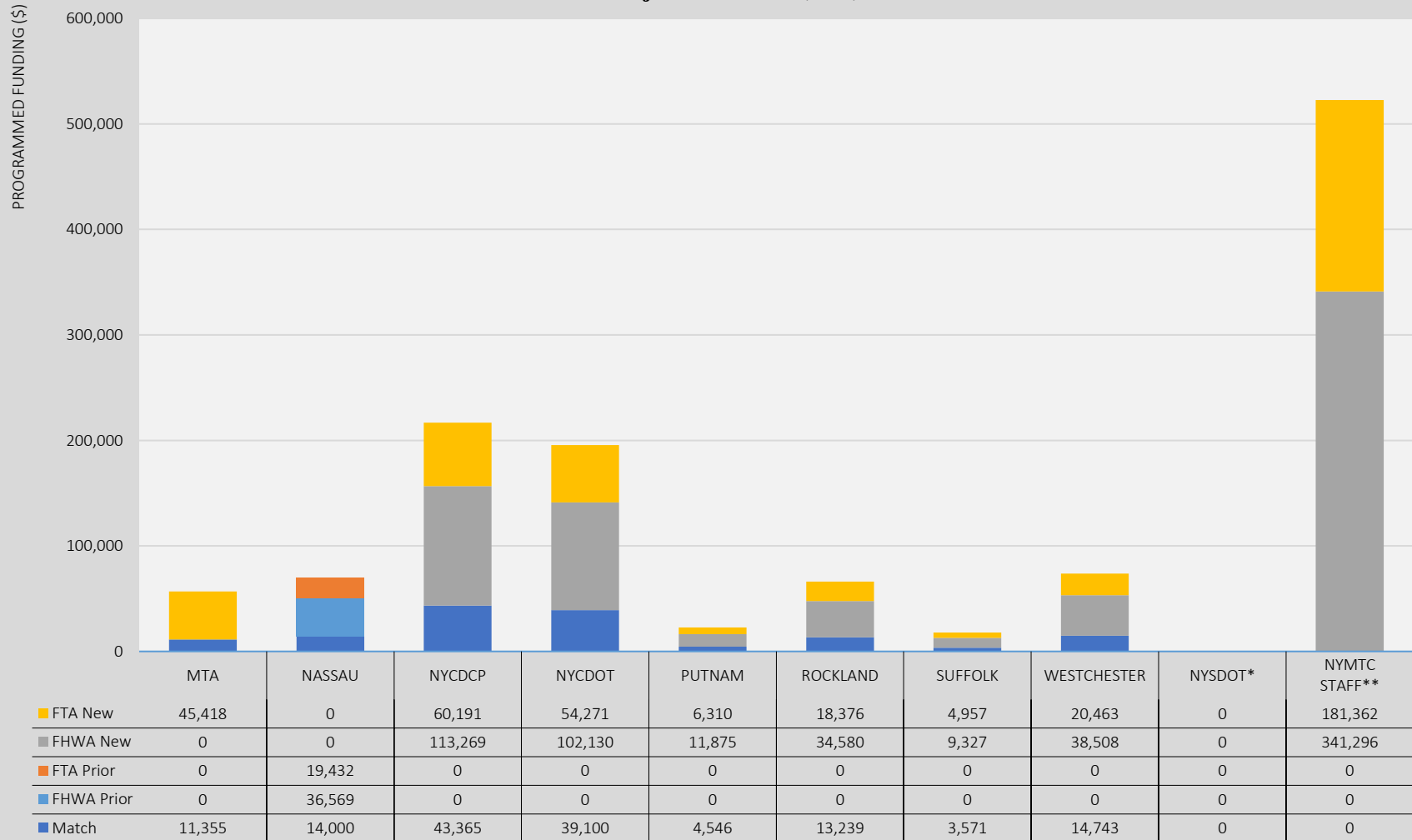
Unspent funds from prior programs are being programmed within the current program.

Summary of Task Funding

See next pages.

**Annual UPWP Development and Reporting
SFY 2026-2027**

Total Project Funds: \$1,242,252



* 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 2026-2027

<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 2026- 2027</u>	<u>Total Project Cost</u>
Central Staff	\$416,113	\$0	\$0	\$0	\$416,113	\$416,113
MHSTCC	\$30,675	\$0	\$0	\$0	\$30,675	\$30,675
NSTCC	\$9,220	\$0	\$0	\$0	\$9,220	\$9,220
NYCTCC	\$66,650	\$0	\$0	\$0	\$66,650	\$66,650
NYMTC Staff Subtotal	\$522,658	\$0	\$0	\$0	\$522,658	\$522,658
MTA	\$56,773	\$0	\$0	\$0	\$56,773	\$56,773
Nassau	\$70,001	\$0	\$0	\$70,001	\$0	\$70,001
NYCDCP	\$216,825	\$0	\$0	\$0	\$216,825	\$216,825
NYCDOT	\$195,501	\$0	\$0	\$0	\$195,501	\$195,501
Putnam	\$22,731	\$0	\$0	\$0	\$22,731	\$22,731
Rockland	\$66,195	\$0	\$0	\$0	\$66,195	\$66,195
Suffolk	\$17,855	\$0	\$0	\$0	\$17,855	\$17,855
Westchester	\$73,713	\$0	\$0	\$0	\$73,713	\$73,713
Members Subtotal	\$719,594	\$0	\$0	\$70,001	\$649,593	\$719,594
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:						\$1,242,252

General Development and Comprehensive Planning

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

Highlights for this Program

- The development of NYMTC's 2065 SED forecasts.

Recent Accomplishments

- Adopted final Adjusted 2055 SED county-level forecasts.

Category: General Development and Comprehensive Planning
Cost Summary

	<u>Funds programmed in SFY 2026-27</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$201,300	\$0	\$201,300
MHSTCC	\$13,880	\$0	\$13,880
NSTCC	\$9,220	\$0	\$9,220
NYCTCC	\$10,225	\$0	\$10,225
NYMTC Staff Subtotal	\$234,625	\$0	\$234,625
MTA	\$79,716	\$0	\$79,716
Nassau	\$0	\$118,878	\$118,878
NYCDCP	\$91,093	\$0	\$91,093
NYCDOT	\$4,115	\$0	\$4,115
Putnam	\$3,918	\$0	\$3,918
Rockland	\$58,271	\$0	\$58,271
Suffolk	\$4,611	\$0	\$4,611
Westchester	\$26,016	\$0	\$26,016
Members Subtotal	\$267,740	\$118,878	\$386,618
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$502,365	\$118,878	\$621,243

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 modeling and to support planning analyses.

Previously Completed Work

NYMTC adopted final Adjusted 2055 SED county-level forecasts in June 2024. NYMTC allocated county-level forecasts to the TAZ level for use in the BPM.

Planned Activities for NYMTC Staff

1. Continue to maintain the Adjusted 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 Adjusted 2055 SED forecasts, and the development of the 2065 SED forecasts.
5. Provide data for and prepare the New York State (NYS) Data Center annual report.
6. Respond to SED-related data requests.
7. Develop a framework for the 2065 SED forecast.
8. Develop new/updated SED Forecast and TAZ Allocation models.

Planned Activities for NYMTC Member Agencies

1. Participate in FWG, including up to one FWG meeting, to inform the development of a new SED forecast methodology.

Deliverables for NYMTC Staff

1. NYS Data Center annual report (Q3)

Related Professional Services Contracts:

Nassau County

Contract Name: Analytics Consultant

Estimated contract cost: \$50,000

Consultant will provide SED and Census-related support.

Previously Programmed Funds

Nassau County: \$118,878

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

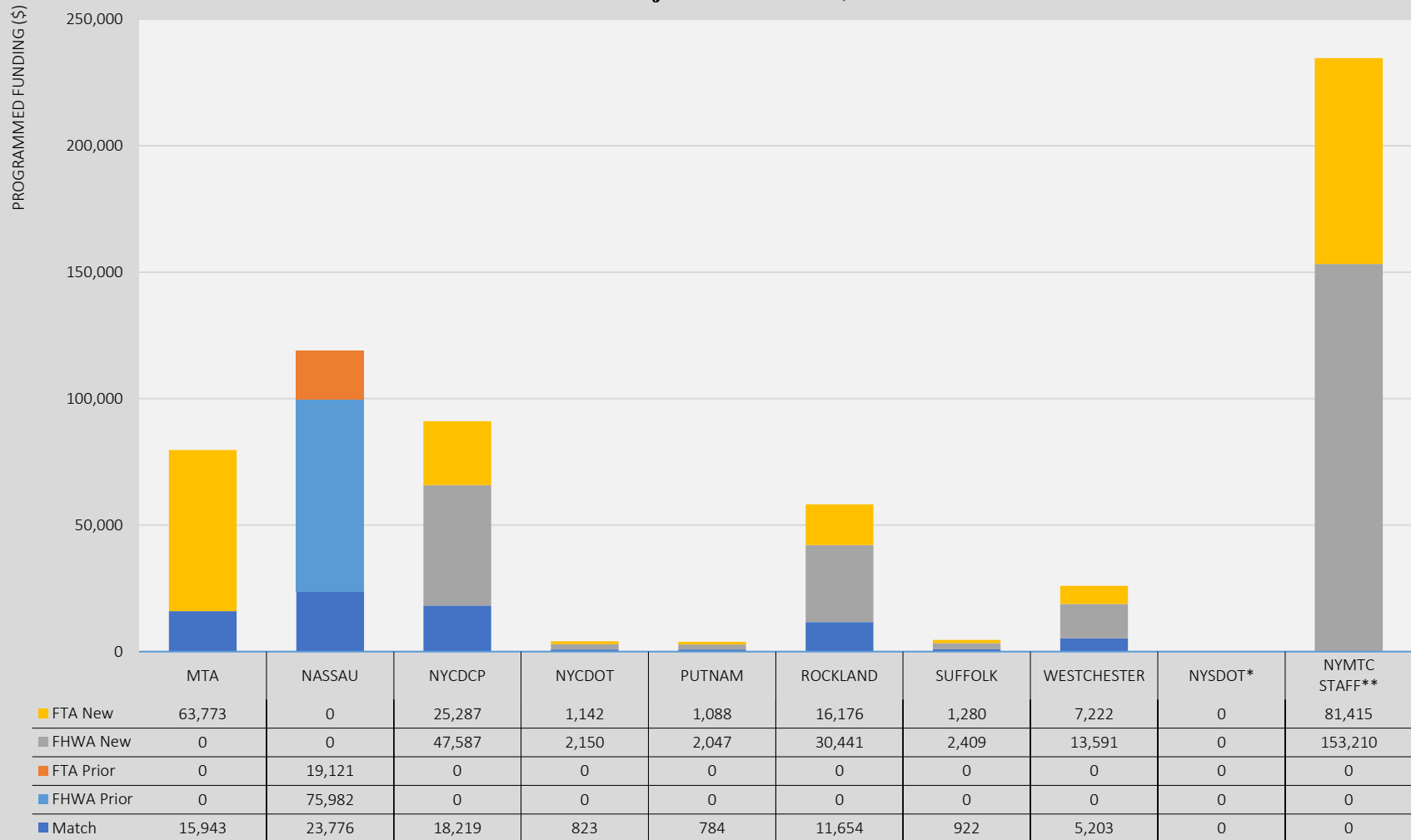
Summary of Task Funding

See next pages.

Socioeconomic and Demographic (SED) Forecasts and Census Data

SFY 2026-2027

Total Project Funds: \$621,243



* 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 2026-2027

<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 2026- 2027</u>	<u>Total Project Cost</u>
Central Staff	\$201,300	\$0	\$0	\$0	\$201,300	\$201,300
MHSTCC	\$13,880	\$0	\$0	\$0	\$13,880	\$13,880
NSTCC	\$9,220	\$0	\$0	\$0	\$9,220	\$9,220
NYCTCC	\$10,225	\$0	\$0	\$0	\$10,225	\$10,225
NYMTC Staff Subtotal	\$234,625	\$0	\$0	\$0	\$234,625	\$234,625
MTA	\$79,716	\$0	\$0	\$0	\$79,716	\$79,716
Nassau	\$68,878	\$0	\$50,000	\$118,878	\$0	\$118,878
NYCDCP	\$91,093	\$0	\$0	\$0	\$91,093	\$91,093
NYCDOT	\$4,115	\$0	\$0	\$0	\$4,115	\$4,115
Putnam	\$3,918	\$0	\$0	\$0	\$3,918	\$3,918
Rockland	\$58,271	\$0	\$0	\$0	\$58,271	\$58,271
Suffolk	\$4,611	\$0	\$0	\$0	\$4,611	\$4,611
Westchester	\$26,016	\$0	\$0	\$0	\$26,016	\$26,016
Members Subtotal	\$336,618	\$0	\$50,000	\$118,878	\$267,740	\$386,618
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:						\$621,243

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 RTP; 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 Transportation Performance Management 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 Congestion Management Process.

Highlights for this Program

- Update and enhancement of PIMS will continue.
- Traffic volume, vehicle classification counts, and information on transit ridership and transit service changes will be collected to calibrate and validate the NYBPM.
- 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 Regional Household Travel Survey will be underway.
- Initial development of the next RTP will be underway.

Recent Accomplishments

- Adopted Plan 2055 and its various elements.
- Adopted 2025 CMP Status Report.
- Adopted new highway and transit targets for RTP and TIP.
- The NYBPM 2019 Base Year model has been fully implemented.
- 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 annual Hub-Bound Travel Report was released.
- Quarterly Travel Pattern data brochures were released.
- The Travel Survey Community of Practice called Survey Harmonization and Regional Data (NYSHARED) continued to meet.

Category: Long-Range Transportation Planning
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2026-27</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$7,273,030	\$18,988,297	\$26,261,327
MHSTCC	\$145,845	\$0	\$145,845
NSTCC	\$210,730	\$0	\$210,730
NYCTCC	\$143,935	\$0	\$143,935
NYMTC Staff Subtotal	\$7,773,540	\$18,988,297	\$26,761,837
MTA	\$118,322	\$0	\$118,322
Nassau	\$0	\$455,948	\$455,948
NYCDCP	\$288,761	\$0	\$288,761
NYCDOT	\$1,485,265	\$0	\$1,485,265
Putnam	\$66,851	\$50,000	\$116,851
Rockland	\$145,486	\$0	\$145,486
Suffolk	\$83,332	\$0	\$83,332
Westchester	\$465,611	\$0	\$465,611
Members Subtotal	\$2,653,628	\$505,948	\$3,159,576
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$10,427,168	\$19,494,245	\$29,921,413

Plan 2055 Maintenance / Plan 2060 Development

Description and Objectives

This task maintains Moving Forward 2055, NYMTC's FFY 2026-2055 Regional Transportation Plan (Plan) as the basis for NYMTC's planning process and to establish long-range fiscal constraints. This task will also undertake various phases of the development of NYMTC's FFYs 2030-2060 Plan that must be adopted by September 2029.

Previously Completed Work

1. Completed Phase 2 of Public Outreach for the development of the FFYs 2026-2055 Plan.
2. Catalogued and organized input received from the public for the FFYs 2026-2055 Plan.
3. Organized the development process of the initial list of projects, programs, and studies for the development of the FFYs 2026-2055 Plan through the transportation coordinating committees.
4. Conducted a formal public review period for Plan 2055 and addressed all comments received.
5. Finalized draft Plan 2055 and its various elements.
6. Adopted Plan 2055 and its various elements.
7. Processed and approved FFYs 2026-2055 Plan amendments and administrative modifications.

Planned Activities for NYMTC Staff

1. Process amendments or administrative modifications to Plan 2055, as needed.
2. Facilitate meetings with the RTP Subcommittee and other sub-committees.
3. Facilitate debriefing sessions with member agencies to discuss the Plan 2055 development process.
4. Develop recommendations for the next RTP cycle.
5. Develop a timeline and process for the next RTP cycle.

Planned Activities for NYMTC Member Agencies

1. Review all amendments proposed for Plan 2055.
2. Participate in RTP Subcommittee and, if necessary, other sub-committee meetings.
3. Contribute recommendations for the next RTP development cycle.

Deliverables for NYMTC Staff and Member Agencies

1. Process and approve FFYs 2026-2055 Plan amendments and administrative modifications (Q1-Q4)

Related Professional Services Contracts

NYMTC Staff Contracts

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

Previously Programmed Funds

Nassau County: \$99,736

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

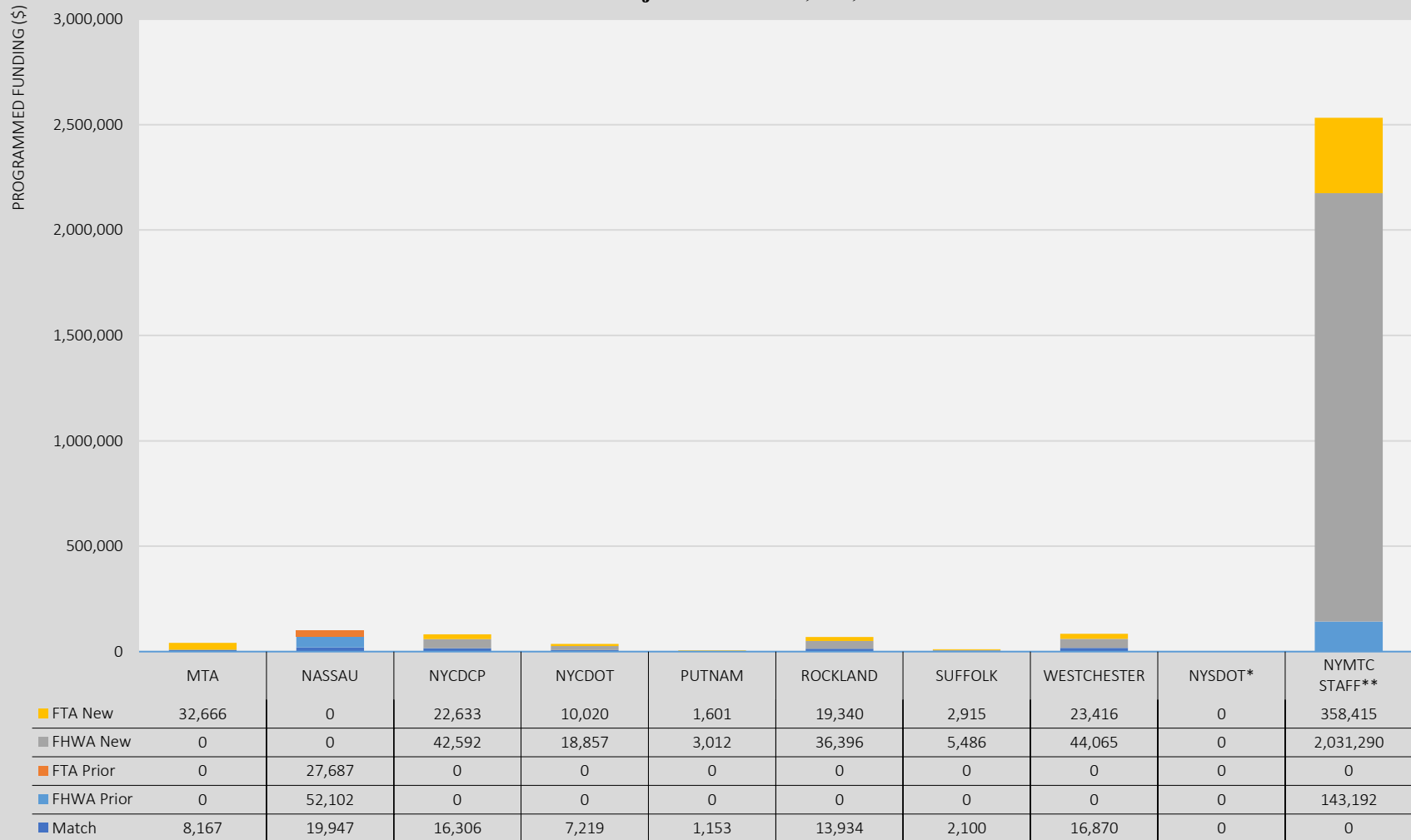
Summary of Task Funding

See next pages.

2055 Plan Maintenance / 2060 Plan Development

SFY 2026-2027

Total Project Funds: \$2,961,382



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

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

2055 Plan Maintenance / 2060 Plan Development
SFY 2026-2027

<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 2026- 2027</u>	<u>Total Project Cost</u>
Central Staff	\$775,802	\$0	\$1,500,000	\$143,192	\$2,132,610	\$2,275,802
MHSTCC	\$78,455	\$0	\$0	\$0	\$78,455	\$78,455
NSTCC	\$101,190	\$0	\$0	\$0	\$101,190	\$101,190
NYCTCC	\$77,450	\$0	\$0	\$0	\$77,450	\$77,450
NYMTC Staff Subtotal	\$1,032,897	\$0	\$1,500,000	\$143,192	\$2,389,705	\$2,532,897
MTA	\$40,833	\$0	\$0	\$0	\$40,833	\$40,833
Nassau	\$99,736	\$0	\$0	\$99,736	\$0	\$99,736
NYCDCP	\$81,531	\$0	\$0	\$0	\$81,531	\$81,531
NYCDOT	\$36,096	\$0	\$0	\$0	\$36,096	\$36,096
Putnam	\$5,766	\$0	\$0	\$0	\$5,766	\$5,766
Rockland	\$69,670	\$0	\$0	\$0	\$69,670	\$69,670
Suffolk	\$10,501	\$0	\$0	\$0	\$10,501	\$10,501
Westchester	\$83,352	\$1,000	\$0	\$0	\$84,352	\$84,352
Members Subtotal	\$427,485	\$1,000	\$0	\$99,736	\$328,749	\$428,485
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:						\$2,961,382

Congestion Management Process

Description and Objectives

This task maintains and implements NYMTC's federally required Congestion Management Process (CMP) to inform the development and planning of projects, programs and strategies to mitigate congestion. This task will also develop the 2029 CMP Status Report for its adoption by September 2029.

Previously Completed Work

1. 2025 CMP Status Report completed and adopted by Council on September 5, 2025.
2. Preliminary work to utilize data from the CMP to identify and recommend potential future projects or programs for the TIP and RTP.

Planned Activities for NYMTC Staff

1. Correlate congestion mitigation projects included in the TIP and Plan with locations flagged in congestion analysis using the performance measures outlined in the CMP operating procedures.
2. Continue efforts to utilize data from the CMP to identify and recommend potential future projects or programs for the TIP and RTP.
3. Monitor the effects of local and regional congestion management strategies using NPMRDS analysis to identify patterns and trends.
4. Initiate development of the 2029 CMP Status Report.

Planned Activities for NYMTC Member Agencies

1. Aid NYMTC staff with flagging areas of high congestion to be analyzed for potential future congestion mitigation projects.

Deliverables for NYMTC Staff and Member Agencies

1. Technical memo on results of analysis to be completed before commencement of intensive development (Q4).

Related Professional Services Contracts

Not Applicable

Previously Programmed Funds

Nassau: \$11,038

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

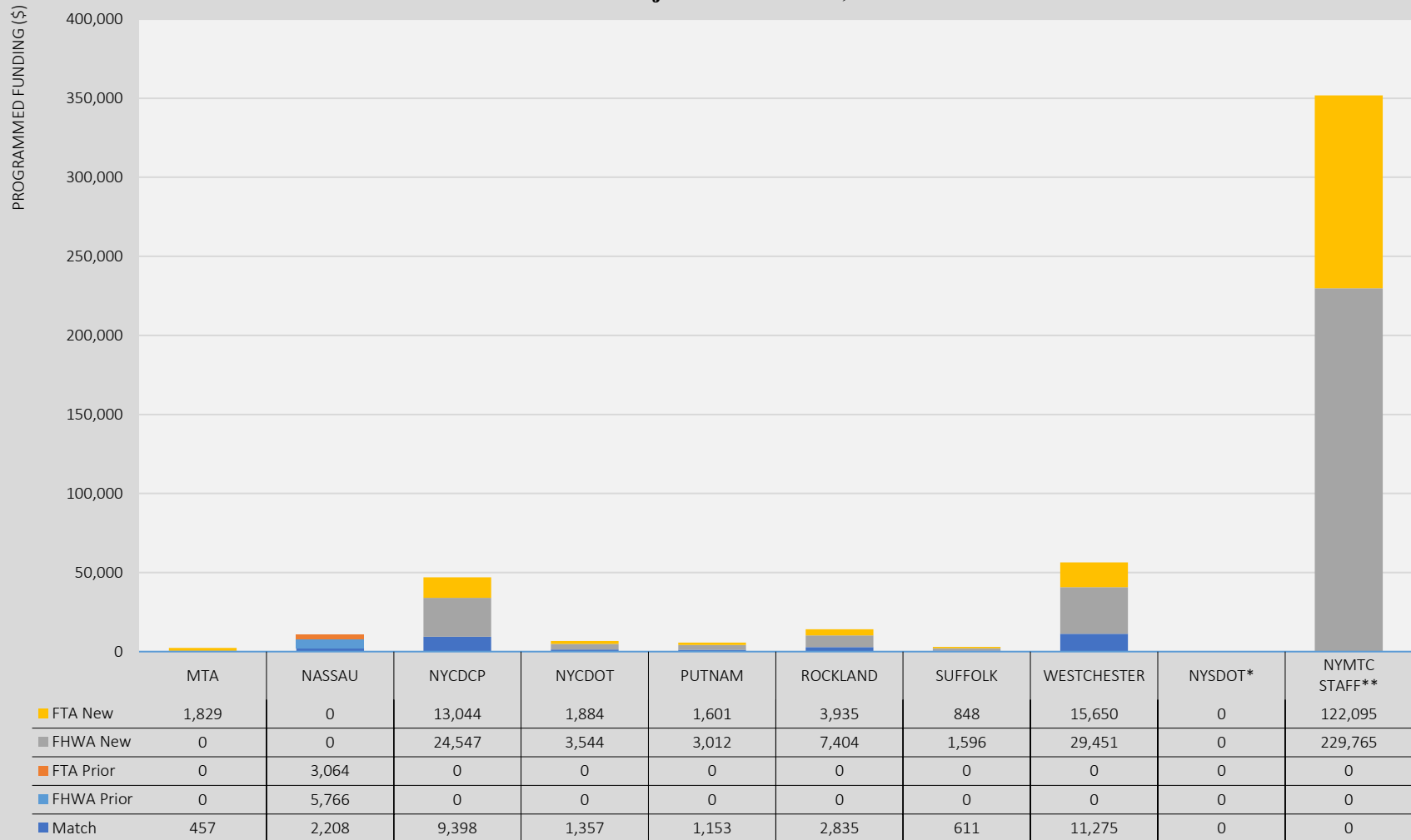
Summary of Task Funding

See next pages.

Congestion Management Process (CMP)

SFY 2026-2027

Total Project Funds: \$498,329



* 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 2026-2027

<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 2026- 2027</u>	<u>Total Project Cost</u>
Central Staff	\$274,410	\$0	\$0	\$0	\$274,410	\$274,410
MHSTCC	\$17,535	\$0	\$0	\$0	\$17,535	\$17,535
NSTCC	\$36,815	\$0	\$0	\$0	\$36,815	\$36,815
NYCTCC	\$23,100	\$0	\$0	\$0	\$23,100	\$23,100
NYMTC Staff Subtotal	\$351,860	\$0	\$0	\$0	\$351,860	\$351,860
MTA	\$2,286	\$0	\$0	\$0	\$2,286	\$2,286
Nassau	\$11,038	\$0	\$0	\$11,038	\$0	\$11,038
NYCDCP	\$46,989	\$0	\$0	\$0	\$46,989	\$46,989
NYCDOT	\$6,785	\$0	\$0	\$0	\$6,785	\$6,785
Putnam	\$5,766	\$0	\$0	\$0	\$5,766	\$5,766
Rockland	\$14,174	\$0	\$0	\$0	\$14,174	\$14,174
Suffolk	\$3,055	\$0	\$0	\$0	\$3,055	\$3,055
Westchester	\$56,376	\$0	\$0	\$0	\$56,376	\$56,376
Members Subtotal	\$146,469	\$0	\$0	\$11,038	\$135,431	\$146,469
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:						\$498,329

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

At the midpoint of the second performance period, the CMAQ Performance Plan was updated in September 2024. NYMTC also adopted new Public Transit Agency Safety Plans (PTASP) and Transit Asset Management (TAM) targets from several transit agencies. Coordination with the New York-Jersey City-Newark NY-NJ Urban Area (UA) coordination group resulted in UA level four-year targets being maintained at the midpoint of the performance period. New highway and transit targets were adopted for the RTP and TIP in February 2025.

Planned Activities for NYMTC Staff

1. Identify required TPM actions for SFYs 2026-2027 and 2027-2028.
2. Support statewide highway performance targets if they are updated by NYSDOT
3. Support transit performance targets if they are updated by transit agencies
4. Maintain and revise the TPM information on the NYMTC website as needed.
5. Initiate coordination meetings for targets for the third Performance Period with both the New York-Jersey City-Newark NY-NJ and Bridgeport-Stamford CT-NY UAs.
6. Continue development of the 2026 CMAQ Performance Plan.

Planned Activities for NYMTC Member Agencies

1. For NYSDOT: provide updated highway performance targets for infrastructure and safety.
2. For NYSDOT: participate in coordination meetings for the New York-Jersey City-Newark NY-NJ and Bridgeport-Stamford CT-NY urban area (UA) level targets and develop targets for the third performance period.
3. For transit designated recipients: provide updated Transit Asset Management (TAM) and Public Transit Agency Safety Plan (PTASP) targets.

Deliverables for NYMTC Staff

1. Draft targets for New York-Jersey City-Newark NY-NJ UA and Bridgeport-Stamford CT-NY UA (Q1-Q2)
2. Resolutions for support of all updated targets developed in SFY2026-2027 (Q1-Q4)
3. 2026 CMAQ Performance Plan (Q2-Q3)

Deliverables for NYMTC Member Agencies

1. Adopt resolutions for all updated targets developed in SFY2026-2027 (Q1-Q4)

Related Professional Services Contracts

Not Applicable

Previously Programmed Funds

Nassau: \$33,742

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

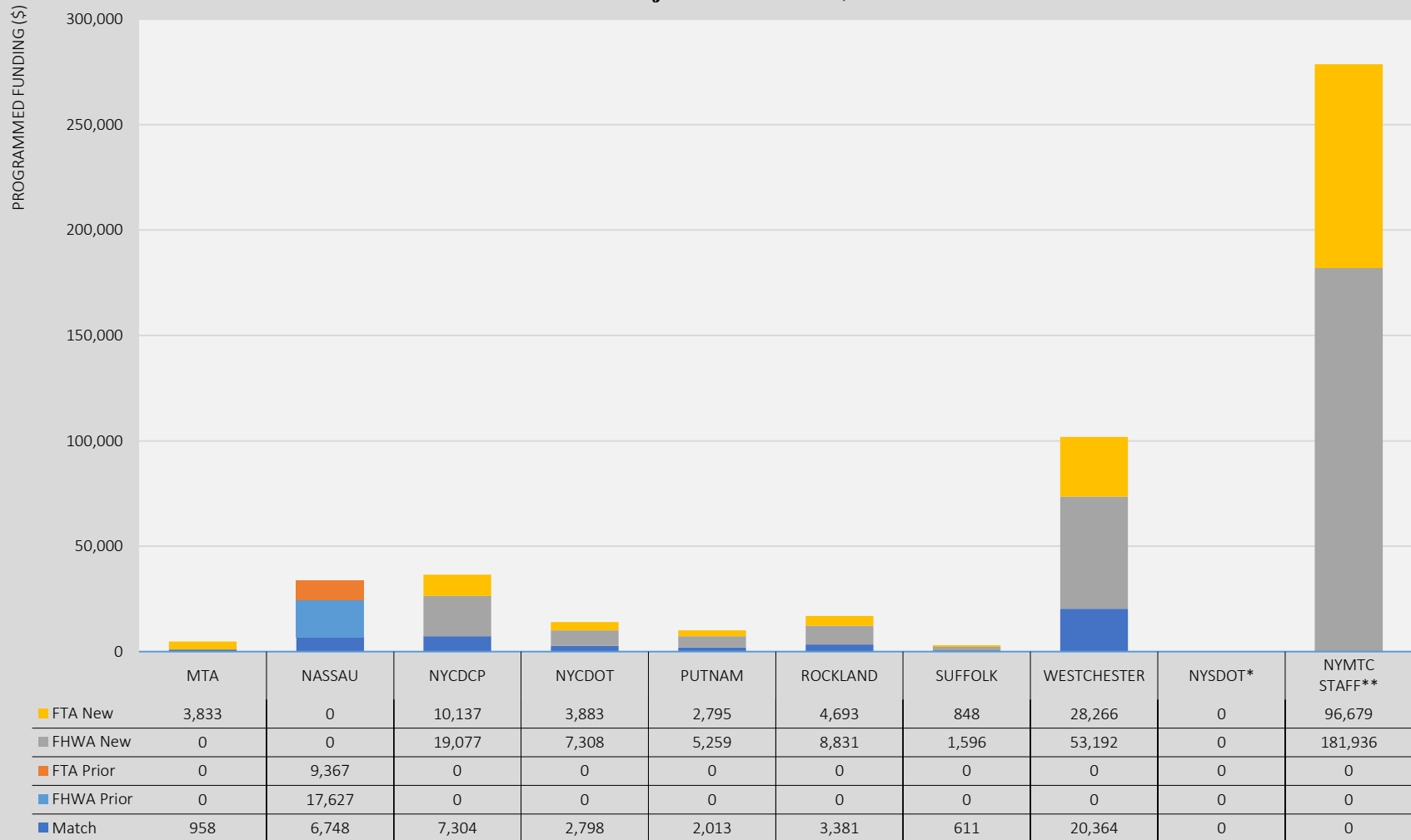
Summary of Task Funding

See next pages.

Transportation Performance Management (TPM)

SFY 2026-2027

Total Project Funds: \$499,504



* 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 2026-2027

<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 2026-2027</u>	<u>Total Project Cost</u>
Central Staff	\$207,470	\$0	\$0	\$0	\$207,470	\$207,470
MHSTCC	\$10,225	\$0	\$0	\$0	\$10,225	\$10,225
NSTCC	\$37,820	\$0	\$0	\$0	\$37,820	\$37,820
NYCTCC	\$23,100	\$0	\$0	\$0	\$23,100	\$23,100
NYMTC Staff Subtotal	\$278,615	\$0	\$0	\$0	\$278,615	\$278,615
MTA	\$4,791	\$0	\$0	\$0	\$4,791	\$4,791
Nassau	\$33,742	\$0	\$0	\$33,742	\$0	\$33,742
NYCDCP	\$36,518	\$0	\$0	\$0	\$36,518	\$36,518
NYCDOT	\$13,989	\$0	\$0	\$0	\$13,989	\$13,989
Putnam	\$10,067	\$0	\$0	\$0	\$10,067	\$10,067
Rockland	\$16,905	\$0	\$0	\$0	\$16,905	\$16,905
Suffolk	\$3,055	\$0	\$0	\$0	\$3,055	\$3,055
Westchester	\$101,822	\$0	\$0	\$0	\$101,822	\$101,822
Members Subtotal	\$220,889	\$0	\$0	\$33,742	\$187,147	\$220,889
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:						\$499,504

Model Development, Enhancement, and Applications

Description and Objectives

This task will maintain NYMTC's travel demand model, the New York Best Practice Model (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 (BY) model has been fully implemented and is undergoing enhancements. NYMTC's Project Information Management System (PIMS) has been upgraded and available for use. Post-Processor Software for Air Quality (PPS-AQ) and PPS-CMP have been updated.

Planned Activities for NYMTC Staff

1. Update, apply, enhance, and maintain the NYBPM BY 2019 model for use in regional planning applications.
2. Update, enhance and maintain the PPS-AQ and PPS-CMP. Incorporate current input data and ensure consistency with NYBPM BY 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.
6. Begin planning for process of updating NYBPM to a new base year (BY)

Planned Activities for NYMTC Member Agencies

1. Review and provide comments on technical memoranda and other deliverables for each of the studies noted above throughout the program year.
2. As needed, participate in Model Advisory Committee meetings.

Deliverables for NYMTC Staff

1. Enhancements, as appropriate, to the NYBPM 2019 BY model (Q1)
2. Emissions Inventory Report (Q3)

Related Professional Services Contracts

Not Applicable.

Previously Programmed Funds

NYMTC Staff \$9,345,105

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

Nassau: \$17,296

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

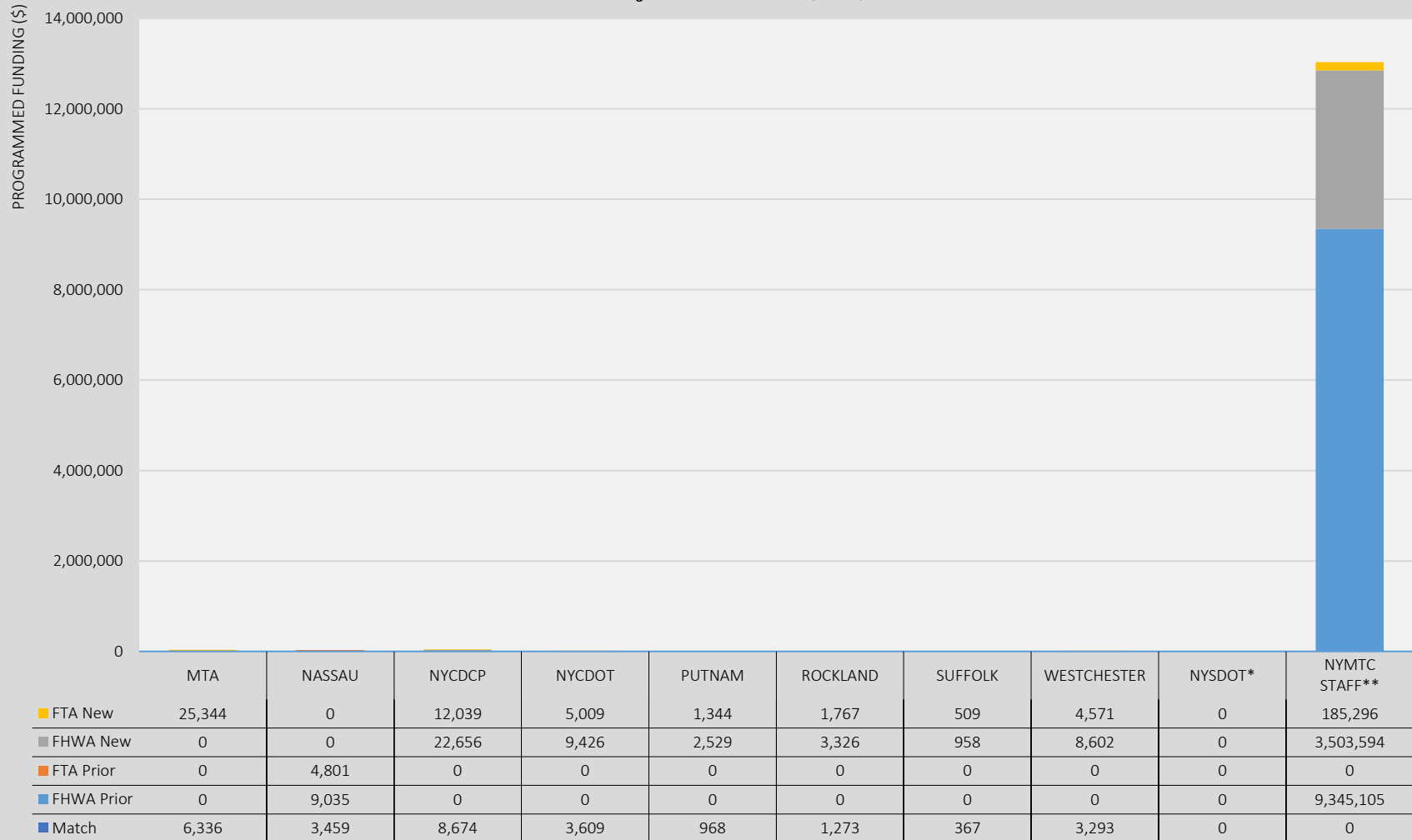
Summary of Task Funding

See next pages.

Model Development, Enhancement, and Applications

SFY 2026-2027

Total Project Funds: \$13,173,892



* 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 2026-2027

<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 2026- 2027</u>	<u>Total Project Cost</u>
Central Staff	\$515,455	\$0	\$12,500,000	\$9,345,105	\$3,670,350	\$13,015,455
MHSTCC	\$9,220	\$0	\$0	\$0	\$9,220	\$9,220
NSTCC	\$4,660	\$0	\$0	\$0	\$4,660	\$4,660
NYCTCC	\$4,660	\$0	\$0	\$0	\$4,660	\$4,660
NYMTC Staff Subtotal	\$533,995	\$0	\$12,500,000	\$9,345,105	\$3,688,890	\$13,033,995
MTA	\$31,680	\$0	\$0	\$0	\$31,680	\$31,680
Nassau	\$17,296	\$0	\$0	\$17,296	\$0	\$17,296
NYCDCP	\$43,369	\$0	\$0	\$0	\$43,369	\$43,369
NYCDOT	\$16,244	\$1,800	\$0	\$0	\$18,044	\$18,044
Putnam	\$4,842	\$0	\$0	\$0	\$4,842	\$4,842
Rockland	\$6,366	\$0	\$0	\$0	\$6,366	\$6,366
Suffolk	\$1,833	\$0	\$0	\$0	\$1,833	\$1,833
Westchester	\$16,467	\$0	\$0	\$0	\$16,467	\$16,467
Members Subtotal	\$138,097	\$1,800	\$0	\$17,296	\$122,601	\$139,897
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:						\$13,173,892

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

The Travel Survey Data Collection and Utilization Program has been completed. The Travel Survey Community of Practice for sharing travel data is ongoing. The next Regional Household Travel Survey (RHTS) is underway.

Planned Activities for NYMTC Staff

1. Undertake travel survey-related studies/research/projects.
2. Continue research on big data & available passive data.
3. Support the Travel Survey Community of Practice.
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 Travel Survey Community of Practice, which aims to align NYMTC's partnering agencies in sharing data and harmonizing survey efforts.
2. Provide data and information about survey projects being conducted throughout the region.
3. Review and comment 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 the Travel Survey Data Collection and Utilization Program and Community of Practice (Q1)
2. RHTS Deliverables (Q1-4)
3. Updated member agency travel survey projects list (Q1-4)

Related Professional Services Contracts

NYMTC Staff Contracts

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

Previously Programmed Funds

NYMTC Staff: \$5,500,000

Unspent funds from an active multi-year contract are being transferred to the current program.

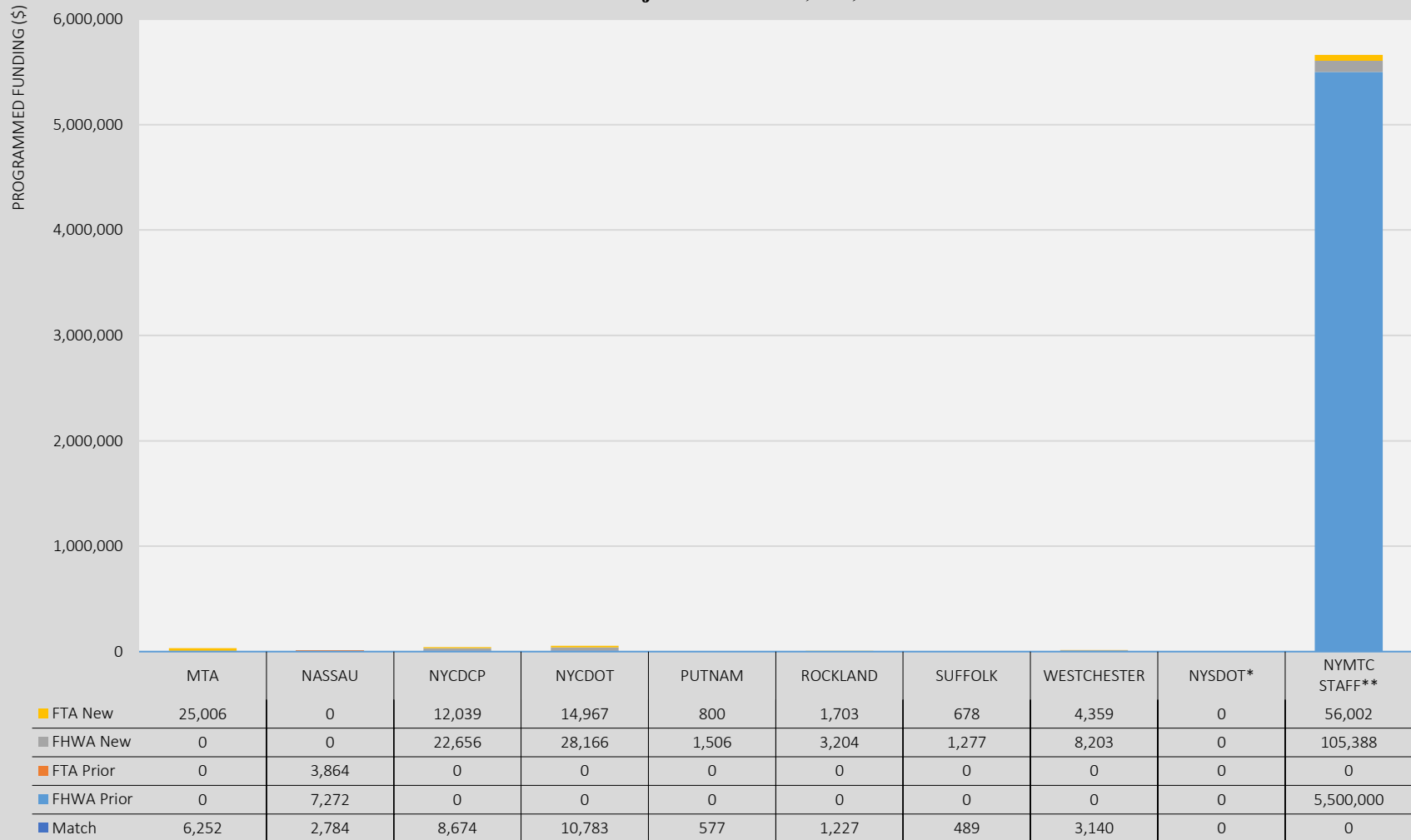
Nassau: \$13,921

Unspent funds are being brought into the current program.

Summary of Task Funding

See next pages.

**Regional Surveys
SFY 2026-2027
Total Project Funds: \$5,831,016**



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

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

Regional Surveys

SFY 2026-2027

<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 2026-2027</u>	<u>Total Project Cost</u>
Central Staff	\$144,860	\$0	\$5,500,000	\$5,500,000	\$144,860	\$5,644,860
MHSTCC	\$9,220	\$0	\$0	\$0	\$9,220	\$9,220
NSTCC	\$3,655	\$0	\$0	\$0	\$3,655	\$3,655
NYCTCC	\$3,655	\$0	\$0	\$0	\$3,655	\$3,655
NYMTC Staff Subtotal	\$161,390	\$0	\$5,500,000	\$5,500,000	\$161,390	\$5,661,390
MTA	\$31,258	\$0	\$0	\$0	\$31,258	\$31,258
Nassau	\$13,921	\$0	\$0	\$13,921	\$0	\$13,921
NYCDCP	\$43,369	\$0	\$0	\$0	\$43,369	\$43,369
NYCDOT	\$53,916	\$0	\$0	\$0	\$53,916	\$53,916
Putnam	\$2,883	\$0	\$0	\$0	\$2,883	\$2,883
Rockland	\$6,133	\$0	\$0	\$0	\$6,133	\$6,133
Suffolk	\$2,444	\$0	\$0	\$0	\$2,444	\$2,444
Westchester	\$15,702	\$0	\$0	\$0	\$15,702	\$15,702
Members Subtotal	\$169,626	\$0	\$0	\$13,921	\$155,705	\$169,626
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:						\$5,831,016

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. Transportation Information Gateway (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 the 2026 Quarterly Travel Pattern brochures and the 2025/26 Hub Bound Report; prepare reports.
4. Collect ridership and major river crossings traffic data for NYBPM validation.
5. Maintain and enhance the Transportation Information Gateway (TIG) application throughout the program year.
6. Review data collection plans submitted by member agencies.
7. Review member agency data submissions and prepare them for use in the NYBPM.
8. Download, aggregate, and upload National Performance Management Research Data Set (NPMRDS) for TIG.
9. Research, collect, organize, and update data and information related to regional transportation systems and mandated planning products and analyses including Work From Home (WFH) trends, and the 2055-Plan-related performance metrics.
10. Provide data and create various maps for planning products, studies, and analyses.

Planned Activities for NYMTC Member Agencies

1. Provide a traffic volume and class data collection plan for the NYBPM screenline locations (NYC DOT).
2. Provide MetroCard station to station (O/D) data (MTA).
3. Provide data for the 2025 Hub Bound Report.
4. Collect data for the 2026 Hub Bound Report.
5. Provide transit ridership, bridge/tunnel crossings data.

Planned Activities for NYMTC Member Agencies and Staff

1. Review 2025 Hub Bound data tables and report.
2. Review Quarterly Travel Pattern Brochures.

Deliverables for NYMTC Staff

1. Quarterly travel pattern brochure (Q1-Q4)
2. 2025 Hub Bound report (Q2)
3. Assembled traffic volume and class data for NYBPM (Q4)
4. 2026 Regional Transportation Statistical Data Tables (Q4)

Deliverables for NYMTC Member Agencies

1. Data collection plan (NYCDOT) (Q1)
2. Assemble Traffic Volume/Class database in GIS file format (NYCDOT) (Q4)
3. Assemble MetroCard Station to Station (O/D) ridership data (MTA) (Q4)
4. Hub-Bound data including traffic volume data, including relevant bicycle and ferry data (NYCDOT) (Q4)
5. Transit ridership, bridge/tunnel crossings data (Q1-Q4)
6. 2026 Citywide Mobility Survey report and assembled data (NYCDOT) (Q4)

Related Professional Services Contracts

NYMTC Staff Contracts

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

NYC DOT

Contract Name: Citywide Mobility Survey

Estimated contract cost: \$500,000

Consultant to provide survey mobility trends throughout NYC.

Contract Name: Traffic Counts

Estimated contract cost: \$500,000

Consultant to provide traffic counts.

Putnam County

Contract Name: Traffic Counts

Estimated contract cost: \$50,000

Consultant to provide traffic counts.

Nassau County

Contract Name: Traffic Counts

Estimated contract cost: \$250,000

Consultant to provide traffic counts.

Previously Programmed Funds

NYMTC Staff: \$4,000,000

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

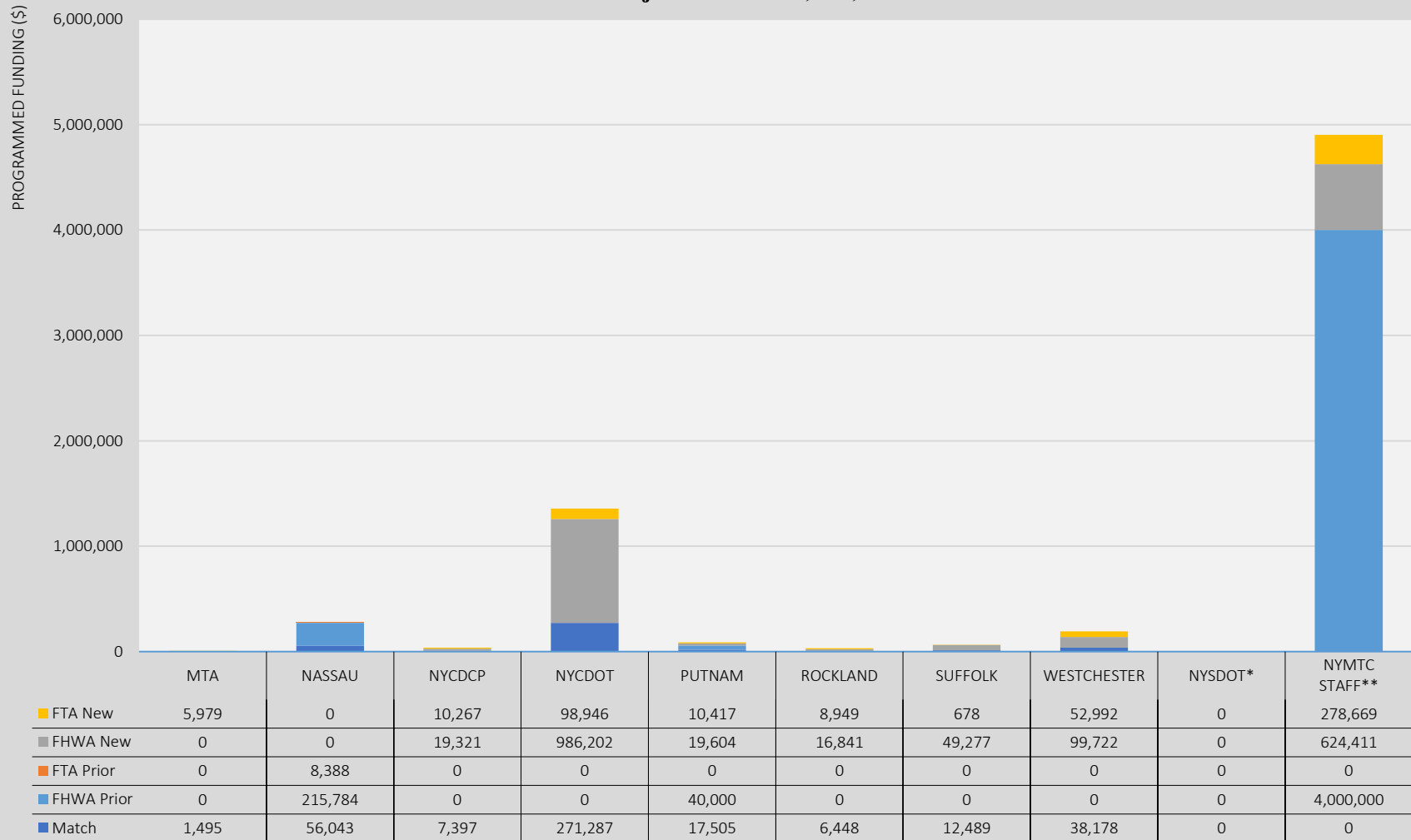
Nassau County \$280,215

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

Summary of Task Funding

See next pages.

Data Management
SFY 2026-2027
Total Project Funds: \$6,957,290



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

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

Data Management

SFY 2026-2027

<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 2026- 2027</u>	<u>Total Project Cost</u>
Central Staff	\$743,330	\$0	\$4,100,000	\$4,000,000	\$843,330	\$4,843,330
MHSTCC	\$21,190	\$0	\$0	\$0	\$21,190	\$21,190
NSTCC	\$26,590	\$0	\$0	\$0	\$26,590	\$26,590
NYCTCC	\$11,970	\$0	\$0	\$0	\$11,970	\$11,970
NYMTC Staff Subtotal	\$803,080	\$0	\$4,100,000	\$4,000,000	\$903,080	\$4,903,080
MTA	\$7,474	\$0	\$0	\$0	\$7,474	\$7,474
Nassau	\$30,215	\$0	\$250,000	\$280,215	\$0	\$280,215
NYCDCP	\$36,985	\$0	\$0	\$0	\$36,985	\$36,985
NYCDOT	\$356,435	\$0	\$1,000,000	\$0	\$1,356,435	\$1,356,435
Putnam	\$37,527	\$0	\$50,000	\$50,000	\$37,527	\$87,527
Rockland	\$32,238	\$0	\$0	\$0	\$32,238	\$32,238
Suffolk	\$2,444	\$0	\$60,000	\$0	\$62,444	\$62,444
Westchester	\$185,892	\$5,000	\$0	\$0	\$190,892	\$190,892
Members Subtotal	\$689,210	\$5,000	\$1,360,000	\$330,215	\$1,723,995	\$2,054,210
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:						\$6,957,290

Transportation Improvement Program

This category includes the development and management of the Transportation Improvement Program (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 Transportation Alternatives. Additionally, development of plans in support of 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

- Maintain the ProjectTracker software and evaluate the new system's performance post-launch to identify and implement necessary changes.
- 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.

Recent Accomplishments

- An Annual Listing of Obligated Projects and its visualization was developed.
- A Regional Emissions Analysis was completed, and a Transportation Conformity Determination for the FFY2026-2030 TIP and FFY2026-2055 RTP was adopted
- Development and adoption of NYMTC's FFYs 2026-2030 TIP and FFYs 2026-2055 RTP.
- Completed the replacement of the Project Intake Application with a new program management software, ProjectTracker, and transferred FFYs 2023-2027 data from eSTIP to ProjectTracker.

Category: Transportation Improvement Program
Cost Summary

	<u>Funds programmed in SFY 2026-27</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$1,005,523	\$2,500,000	\$3,505,523
MHSTCC	\$345,563	\$0	\$345,563
NSTCC	\$380,797	\$0	\$380,797
NYCTCC	\$630,215	\$0	\$630,215
NYMTC Staff Subtotal	\$2,362,098	\$2,500,000	\$4,862,098
MTA	\$179,734	\$0	\$179,734
Nassau	\$0	\$90,000	\$90,000
NYCDCP	\$28,358	\$0	\$28,358
NYCDOT	\$410,329	\$0	\$410,329
Putnam	\$170,621	\$0	\$170,621
Rockland	\$62,859	\$0	\$62,859
Suffolk	\$43,697	\$0	\$43,697
Westchester	\$110,433	\$0	\$110,433
Members Subtotal	\$1,006,031	\$90,000	\$1,096,031
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$3,368,129	\$2,590,000	\$5,958,129

Regional Program Management

Description and Objectives: This task will maintain the current Transportation Improvement Program (TIP). NYMTC adopted the current FFYs 2026-2030 Transportation Improvement Program (TIP) in September 2025. The TIP will be maintained through program amendments and administrative modifications.

Previously Completed Work

1. Processed amendments and administrative modifications of the current program current.
2. Completed the replacement of the Project Intake Application with ProjectTracker software.
3. NYMTC adopted the FFYs 2026-2030 TIP.
4. Produced the TIP Annual Listing of Obligated Projects and related visualization.
5. Prepared Annual Fiscal Constraint tables for FFY 2025.

Planned Activities for NYMTC Staff

1. Amend and maintain the FFYs 2026-2030 TIP to keep the program current, including public review and responses to public commentary in concert with FFYs 2026-2055 RTP.
2. Maintain the ProjectTracker software and evaluate the new system's performance post-launch to identify and implement necessary changes.
3. Update the visualization of the TIP and fiscally constrained element of the RTP on the NYMTC website biannually.
4. Prepare summary packages as project selection guidance for specific TIP solicitations.
5. Produce the 2025 Annual Listing of Obligated Projects and related visualization.
6. Support statewide solicitations for the Transportation Alternatives and Section 5310 programs and Bridge NY and HSIP.
7. Support federal discretionary funding solicitations in the Infrastructure Investment Jobs Act (IIJA) and its successor authorization Act, such as Safe Streets and Roads for All (SS4A) program, Transportation Alternatives Program, Section 5310 Elderly and Disabled Program, Better Utilizing Investments to Leverage Development (BUILD), Section 5339, Infrastructure for Rebuilding America (INFRA), and other programs.
8. Prepare annual fiscal constraint tables for PFAC adoption.
9. Maintain the dashboard for managing the IIJA.

Planned Activities for NYMTC Member Agencies

1. Update and maintain information on projects in the PIMS database for future conformity runs.
2. Support federal discretionary funding in solicitation for Safe Streets and Roads for All (SS4A) program, Transportation Alternatives Program, Section 5310 Elderly and Disabled Program, Better Utilizing Investments to Leverage Development (BUILD), Section 5339, Infrastructure for Rebuilding America (INFRA), and other programs and other programs introduced in Infrastructure Investment Jobs Act (IIJA) and its successor authorization Act.
3. Participate in balloting TIP amendment actions throughout the fiscal year.
4. Adopt prepared Fiscal Constraint tables to NYMTC TIP.
5. Attend and participate in Designated Recipients Working Group meetings, as needed.
6. Support as necessary the statewide solicitations for the Transportation Alternatives and Section 5310 programs and Bridge NY and HSIP.

Deliverables for NYMTC Staff

1. Complete FFYs 2026-2030 TIP actions (Amendments and Administrative Modifications), as needed, in coordination with FFY 2026-2055 RTP (Q1-Q4)
2. Project selections/recommendations for TAP and Section 5310 funding (Q4)
3. Project Listings update (Q1, Q3)
4. TIP visualizations update (Q1, Q4)
5. NYMTC program dashboards Q1-Q4)
6. FFY 2025 Annual Listing of Obligated Projects (Q3)
7. An operational program management platform (Q1-Q4)
8. Fiscal constraint tables (Q4)

Deliverables for NYMTC Staff and NYMTC Member Agencies

1. TIP Actions for FFYs 2026-2030 TIP (Q1-Q4)
2. Update dashboards for managing the TIP (Q1-Q4)
3. Adopt Fiscal Constraint tables (Q4)

Related Professional Services Contracts

NYMTC Staff Contracts

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

Previously Programmed Funds

NYMTC Staff: \$600,000

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

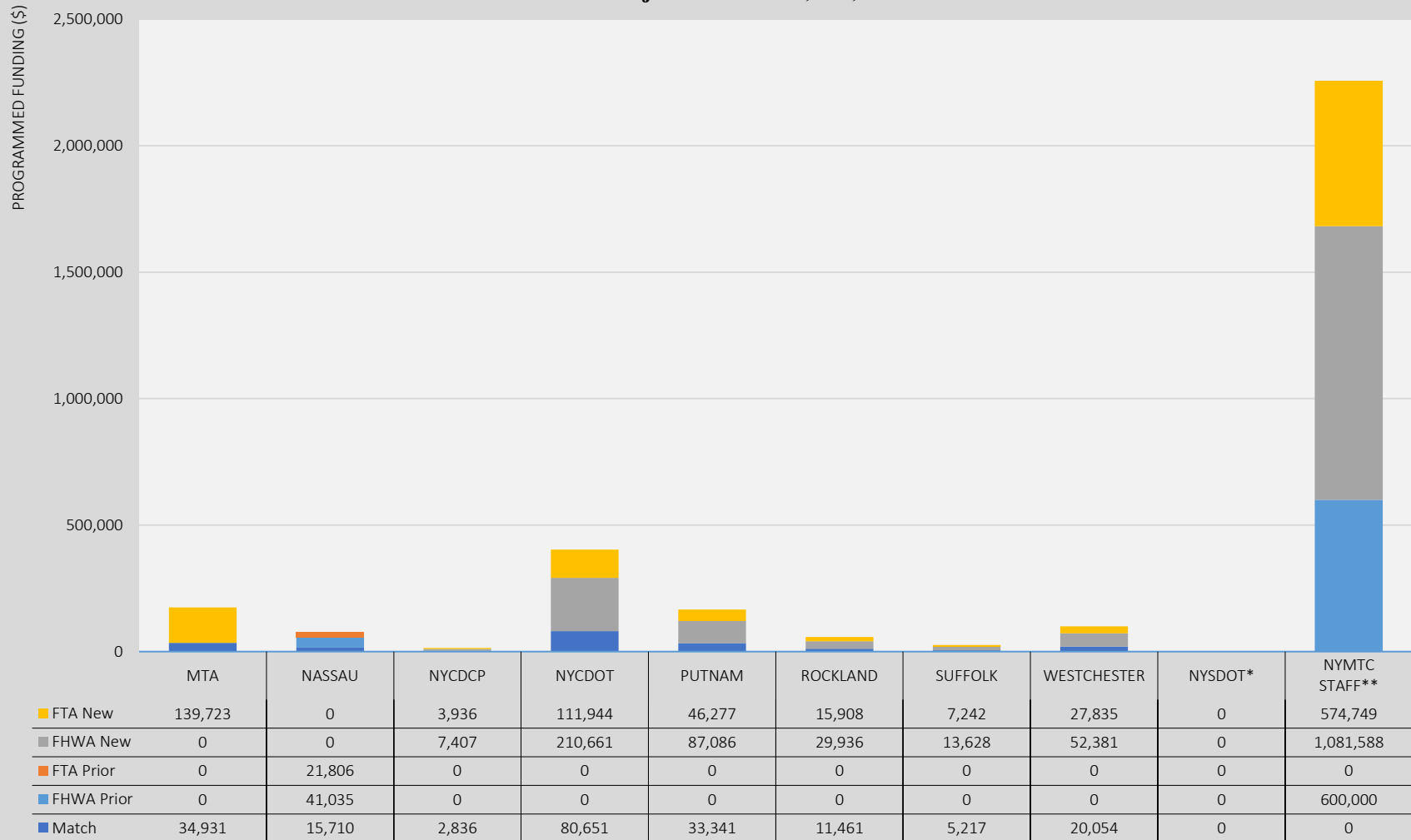
Nassau: \$78,551

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

Summary of Task Funding

See next pages.

**Regional Program Management
SFY 2026-2027
Total Project Funds: \$3,277,342**



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

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

Regional Program Management
SFY 2026-2027

<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 2026- 2027</u>	<u>Total Project Cost</u>
Central Staff	\$545,388	\$0	\$600,000	\$600,000	\$545,388	\$1,145,388
MHSTCC	\$306,098	\$0	\$0	\$0	\$306,098	\$306,098
NSTCC	\$298,030	\$0	\$0	\$0	\$298,030	\$298,030
NYCTCC	\$506,821	\$0	\$0	\$0	\$506,821	\$506,821
NYMTC Staff Subtotal	\$1,656,337	\$0	\$600,000	\$600,000	\$1,656,337	\$2,256,337
MTA	\$174,654	\$0	\$0	\$0	\$174,654	\$174,654
Nassau	\$78,551	\$0	\$0	\$78,551	\$0	\$78,551
NYCDCP	\$14,179	\$0	\$0	\$0	\$14,179	\$14,179
NYCDOT	\$403,257	\$0	\$0	\$0	\$403,257	\$403,257
Putnam	\$166,703	\$0	\$0	\$0	\$166,703	\$166,703
Rockland	\$57,304	\$0	\$0	\$0	\$57,304	\$57,304
Suffolk	\$26,087	\$0	\$0	\$0	\$26,087	\$26,087
Westchester	\$99,270	\$1,000	\$0	\$0	\$100,270	\$100,270
Members Subtotal	\$1,020,005	\$1,000	\$0	\$78,551	\$942,454	\$1,021,005
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:						\$3,277,342

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 Clean Air Act (CAA) Amendments of 1990 and included in the TIP and the fiscally constrained element of the Regional Transportation Plan

Previously Completed Work

A Regional Emissions Analysis was completed and a Transportation Conformity Determination for the FFY2026-2030 TIP and FFY2026-2055 RTP was adopted on August 21, 2025.

Planned Activities for NYMTC Staff

1. Collect project data from member agencies for regional emissions analysis.
2. Code project information into the New York Best Practice Model (NYBPM).
3. Run NYBPM for all the required milestone years with non-exempt projects and regionally significant projects.
4. Run the Post Processor Software for Air Quality (PPS-AQ) and Congestion Management (PPS-CMP) analyses to calculate required pollutant emissions as needed.
5. Transportation Conformity Determination documentation for amendments to FFY2026-2030 TIP and/or FFY2026-2055 RTP.
6. Produce Emissions Inventory Report, as needed.
7. Coordinate with the Interagency Consultation Group (ICG), as needed.

Planned Activities for NYMTC Staff and Member Agencies

1. Continually update project data for the FFY2026-2030 TIP and FFY2026-2055 RTP.
2. Review transportation conformity determinations for consistency with project assumptions in the Program.
3. Support transportation conformity determination public comment and review periods.
4. Update and maintain information on projects in the Project Information Management Systems (PIMS) database for future conformity runs.

Deliverables for NYMTC Staff and Member Agencies

1. Transportation Conformity Determination documentation for amendments to the FFY2026-2030 TIP and/or FFY2026-2055 RTP (Q2)

Related Professional Services Contracts

NYMTC Staff Contracts

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

Previously Programmed Funds

NYMTC Staff: \$1,900,000

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

Nassau: \$11,449

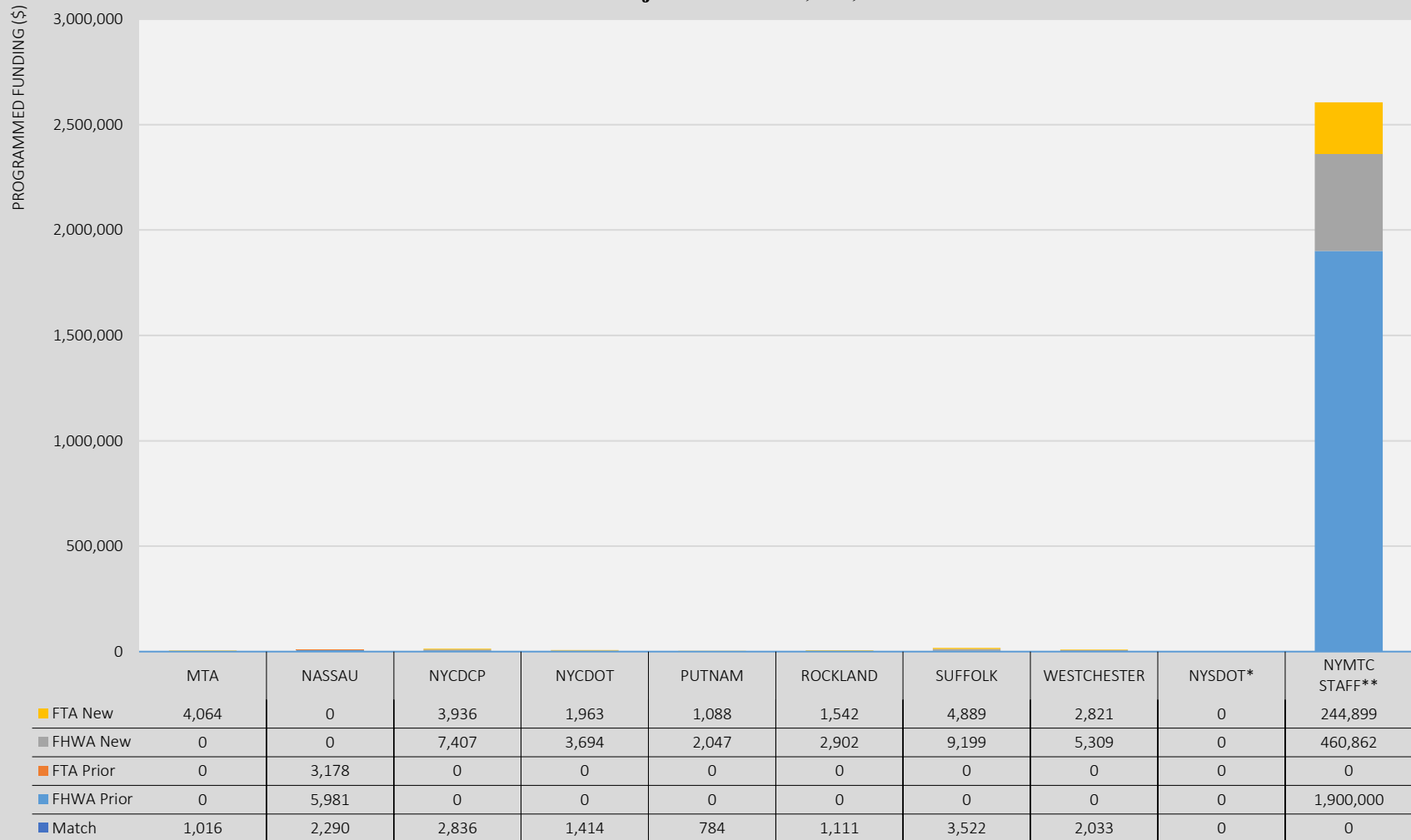
Unspent funds from prior program are being brought into this program.

Summary of Task Funding

See next pages.

**Regional Emissions Analysis and Transportation Conformity
SFY 2026-2027**

Total Project Funds: \$2,680,787



* 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 2026-2027

<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 2026- 2027</u>	<u>Total Project Cost</u>
Central Staff	\$460,135	\$0	\$1,900,000	\$1,900,000	\$460,135	\$2,360,135
MHSTCC	\$39,465	\$0	\$0	\$0	\$39,465	\$39,465
NSTCC	\$82,767	\$0	\$0	\$0	\$82,767	\$82,767
NYCTCC	\$123,394	\$0	\$0	\$0	\$123,394	\$123,394
NYMTC Staff Subtotal	\$705,761	\$0	\$1,900,000	\$1,900,000	\$705,761	\$2,605,761
MTA	\$5,080	\$0	\$0	\$0	\$5,080	\$5,080
Nassau	\$11,449	\$0	\$0	\$11,449	\$0	\$11,449
NYCDP	\$14,179	\$0	\$0	\$0	\$14,179	\$14,179
NYCDOT	\$7,072	\$0	\$0	\$0	\$7,072	\$7,072
Putnam	\$3,918	\$0	\$0	\$0	\$3,918	\$3,918
Rockland	\$5,555	\$0	\$0	\$0	\$5,555	\$5,555
Suffolk	\$17,610	\$0	\$0	\$0	\$17,610	\$17,610
Westchester	\$10,163	\$0	\$0	\$0	\$10,163	\$10,163
Members Subtotal	\$75,026	\$0	\$0	\$11,449	\$63,577	\$75,026
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:						\$2,680,787

Discretionary Program

This category includes projects and activities proposed by NYMTC staff or 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 2055*, the FFY 2026-2055 RTP. Each project in this category has identified one or more of these targeted shared goals.

Category: Discretionary Program
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2026-27</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$2,420,000	\$0	\$2,420,000
MHSTCC	\$118,907	\$0	\$118,907
NSTCC	\$0	\$0	\$0
NYCTCC	\$0	\$0	\$0
NYMTC Staff Subtotal	\$2,538,907	\$0	\$2,538,907
MTA	\$3,032,811	\$5,060,000	\$8,092,811
Nassau	\$0	\$3,549,133	\$3,549,133
NYCDCP	\$2,399,709	\$0	\$2,399,709
NYCDOT	\$3,296,876	\$607,103	\$3,903,979
Putnam	\$51,330	\$150,000	\$201,330
Rockland	\$183,493	\$150,000	\$333,493
Suffolk	\$1,027,120	\$0	\$1,027,120
Westchester	\$759,232	\$445,000	\$1,204,232
Members Subtotal	\$10,750,571	\$9,961,236	\$20,711,807
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$13,289,478	\$9,961,236	\$23,250,714

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



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ENVIRONMENT

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.

Start Date: SFY2022-2023: Q1	End Date: SFY2026-2027: Q2
Total Funds Programmed:	\$420,000
New FHWA/FTA Funds:	\$420,000
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$420,000
Academic stipends for selected students.	

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



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ENVIRONMENT

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 fairness 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:	\$118,907
New FHWA/FTA Funds:	\$118,907
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.	

Long Island Mobility Needs

Description and Objectives

Nassau and Suffolk counties are working to improve transit use for their residents, adding transit-oriented developments and revising transit schedules to be more aligned with the needs of their communities. This study would seek to go farther, developing a menu of options that could be used at the neighborhood level to address issues of mobility and affordability, with the goal of identifying the potential investments that would be required to facilitate the typical daily trips in the life of a family without reliance on additional motor vehicles. The study would select representative communities from each county (villages, hamlets, and/or towns) and then analyze them to develop the options, with the eventual goal of using them to scale up for both counties.

Supported Plan Goals



CONGESTION



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ENVIRONMENT

Activities

1. Collect and synthesize available data
2. Select representative communities
3. Develop study outreach plan
4. Develop stakeholder outreach plan
5. Review best practices to identify applicable case studies
6. Perform analysis

Deliverables

1. Report on selection of representative communities
2. Study and stakeholder outreach plan
3. Draft study report
4. Final study report, including recommendations for implementation

Start Date: SFY 2027-2028:Q1	End Date: SFY 2029-2030: Q1
Total Funds Programmed:	\$2,000,000
New FHWA/FTA Funds:	\$2,000,000
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$2,000,000
Consultant will support all aspects of this study.	

Metropolitan Transportation Authority

MTA Wide Non-Revenue Fleet Electrification Infrastructure Study

Description and Objectives

To produce an MTA Wide Non-Revenue EV Fleet Electrification Infrastructure Plan through 2040. The objective is to plan for and design charging infrastructure that will enable the MTA to transition its geographically dispersed non-revenue vehicle fleets to zero emission alternatives, in the most cost-efficient means.

Supported Plan Goals



ENVIRONMENT

Activities

Perform a feasibility study and comprehensive plan for the development of infrastructure to support the electrification of the MTA's light-duty non-revenue vehicle fleets by 2035. Tasks will include, but not be limited to:

- Charging Needs and Optimization Planning
 - Analyze vehicle inventories, EV transition plans, vehicle usage and operating characteristics for all MTA light-duty non-revenue fleet vehicles (approximately 2,500 vehicles)
 - Confirm locations, quantity and type of charging needed to accommodate the anticipated EV transition schedule and operational needs of MTA NRV fleets
 - Develop optimized plan for charging infrastructure deployment that incorporates utilization of publicly accessible charging, where feasible
- Site Analysis for up to 30 Priority Charging Locations
 - Perform site-specific analysis of existing infrastructure at priority locations to confirm capacity to support identified charging needs, and/or determine required infrastructure upgrades
 - Utility coordination on proposed interconnection, as relevant
 - Provide preliminary cost estimate to confirm feasibility and prioritize charging deployments
- Make-Ready Utility Program Enrollment (various utilities)
 - Prepare application materials for utility incentive programs for MTA-confirmed priority locations, including preparation of one-line drawings and load letters
- Charging and Equipment Recommendations
 - Provide recommendations for charging equipment, network providers, charge management software, and O&M
 - Provide recommended strategies for off-grid charging solutions such as solar-powered and mobile chargers.
 - Provide recommendations and cost estimates for supplemental off-site charging options
- 30-Percent Design Plans for Priority Sites
 - Provide 30% design plans for identified EV charging locations to support design/build RFP
 - Provide updated cost estimates based on 30% design

Deliverables

Written comprehensive plan to develop infrastructure to support the electrification of the MTA's non-revenue fleets, including light-duty, medium and heavy-duty vehicles between now and 2040.

Start Date: SFY2025-2026: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$1,505,804
New FTA Funds:	\$5,804
Previously Programmed Funds:	\$1,500,000
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$1,500,000
Consultant will support all aspects of this study.	

Customer Survey Sampling Efficiency Study

Description & Objectives

To design and implement an efficient and inclusive sampling technique that provides a representative sample of all MTA modes at the market level for MTA's customer satisfaction surveys.

The MTA conducts bi-annual on-line customer satisfaction studies (aka "Customers Count") for all MTA transit modes that provide line-level and route-level data to inform agency stakeholders about where improvements may be needed. This data helps identify areas of service that either need improvement, or that are exceeding expectations. Some areas of improvement identified in the past included: enhancing system safety and security, reducing fare evasion, improving On-Time-Performance, reducing crowding, and ensuring that vehicles and stations are in a state of good repair (as perceived by customers).

This data is critical to ensuring that the MTA provides the best service to its customers. As such, it is important for it to be statistically sound and representative of all customer travel markets. The goal of this study is to design a sampling approach that would reduce costs and be representative of all submarkets (subway lines, bus routes, commuter rail lines/branches, and paratransit) allowing for good sample statistics. This study would include an approach for obtaining responses from hard-to-reach populations within each submarket, and a documentation plan specific to the submarket(s) outlining the sampling plan methods/costs associated with getting the required responses from the identified markets.

This study would have two important benefits:

- Reduce costs associated with unnecessary data collection in excess of what is required.
- Ensure that traditionally hard to reach markets are appropriately captured.

Supported Plan Goals



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Activities

1. Project Management
2. Background and data collection needs
3. Analysis of secondary research products (email lists, weighting methodology, stakeholder presentations, etc.)
4. Development of a cost-effective sampling approach with detailed submarket sample requirements.
5. Development of a research plan for hard-to-reach markets, with methods for increasing these markets.
6. Draft & Final Report
7. Implementation Plan

Deliverables

1. Project Management Plan
2. Technical Memorandums
3. Draft & Final Reports
4. Implementation Plan

Start Date: SFY2025-2026: Q1	End Date: SFY2026-2027: Q3
Total Funds Programmed:	\$465,804
New FTA Funds:	\$5,804
Previously Programmed Funds:	\$460,000
Reason for Unspent Funds:	Unspent funds from prior program.
Related Professional Services Contracts:	\$460,000
Consultant will support all aspects of this study.	

Regional Rail Network Strategy Study - Scan

Description and Objectives

To identify and evaluate opportunities to leverage our existing rail infrastructure to enhance mobility by:

- Understanding recent market dynamics and potential (re. land use & travel patterns).
- Identifying opportunities to improve rail services and/or add capacity where warranted.
- Developing specific cost-effective rail service and infrastructure improvements for comparative evaluation.

Supported Plan Goals



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ENVIRONMENT

Activities

1. Project Management
2. Land Use Review & Trends – Land Use Review and Trends: A survey of recent and projected demographic and development trends in the railroad service area under current and potential land use regulations, such as population growth and development potential.
3. Demand Analysis - An evaluation of current and projected travel patterns, based on sociodemographic projections, and compatibility with existing service levels and ridership by line or branch, to estimate where improvements might be needed to respond to changing demand.
4. Operational Constraint Review - Identification of constraints throughout the network that limit service improvements, such as inability to operate dual-mode service to GCM or diesel service to either Manhattan terminal, insufficient yard space, or track infrastructure.

Deliverables

1. Project Management – project schedule, coordination meetings, progress reports, meeting agenda and minutes, presentation materials as needed.
2. Land Use & Trends - Technical Memorandum summarizing existing and future Land Use Analysis findings.
3. Demand Analysis –Draft and Final Market Analysis Technical Memorandum, related appendices, graphics, maps, and charts.
4. Operational Constraints – Technical Memorandum summarizing findings.
5. Draft & Final reports – Summary of findings from all tasks and Technical Memorandums, including all relevant appendices and attachments.

Start Date: SFY2025-2026: Q1	End Date: SFY2026-2027: Q3
Total Funds Programmed:	\$687,088
New FTA Funds:	\$87,088
Previously Programmed Funds:	\$600,000
Reason for Unspent Funds:	Unspent funds from prior program.
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

Regional Rail Network Strategy Study - Project Feasibility & Option Development

Description and Objectives

Building upon work performed in Regional Rail Scan, this study would identify cost-effective improvements for specific LIRR Branches and/or MNR Lines, particularly in the diesel and single-track territories.

Concept Development - Defining potential improvement projects in broad strokes:

- Developing goals and objectives, including desired levels of service.
- Identifying potential improvement option(s) to meet the goals and objectives.
- Determining the alignment/area and infrastructure element(s) required to support the improvement (i.e. fleet storage, signals, track, structures, power, stations, etc.)
- Determining order of magnitude cost estimates.

Feasibility - Evaluating whether the project could be implemented:

- Identifying challenges and fatal flaws, including any environmental, operational, cost, and constructability issues.
- Refining the potential alignment, specific infrastructure, fleet needs, and cost needed to support the proposed improvement option(s).
- Identifying the preferred option(s) by assessing the cost-effectiveness of the proposed improvements.
- Operations Simulations.

Supported Plan Goals



INFRASTRUCTURE



RESILIENCE



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ENVIRONMENT

Activities

1. Identification of potential investments for specific LIRR Branches and/or MNR Lines and recommendations for further analysis.
2. Capacity constraint analysis for branches and lines on LIRR & MNR – interlockings, bridges/tunnels, terminals, etc.
3. Identification of challenges and fatal flaws.
4. Recommendation for further analysis.

Deliverables

1. Technical Memorandums
2. Draft & Final Reports

Start Date: SFY2025-2026: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$2,123,704
New FTA Funds:	\$123,704
Previously Programmed Funds:	\$2,000,000
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$2,000,000
Consultant will support all aspects of this study.	

Geospatial Mobility Database - Replica Access

Description and Objectives

MTA has an agreement with Replica to allow all employees, across all New York State agencies and New York State authorities (including Metropolitan Transportation Authority), and Metropolitan Planning Organizations (MPOs) within the state of New York to access the data. Replica is a geospatial mobility database that is comprised of records of movement by individuals, collected by private sector entities from members of the public using smartphones, tablets, laptops and other mobility devices. This data is combined with demographic data from public sources to create a statistically representative population and provide an aggregate summary of current travel behaviors on a time of day, modal choice and geographic basis, while maintaining anonymity of the persons being tracked. The data can be used for various analyses such as, but not limited to, origin/destination pairs; travel paths; and trip purposes.

Supported Plan Goals:



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ENVIRONMENT

Activities

1. Provide access to nationwide, weekly updated, origin/destination 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
 - g. Residents sheltering in place
 - h. Residents traveling to work or school; and
 - i. Consumer spending data, broken down by different geographies

Deliverables

Not applicable - this is a Software as a Service purchase.

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$1,888,698
New FTA Funds:	\$1,888,698
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$1,841,588
Software as a Service	

Recalibration of MTA Forecasting Model to a 2025 Baseline

Description & Objectives

The MTA will be seeking to engage a consultant to recalibrate the MTA's Regional Transit Forecasting Model (RTFM) to establish a 2025 Baseline that accurately reflects post-pandemic travel patterns and behaviors across the region. This updated version of the RTFM will serve as the foundation for developing ridership forecasts to support the planning and evaluation of future transportation investments throughout the MTA network and service region.

Supported Plan Goals



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Project Management
2. Data compilation
3. Model recalibration
4. Process and output reporting

Deliverables

1. Recalibrated RTFM and supporting data
2. Draft and Final Technical reports

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$154,301
New FTA Funds:	\$154,301
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$125,000
Consultant will support all aspects of this study.	

LIRR Bayside Station Drainage Improvements Study

Description & Objectives

This study aims to identify and design improvements to the stormwater collection, conveyance, and pumping systems to prevent the recurrence of flooding, minimize service disruptions, and protect both LIRR and adjacent private properties.

As background, on July 31, 2025, a severe rain event caused significant flooding along the Port Washington Branch, resulting in service suspension and extensive property damage between Bayside Station and the Cross Island Parkway. The event produced 6.35 inches of rainfall within a 2 to 3-hour period, resulting in localized flash flooding and significant infrastructure impacts. The existing stormwater system was overwhelmed by precipitation runoff from surrounding streets, residential hardscape, and commercial drainage. This runoff collected at areas of lower elevations, drastically impacting LIRR tracks at and around the Bayside. Subsequently, floodwaters overtopped and fully submerged portions of the track, resulting in significant service disruptions and stranded passengers.

This station also flooded during Tropical Storm Ida in September of 2021 and faces growing flood risk with the increase in extreme weather events.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



CONGESTION



ENVIRONMENT

Activities

1. Site Investigation & Surveying - Identify and prepare a drainage map showing the watershed limits contributing to the runoff impacting the Bayside Station and affected LIRR ROW. Conduct topographic and boundary surveys utilizing available existing information of the affected areas, including track ROW, station areas, and adjoining drainage pathways; identify existing structures; assess structural condition and blockages.
2. Street and Street Drainage Investigation - Study streets abutting Bayside Station and LIRR ROW from 212 St to 221 St. Map and identify ownership of streets, adjacent properties, catch basins, and any improvised drainage infrastructure. Analyze street drainage systems and identify areas of runoff risk using available data.
3. Station and ROW Drainage - Model drainage and stormwater runoff from surrounding streets, residential properties, and commercial areas using current and projected precipitation intensity–duration–frequency (IDF) curves; evaluate the existing and future system capacity; determine peak flow volumes.

4. Drainage System Recommendations - Develop recommendations for utilizing best management practices for both quality and quantity of stormwater runoff. Coordinate designs with all relevant agencies, including local municipalities, NYSDOT, and environmental permitting bodies. Develop recommendation alternatives and discuss trade-offs using a framework that evaluates the magnitude of risk exposure, asset conditions, and cost of mitigation.
5. Retaining Wall Protection Recommendations - Provide recommendations for stabilizing and protecting adjacent retaining walls and property boundaries impacted by flooding and ballast washouts. Develop recommendation alternatives and discuss trade-offs using a framework that evaluates the magnitude of risk exposure, asset conditions, and cost of mitigation.
6. Performance Standards – Recommendations must be able to mitigate flash flooding conditions and/or high intensity storms (i.e. 100 year storm) in order to lessen the possibility of service disruption; account for more intense storms aligning with 2030, 2050, and 2080 climate projections; and comply with applicable MTA, NYSDOT, and NYC DEP standards.

Deliverables

1. Site drawings and technical specifications.
2. Street and street drainage investigation.
3. Station and ROW drainage modeling reports.
4. Drainage system and retaining wall recommendations and evaluation framework
5. Performance standards and scenarios report

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$505,804
New FTA Funds:	\$505,804
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$500,000
Consultant will support all aspects of this study.	

NYCT Extreme Heat Measurement and Mitigation in Subway Stations - Pilot

Description and Objectives

It is estimated that by 2050, New Yorkers could experience up to nine heatwaves per year, compared to the current baseline of two heatwaves per year. Transit customers experience extreme heat most viscerally on underground subway platforms and reducing heat conditions in subway environments is a priority for the MTA. Extreme heat mitigations are particularly challenging in dynamic underground subway stations and tunnels.

The MTA is interested in exploring and evaluating new technologies that could decrease heat and humidity in underground stations. To effectually evaluate the feasibility and effectiveness of new technologies, it is necessary to first measure heat and humidity conditions in the underground station environment. This data, coupled with other data points, such as station depth and configuration, will allow the MTA to evaluate in the long term new technologies that could be scaled up for broader implementation.

This planning study would facilitate collection and analysis of temperature and humidity data at up to 60 priority locations throughout the NYCT subway system, which have been preliminarily identified as possible locations for piloting heat reduction technologies. The data would be collected at regular intervals, e.g., every 10 minutes, and transmitted in real time to an online dashboard for in-depth tracking and planning level quantitative analysis.

The main project goals would be to:

- Collect temperature and humidity data at up to 60 underground stations.
- Analyze temperature and humidity data to improve the MTA's understanding of thermodynamics in underground subway stations, including how heat sources like HVAC, communications, signage, train braking, and customers contribute to extreme heat conditions in subway stations.
- Identify planning-level heat reduction strategies in priority stations, with the goals of making the subway system more resilient and lowering subway station temperatures to benefit subway users.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



ENVIRONMENT

Activities

1. Identify priority stations and locations for heat and humidity data collection.
2. Collect data over a determined study period.
3. Analyze data to achieve project goals, above.

Deliverables

1. Develop a multi-criteria prioritization framework for identifying priority stations.
2. Develop temperature and humidity data at priority stations.
3. Heat and humidity data collection.
4. Compile a planning-level written analysis of temperature and humidity data trends at priority stations.
5. Compile a planning-level written report of temperature and humidity reduction strategies at priority stations.

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$255,804
New FTA Funds:	\$255,804
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$250,000
Consultant will support all aspects of this study.	

NYCT Platform Barriers Study

Description and Objectives

To analyze the feasibility of installing platform edge barriers at stations that have not yet received barriers, based on data such as platform structural integrity and train car class alignment.

Supported Plan Goals



Activities

- Review existing data including: station lists, platform edge barrier designs, and potential fabrication & installation methods.
- Survey approximately 150 subway stations, including approximately 100 elevated stations, and provide for each:
 - Platform condition rating (as needed)
 - Feasibility of platform edge barriers, based on factors such as platform width, structural integrity, and ADA requirements
 - Potential methods for securing platform edge barriers at elevated stations
 - If feasible, platform edge barrier placement plans
- Regular meetings with relevant MTA stakeholders to review survey findings.
- Conduct research of existing transit systems currently using platform barriers in lieu of Platform Screen Door Systems and provide recommendations based on best practices identified.

Deliverables

- Presentation of station survey findings, including:
 - List of feasible stations
 - Solutions for challenging stations
 - Platform edge barrier placement plans for the 150 stations, where feasible
- Findings from analysis of comparable transit systems.

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$505,804
New FTA Funds:	\$5,804
Previously Programmed Funds:	\$500,000
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$500,000
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 Regional Transportation Plan (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



INFRASTRUCTURE



RESILIENCE



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

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 IOS 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.

Start Date: SFY2023-2024: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$583,771
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$583,771
Reason for Unspent Funds:	N/A
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 Congestion Management Process (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



CONGESTION



FAIRNESS & ACCESS



ENVIRONMENT

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

Start Date: SFY2020-2021: Q3	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$153,189
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$153,189
Reason for Unspent Funds:	N/A
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 Congestion Management Process (CMP). This project will focus on 22 signals along Central Avenue, Long Beach Road and Lawson Blvd (Oceanside).

Supported Plan Goals:



SAFETY



CONGESTION



FAIRNESS & ACCESS



ENVIRONMENT

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

Start Date: SFY2020-2021: Q3	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$153,768
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$153,768
Reason for Unspent Funds:	N/A
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 Congestion Management Process (CPM). This project will focus on 28 signals along Mill Road and Burnside Avenue (Hewlett), and Peninsula Blvd (Lynbrook).

Supported Plan Goals:



SAFETY



CONGESTION



FAIRNESS & ACCESS



ENVIRONMENT

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

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

Start Date: SFY2021-2022: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$170,182
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$170,182
Reason for Unspent Funds:	N/A
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:



INFRASTRUCTURE



RESILIENCE



ENVIRONMENT

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

Start Date: SFY2023-2024: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$765,125
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$765,125
Reason for Unspent Funds:	N/A
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



INFRASTRUCTURE



CONGESTION



FAIRNESS & ACCESS



ENVIRONMENT

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.
2. Public Engagement Plan and technical memorandum on data collection methods.
3. Existing Conditions model.
4. Technical memorandum on design alternatives (prioritization and cost estimates).
5. Final report.
6. Post-report follow up (as needed).

Start Date: SFY2023-2024: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$269,777
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$269,777
Reason for Unspent Funds:	N/A
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



INFRASTRUCTURE



CONGESTION



FAIRNESS & ACCESS



ENVIRONMENT

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.

Start Date: SFY2018-2019: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$113,791
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$113,791
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$75,000
Consultant will support all aspects of this study.	

Nassau County Transportation Alternatives Plan

Description and Objectives

This study seeks to establish a plan for Nassau County to identify and develop non-vehicular transportation related infrastructure projects. This project will review roads, open spaces, transportation hubs, schools, cultural and economics destinations to find opportunities to implement safe non-vehicular transportations options. The Plan will provide recommendations for capital improvements (infrastructure) for effective non-vehicular transportation projects. Part of this study will include feasibility determination of the various recommendations. Public outreach and stakeholder coordination will be conducted throughout the duration of the project. Key stakeholders, including, elected officials, municipal representatives, advocacy organizations and community groups will be engaged as part of the outreach task. Goals of this project will be to providing a more comprehensive network of safe non-vehicular travel, with a focus on new paths and connections to existing networks.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



CONGESTION



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Analyze County needs and opportunities.
2. Identify Actionable Project(s)
3. Prepare draft and final recommendations.
4. Prepare Draft and Final Report/Implementation Plan.
5. Support public outreach.

Deliverables

1. Technical memorandum summarizing the analysis process and findings.
2. Technical memorandum identifying pilot project(s).
3. Technical memoranda with draft and final recommendations.
4. Technical report/implementation plan (final document).
5. Public and stakeholder engagement program, and development and management of project website.

Start Date: SFY2025-2026: Q4	End Date: SFY2027-2028: Q4
Total Funds Programmed:	\$668,967
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$668,967
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

Nassau County Micro-Planning

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 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 fairness 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



INFRASTRUCTURE



RESILIENCE



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

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.

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$670,563
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$670,563
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

New York City Department of City Planning

Neighborhood-Based Transportation Planning

Description and Objective

To document and analyze existing transportation conditions in areas being considered for zoning changes. As part of planning for the city's land-use framework and infrastructure needs, the Department will conduct planning work in communities around the five boroughs. These projects will involve extensive collaboration with individual communities to address their unique transportation infrastructure needs and develop zoning changes that promote balanced growth aligned with existing or planned transportation infrastructure. Areas may include, but are not limited to, White Plains Road in the Bronx and areas south of Prospect Park in Brooklyn. These studies will look at the full range of transportation conditions, including transportation infrastructure needs, safe and fair travel access, resiliency, and reliability. The Department will conduct data collection and community outreach to examine existing conditions and recommend improvements in coordination with the appropriate agencies and authorities.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



LAND USE



FAIRNESS & ACCESS

Activities

1. Data collection
2. Community engagement
3. Development of existing conditions
4. Development and evaluation of draft recommendations
5. Draft and final reports production

Deliverables

1. Draft existing conditions report (SFY2026-2027: Q1-Q2)
2. Final existing conditions report with recommendations (SFY2026-2027: Q3-Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$884,603
New FHWA/FTA Funds:	\$884,603
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$40,000
Consultant will support some aspects of this study.	

Zoning for Accessibility 2.0

Description and Objectives

Evaluate the existing Zoning for Accessibility program and make recommendations for future program modifications. Zoning for Accessibility is an existing NYC zoning program that seeks to make our transit system more accessible by providing bonus floor area incentives for developers who build elevators or station capacity-enhancing improvements in new, high-density buildings. The project would evaluate the existing program and, if applicable, make recommendations on how it could be changed to improve efficacy. Recommendations will consider the best ways to ensure safe and fair access to transit, a land-use nexus with station improvements and the resilience of the transit system.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



LAND USE



FAIRNESS & ACCESS

Activities

1. Data collection
2. Community engagement
3. Development of existing conditions
4. Development and evaluation of draft recommendations
5. Draft and final reports production

Deliverables

1. Draft existing conditions report (SFY2026-2027: Q1-Q2)
2. Final existing conditions report with recommendations (SFY2026-2027: Q3-Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$256,825
New FHWA/FTA Funds:	\$256,825
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

Transit Travelshed Study

Description and Objectives

Produce an interactive transit travel-shed map that shows how far one can travel within an hour from any location within New York City, and how many homes and jobs are accessible from that location. The Department will update its 2018 Transit Travelshed map using the latest data. The Transit Travelshed will likely be developed using the open-source software OpenTripPlanner, which will utilize General Transit Feed Specification schedule data published by 20+ major transit operating agencies in the region. The model will include major public transit modes by which people get around the New York City metropolitan region, such as subway, bus, rail and ferry. A key goal of this project is to ensure that land-use decisions align with available transit infrastructure throughout the city so that they do not result in congestion. The project also seeks to ensure that transit access is provided fairly across the city's diverse neighborhoods.

Supported Plan Goals



INFRASTRUCTURE



CONGESTION



LAND USE



FAIRNESS & ACCESS

Activities

1. Methodological approach determination
2. Data collection
3. Testing
4. Creation of the user interface and methodology write-up

Deliverables

1. Publication of the Transit Travelshed tool and map (SFY2026-2027: Q3-Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$188,452
New FHWA/FTA Funds:	\$188,452
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

Walkability and Land-Use Study

Description and Objectives

Develop a better understanding of the neighborhood elements that contribute to walkability, establish a methodology to measure walkability across New York City, and build a publicly-accessible index and map of walkability by neighborhood. Through its role in regulating New York City's land use and zoning, DCP impacts the walkability of all of our neighborhoods. The city lacks a comprehensive, up-to-date measure of walkability and how land-use decisions affect walkability. In addition, there is no established methodology for analyzing walkability through the lens of granular land use, nor an approach that incorporates both the objective and subjective understanding of walkability. Gaining a better understanding of walkability will help DCP to proactively plan for a more welcoming public realm. This project will deliver a citywide walkability index that quantifies the quality of the pedestrian experience on NYC streets. At project completion, an interactive, publicly accessible map and write-up will be published. This tool will assist DCP in identifying areas for updated land use regulations and capital investments. It will also enable partner agencies and the general public to make more informed decisions about streetscape and public-realm improvements. The index will allow the City to ensure higher levels of pedestrian safety and fair access to all roadway users. It will also provide a key measure to accurately understand how environmentally sustainable the city's transportation system is.

Supported Plan Goals



SAFETY



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Methodological approach determination
2. Data collection
3. Development of walkability model
4. Testing
5. Creation of the user interface and methodology write-up

Deliverables

1. Summary of approach (SFY2026-2027: Q1-Q2)
2. Publication of a walkability index (SFY2026-2027: Q3-Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$206,167
New FHWA/FTA Funds:	\$206,167
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

Non-residential off-street parking, loading, and curb cut zoning regulation

Description and Objectives

The sections of the NYC Zoning Resolution governing parking and loading requirements in commercial and manufacturing districts were written in the 1950s and have not been significantly updated since. This project will continue to deepen DCP's knowledge of the regulations, how they function and whether they have become a hindrance to development. As part of this project, curb cut regulations will also be examined. These regulations are spread across several sections of the ZR and overlap with parallel regulations from other agencies such as NYC DOT and NYC DOB, creating a system of regulation that can be challenging to navigate. The project will seek ways to potentially streamline this process to ensure curb-cut regulations do not cause unnecessary delays for development projects. The project will look at how to ensure that land-use regulations provide parking and loading infrastructure that is safe for all roadway users. It will also consider how to improve the efficiency and environmental sustainability of these key elements of transportation infrastructure.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



LAND USE



ENVIRONMENT

Activities

1. Survey NYC Zoning Resolution for all parking, loading and curb cut requirements
2. Analyze case studies that demonstrate key zoning scenarios
3. Interview stakeholders to determine efficacy of current regulations
4. Establish recommendations for the City Planning Commission on potential changes to Zoning Resolution
5. Establish recommendations for potential non-zoning changes

Deliverables

1. Preliminary research on existing regulations (SFY2026-2027: Q1-Q2)
2. Report outlining zoning and non-zoning recommendations (SFY2026-2027: Q3-Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$357,673
New FHWA/FTA Funds:	\$357,673
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

Young Voices in Planning

Description and Objectives

This program introduces urban planning concepts to NYC public school students and offers those students an opportunity to advocate for improvements in their neighborhoods in front of government officials and community stakeholders. Building on four years of DCP participation in the program, the curriculum will include a significant focus on transportation planning, from examining street safety interventions and public realm improvements to discussing the role of transit and regional connections. The program encourages students to independently identify concerns in their community, consider development alternatives, and provide input on active DCP neighborhood studies or other initiatives. The program's transportation component will consider safe access to transportation infrastructure in a variety of contexts including resilience, sustainability and fairness. All questions will be approached through the context of ensuring land use needs correspond to transportation infrastructure provision.

Supported Plan Goals



SAFETY



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RESILIENCE



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Establish DCP team tasked with leading the program
2. Establish curriculum for semester
3. Prepare for and attend classes weekly
4. Guide and support students in learning objectives

Deliverables

1. Final presentation by students (SFY2026-2027: Q2)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$166,456
New FHWA/FTA Funds:	\$166,456
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

Last-Mile Facilities and the Package Delivery Industry Review

Description and Objectives

Last-mile facilities, which are warehouses that serve the last leg of a freight journey, have proliferated in NYC in recent years with the growth in online shopping. The communities where these facilities have been sited have raised concerns related to the large volumes of traffic and potential pollution that they generate. The Department has been studying the possibility of amending the Zoning Resolution to require a special permit for the development of any new last-mile facility. This work is ongoing and will involve research, community outreach and policy development. Some of the harms that this project hopes to solve are the potentially unsafe conditions and congestion and resultant impacts to the environment created by truck traffic in these neighborhoods.

Supported Plan Goals



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ENVIRONMENT

Activities

1. Analyze research conducted to date and determine whether or not to pursue zoning text amendment to create special permit
2. Support development of zoning text
3. Support project through land-use review process including
 - a. City Planning Commission review
 - b. Community consultation
 - c. City Council vote

Deliverables

1. Updated presentations for key stakeholders (SFY2026-2027: Q1-Q2)
2. Final zoning text (SFY2026-2027: Q3-Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$248,440
New FHWA/FTA Funds:	\$248,440
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

Work from Home Study

Description and Objectives

Travel patterns in NYC underwent a major shift as a result of the Covid-19 pandemic. The widespread use of remote work technology allowed greater numbers of workers the flexibility to work from home. As a result, less workers are commuting to work at regular hours five days per week. In order to plan for the future of the city and ensure appropriate transportation investment, planners must better understand these new commute patterns. This project will continue to examine data from the American Community Survey on journey to work and remote work. It will compare data pre- and post-Covid to better understand how significant the shift has been. The report will parse this data on a neighborhood-by-neighborhood level to allow for comparison of the commute patterns of different NYC populations. Some important considerations when analyzing this data are the impacts that new commute patterns have had on congestion and the environment—has decreased commuting to work had transportation benefits? The project will also be mindful of how different land-use configurations can lead to different travel patterns when less trips are work-related.

Supported Plan Goals



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ENVIRONMENT

Activities

1. Background research on post-Covid commuting patterns
2. Obtain and analyze ACS data
3. Identify patterns in the data and extract insights
4. Issue report

Deliverables

1. Background research and data analysis (SFY2026-2027: Q1-Q3)
2. Report preparation (SFY2026-2027: Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$91,093
New FHWA/FTA Funds:	\$91,093
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

New York City Department of Transportation

Red Hook Traffic & Truck Study

Description and Objectives

Red Hook is a New York City 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 that increase vehicular trips, especially truck traffic to receive and distribute goods. The presence of Ikea, the Brooklyn Cruise Terminal, a UPS distribution center, and the Port Authority of New York and New Jersey (PANYNJ) container port also generate significant freight and vehicular trips in the area. Red Hook was identified as Coordinated Development Emphasis Area in *Moving Forward 2055*. For several years Red Hook residents and elected officials have voiced their concerns and held meetings with relevant agencies to develop initiatives and responses to a variety of issues raised about truck traffic, including structural damage to homes and a perceived safety threat. Red Hook residents have been particularly concerned about heavy truck traffic on corridors with residential use such as Van Brunt, Columbia, and Lorraine streets.

The New York City Department of Transportation (NYC DOT) 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 NYC's Vision Zero efforts and the New York City Streets Plan by examining ways to ensure the safe and efficient 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 Economic Development Corporations, 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



RESILIENCE



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ENVIRONMENT

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 (complete)
2. Existing conditions analysis (complete)
3. Draft final report (SFY2026-2027: Q1)

Start Date: SFY2022-2023: Q2	End Date: SFY2026-2027: Q2
Total Funds Programmed:	\$207,159
New FHWA/FTA Funds:	\$207,159
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
.	

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 and Manhattan bridges. The defined catchment area is bounded by Ditmas Avenue on the north, New York Avenue on the east, Avenue K on the south, and Coney Island Avenue on the west. 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. NYC DOT will survey Brooklyn College students on their travel characteristics in an effort to determine how campus origin/destination trips and transit availability contribute to congestion. In addition, 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



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ENVIRONMENT

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
2. Existing Conditions Analysis (SFY2026-2027: Q1)
3. Draft Final Report (SFY2026-2027: Q4)

Start Date: SFY2021-2022: Q1	End Date: SFY2027-2028: Q1
Total Funds Programmed:	\$102,882
New FHWA/FTA Funds:	\$102,882
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

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. Rezoning actions have played a role in significant land use changes and development over the past two decades. 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, this study will adopt a multimodal approach emphasizing safety consistent with the NYC Vision Zero program. Pedestrian and bicycle initiatives, along with transit and truck traffic needs, will be pursued using a Complete Streets approach.

In 2002, NYC DOT collected extensive data, undertook a comprehensive analysis, and made recommendations for improvements, many of which were implemented. More recently, the NYC Economic Development Corporation and the NYC Department of Design and Construction have done significant capital work in the area, much of which involves the replacement in kind of aging infrastructure. Despite these and other improvements, more needs to be done to provide residents and visitors alike with congestion relief and improved traffic operations.

The boundaries for this study are 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 area, reduce crashes and improve safety for all street users, and improve multi-modal mobility and accessibility.

Supported Plan Goals



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ENVIRONMENT

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 (complete)
2. Data Collection Plan (complete)
3. Analysis of Existing Conditions (Q1 SFY2025-2026: Q4)
4. Draft Final Report (SFY2026-2027: Q2)

Start Date: SFY2019-2020: Q1	End Date: SFY2026-2027: Q3
Total Funds Programmed:	\$114,904
New FHWA/FTA Funds:	\$114,904
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Microhubs Pilot Program Evaluation – Regional Implications

Description and Objectives

E-commerce driven truck traffic is increasing in residential areas, causing a major challenge for both New York City and the surrounding region. Innovative NYC DOT pilot programs aimed at finding solutions to this issue provide valuable information for surrounding municipalities and encourage the freight industry to adopt more sustainable practices throughout the region. One program that can model strategies for more sustainable, safe, and efficient last mile delivery is NYC DOT's Microhubs Pilot Program. Since microhubs represent new freight transportation solutions, and since comprehensive data on the implementation of microhubs is limited, NYC DOT will undertake a pilot evaluation to provide regional recommendations and other valuable information on this topic to NYMTC members.

NYC defines microhubs as spaces where goods, in route to their final destination, are transloaded from trucks to smaller more sustainable modes, such as electric vehicles, cargo bikes, and hand carts. The multi-year NYC DOT Microhubs Pilot Program, launched in April 2025, is 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

Due to delays in the launch, difficulties with getting our off-street sites online, and funding challenges faced by our evaluation research partner, Rensselaer Polytechnic Institute (RPI), the NYC DOT has been able to collect limited data as part of the Phase 1 evaluation. Instead, we have pivoted to documenting and sharing lessons learned and using Phase 1 (April 2025 – April 2026) to set up a framework for a more robust study and data collection program in Phase 2 (April 2026 – April 2028). In acknowledgement of these challenges and pivots, NYC DOT proposes the following amendment to the original design and scope of this UPWP study evaluating the lessons and findings of value to our region from our Microhubs Pilot Program.

A Two Phased UPWP Approach

Just as our NYC DOT Microhubs Pilot is organized into two phases, we propose that this UPWP study also be broken into two parts to provide a more robust useful contribution to the region.

Part 1 will be completed as part of the original scope of the UPWP project proposal focusing on the evaluation of Phase 1 of the NYC DOT Microhubs Pilot. The Part 1 final deliverable will focus more on lessons learned and challenges from getting Phase 1 of the pilot off the ground and how those lessons can be applicable to other places, set to be completed at the end of Q1 SFY 2026/27.

Part 2 of this UPWP project would use Phase 2 of the NYC DOT Microhubs Pilot to gather more comprehensive evaluative data as we expand both the number of sites and number of partners.

This larger data set coupled with more time observing the pilot will support better recommendations for regional applications and match the intention of our original study proposal. The main deliverable for Part 2 would be a supplemental report that builds on the overall NYC DOT Microhubs Pilot Program evaluation at the conclusion of the pilot, exploring how microhubs can fit within regional freight transportation trends and how the pilot evaluation can inform efforts to use this strategy beyond New York City.

As a two-part long-term UPWP study, we will be able to provide interim lessons from the start of the pilot as a concluding deliverable for Part 1 and use the expansion of the pilot to provide better analysis, comprehensive lessons learned, and recommendations on the broader implications of the pilot findings. Both Part 1 and Part 2 concluding reports will draw lessons for how microhubs fit within the regional freight system and produce recommendations for other municipalities seeking to encourage micro-distribution activity.

Supported Plan Goals



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ENVIRONMENT

Activities

Part 1

1. Perform additional data collection and analysis, as determined.
2. Develop data visualizations and supplemental report based on findings.
3. Share early lessons learned on Microhubs Pilot for surrounding region.

Part 2

1. Develop scope for Pilot Phase 2 (4/26 - 4/28) data analysis and collection.
2. Develop data analysis methodology for supplemental report 2.
3. Perform additional data collection and analysis, as determined.
4. Develop data visualizations and supplemental report based on findings.
5. Share final lessons learned and recommendations on microhubs for surrounding region.

Deliverables

Part 1

1. Data Analysis Plan (Complete)
2. Additional data collection (Complete)
3. GIS analysis and literature review (SFY2025-2026: Q3)
4. Year One Pilot data analysis (SFY2025-2026: Q4)
5. Part 1 Pilot Regional Recommendations (SFY2026-2027: Q1)

Part 2

1. Data Analysis Plan (SFY2026-2027: Q2)
2. Evaluation data collection (SFY2026-2027: Q4)
3. Review data collected (SFY2027-2028: Q1)
4. Interim Evaluation Summary Report (SFY2027-2028: Q1)
5. Final Pilot Evaluation data analysis: (SFY2027-2028: Q4)
6. Part 2 Pilot Regional Recommendations: (SFY2028-2029: Q2)

Start Date: SFY2024-2025: Q2	End Date: SFY2028-2029: Q2
Total Funds Programmed:	\$65,779
New FHWA/FTA Funds:	\$65,779
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Increase Truck Safety Through Access to Better Vehicle Design Study

Description and Objectives

Close to 90% of New York City's goods are moved into and around the city by truck. Increased demand for deliveries to homes and businesses has resulted in more trucks on our roads, creating environmental and safety risks. Adoption of safer, cleaner trucks can help mitigate the harmful externalities of our current truck-dependent freight system. State and Federal law increasingly requires trucks to 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 New York City metro region, this study will examine whether 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 New York City communities and beyond.

Supported Plan Goals



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ENVIRONMENT

Activities

1. Develop scope, literature review and stakeholder engagement plan.
2. Develop data collection plan and analysis methodology.
3. Perform survey and focus group 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. Literature Review and Data Collection Plan (SFY2024-2025: Q4)
2. Industry Survey Findings Summary (SFY2025-2026: Q1)
3. Incentive Program Precedent Summaries (SFY2025-2026: Q2)
4. Program Analysis Matrix and Targeted Incentive Evaluation (SFY2025-2026: Q3)
5. Draft Final Report (SFY2026-2027: Q1)

Start Date: SFY2024-2025: Q4	End Date: SFY2026-2027: Q1
Total Funds Programmed:	\$58,622
New FHWA/FTA Funds:	\$58,622
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Freight Hub & 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 New York City 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 New York City 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 Commercial Driver's Licenses (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 also help inform the inauguration of an annual citywide freight data collection that will aid in supporting more detailed information about truck movements in NYC, and allow for the build out of truck expansion factors that can be used in traffic modeling and other freight estimations.

Supported Plan Goals



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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 (complete)
2. Technical Memorandum (SFY2025-2026: Q4)
3. Draft Final Report (SFY2026-2027: Q2)

Start Date: SFY2024-2025: Q2	End Date: SFY2026-2027: Q2
Total Funds Programmed:	\$50,084
New FHWA/FTA Funds:	\$50,084
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

NYC Urban Freight Consolidation Center Feasibility Study

Description and Objectives

The NYC Urban Freight Consolidation Center Feasibility Study will explore and establish effective strategies for urban freight consolidation in New York City. NYC DOT will conduct extensive research into freight consolidation models in other global cities, analyzing existing case studies to examine their transferability to New York City. In addition, NYC DOT will engage relevant stakeholders including freight carriers/distributors, business improvement districts, non-profit organizations, and other NYC agencies to participate in targeted surveys, interviews, and working groups. Upon conclusion of the planned research, engagement, and analysis, NYC DOT will submit a final report documenting the feasibility of freight consolidation in New York City, complete with recommendations for potential policy incentives and partnership models.

Supported Plan Goals



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LAND USE



ENVIRONMENT

Activities

1. Develop scope, literature review, and stakeholder engagement plan.
2. Analyze past and existing case studies in other global cities.
3. Perform data collection through targeted surveys, interviews and working group discussions and analyze trends.
4. Develop feasibility assessment based on case study analysis and data collection.
5. Develop recommendations for incentives to encourage the adoption of freight consolidation models.

Deliverables

1. Define Project Scope (complete)
2. Stakeholder Engagement Plan (complete)
3. Data Collection Results and Case Study Analysis (SFY2025-2026: Q4)
4. Feasibility Assessment and Draft Report (SFY2026-2027: Q1)
5. Final Report and Recommendations (SFY2026-2027: Q2)

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027: Q2
Total Funds Programmed:	\$40,813
New FHWA/FTA Funds:	\$40,813
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Secure Bike Parking Program Planning Activities

Description and Objectives

NYC DOT's Office of Livable Streets staff will conduct planning and program development activities to support the launch of NYC's Secure Bike Parking Program. The recent *PlaNYC: Getting Sustainability Done* laid out City Hall's highest priorities for climate resiliency and action and included Secure Bike Parking (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 2026.

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 secure bike parking 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 New York City 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 Active Transportation Plan, Appendix C of *Moving Forward*. Secure Bike Parking will complement the efforts of establishing multimodal arteries by placing facilities at key destinations, including access to transit. Placement of facilities in residential areas will encourage bicycle ownership without the need to store in homes and reinforce existing and expanding daylighting efforts. In addition, these facilities will improve first and/or last mile access to transit and encourage alternatives to single-occupant vehicle trips and increase travel options and redundancies.

Supported Plan Goals



SAFETY



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ENVIRONMENT

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 Secure Bike Parking typologies.
3. Develop options for integrating micromobility charging or co-locating with charging infrastructure.

Deliverables

1. Program branding, membership, and pricing plans (SFY2025-2026: Q3)
2. Program portal and community engagement (SFY2025-2026: Q4)
3. Five-year Program Plan (SFY2026-2027: Q2)
4. Micromobility charging integration (SFY2026-2027: Q4)

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$96,754
New FHWA/FTA Funds:	\$96,754
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Public Realm Neighborhood Planning

Description and Objectives

The goal of the Public Realm Neighborhood Planning study is to develop a comprehensive workplan that identifies, evaluates and phases project locations for in-house and capital work. It also seeks to develop a way to understand past outreach and plan for future engagement in the neighborhood.

The Neighborhood Planning study will focus on multi-modal improvements for bicycles, freight, transit, public realm, and many others by understanding past, current, and future projects. This will involve internal conversations at NYC DOT as well as conversations with other city agencies like the Department of Parks and Recreation, Department of Health and Mental Hygiene, and the Department of City Planning. Many city agencies have overlapping goals and objectives around safety, health, fairness, land use, and resiliency, which are all noted in *Moving Forward 2055*.

The current areas of study are Elmhurst, Queens; Jamaica and South Jamaica, Queens; and the Northwest Bronx. As part of the next fiscal year, we will look to add additional neighborhood locations like Crotona Park East / Longwood in the Bronx.

Supported Plan Goals



SAFETY



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LAND USE



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ENVIRONMENT

Activities

1. Develop scope of work
2. Develop existing conditions analysis, including past, current, and upcoming projects
3. Analyze past engagement and develop stakeholder engagement plan
4. Develop draft short- and long-term project recommendations
5. Finalize short- and long-term project recommendations

Deliverables

1. Develop scope and site selection (complete)
2. Existing Conditions (complete)
3. Stakeholder Engagement (SFY2025-2026: Q3)
4. Project recommendations (SFY2025-2026: Q4)
5. Develop scope and site selection (SFY2026-2027: Q1)
6. Existing conditions (SFY2026-2027: Q3)

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$389,363
New FHWA/FTA Funds:	\$389,363
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Micromobility Data Study and Dashboard

Description and Objectives

This project aims to create a tool to measure the impact of future bicycle and micromobility improvements installed by the City of New York by creating a baseline number of users at selected locations throughout city. Locations for data collection will be a screen line surrounding the access points to the central business district; key points of either employment, recreational, or geographic importance within the city; and selected corridors that abut neighboring municipalities.

The data to be collected will be classified by mode of transportation (e.g. bicycle, e-bicycle, scooter) as well as by direction and will be made available via an online dashboard.

This project will support ongoing efforts to reduce congestion in New York City via expansion of the on-street cycling and micromobility network. As various elements of the network are developed, new trips and trip types become a realistic option for both New Yorkers and those living in neighboring municipalities. The counts that support this dashboard are strategically located in areas most likely to benefit from upstream improvements to the network.

The act of cycling or using a micromobility device, in addition to reducing congestion, also provides mobility with a drastic reduction in harmful pollutants. Bicycles and micromobility devices are easy to store, take up comparatively little space when parked, and can increase the viable range of subway stations, express buses, commuter rail stations close to or within city limits, and ferry stops. Bicycles and micromobility devices are also an accessible form of transportation due to the comparatively low cost to own and operate and lack of licensing requirements.

Supported Plan Goals



CONGESTION



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Develop scope of work
2. Perform data collection (counts)
3. QAQC count data that was collected
4. Analyze and tabulate counts
5. Develop and populate graphical interface for count data

Deliverables

1. Draft Scope of Work and Data Collection Plan
2. Analysis of Collected Data (FY2026-27: Q3)
3. Web-Based Graphical Interface (FY2026-27: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$79,147
New FHWA/FTA Funds:	\$79,147
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$45,000

Bike Infrastructure Before and After Evaluation Study

Description and Objectives

This study will collect each year's before and after counts on all street improvement projects done by the Department of Transportation that include bike infrastructure. We will also expand our existing counting methods to include a more detailed understanding of micromobility.

For this reporting, each count includes both a weekend and weekday manual count during the season (April –Oct) on days with no precipitation (“good weather”). These counts will include multiple locations for each bike project, the number of count locations per project will be based on facility type (e.g. conventional, shared, protected) per project and per street. No more than 5 counts total per project. For each location there will be three counts done: one count before the project and an after-project count during the same time period, two years after.

Supported Plan Goals



SAFETY



RESILIENCE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Develop a data collection plan to measure the effect of NYC DOT's bike lane projects including neighborhood network development, conventional bike lanes, bike boulevards, greenways, and protected bike lanes.
2. Update the count template to account for new micromobility modes
3. Coordinate with the count contractor to collect counts
4. Review counts and develop summary report

Deliverables

1. Data Collection Plan (SFY2025-2026: Q1)
2. Conduct counts (approximately 15 projects for before and 15 projects for after counts)
3. NYC Bike Lane Before and After Volume Report including data summary tables and raw counts (SFY2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$72,565
New FHWA/FTA Funds:	\$72,656
Previously Programmed Funds:	\$45,000
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
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Health Benefits of NYC Department of Transportation Streets Projects

Description and Objectives

Each year, NYC DOT plans and implements a wide range of street projects that enhance safety for vulnerable road users and improve travel efficiency. Many of these projects also provide significant public health benefits that are not widely understood or appreciated. To highlight these advantages, NYC DOT will conduct a Health Benefits Transportation Study to examine the relationship between transportation and public health.

Through this study—and future initiatives—we aim to deepen our understanding of how street projects contribute to healthier communities. The study will assess health outcomes from three key NYC DOT initiatives: Bike networks/facilities, plazas and public space programming/open streets.

The study team will refine the scope of work and convene a Project Advisory Committee within NYC DOT. The team will develop rigorous methods, likely in partnership with academic institutions, as well as the major healthcare administration agencies such as the NYC DOHMH, to assess health benefits. Then based on these methodologies the project team will select project locations by identifying and analyzing specific street projects. The team will measure and evaluate the health effects of each initiative. Finally, the team will present results to NYMTC to inform future transportation and health planning.

Supported Plan Goals



SAFETY



RESILIENCE



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LAND USE



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ENVIRONMENT

Activities

1. Develop a methodology for measuring health benefits.
2. Select specific locations for evaluation.
3. Collect and analyze data based on established methodologies.
4. Conduct a comprehensive evaluation and synthesis of findings.
5. Present results and recommendations to NYMTC members.

Deliverables

1. Methodology Development (SFY 2026-2027: Q4)
2. Analyze Results (SFY 2026-2027: Q3)
3. Presentation of Findings & Recommendations – June 2027 (SFY 2027-2028: Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$103,738
New FHWA/FTA Funds:	\$103,738
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Bicycle Green Wayfinding

Description and Objectives

NYC DOT's Street Furniture Unit will conduct planning and development activities to support the creation of a greenway wayfinding program to help New Yorkers and visitors find and use the NYC's greenways. Those greenways provide safe, longer distance paths for pedestrians, cyclists, and micromobility users to access jobs, greenspace, and regional connections such as bridges and the Empire State Trail. In 2023 New York City launched an historic expansion of the city's greenways to connect gaps and create 60 additional miles of greenway corridors. To meet this expansion, DOT's greenway wayfinding program must be robust, dense and legible.

Current greenway and bicycle wayfinding signage is aging, inconsistent, inadequately sited, and outdated for the current much denser bicycle path system. NYC DOT will inventory existing signage; engage local communities through a series of planning workshops; create a comprehensive, citywide greenway wayfinding plan; adapt designs and content guidelines to standardize signage placed by different public and private entities; user test signage on-site with the public; integrate unified naming conventions in all greenway signage; verify precision and accuracy of bicycle facility locational data; adapt the NYC Bike Map and other collateral maps to amplify the regional greenway network. This greenway wayfinding program will unify DOT's bike guide signs, DOT's pedestrian wayfinding signs, and other agencies' greenway signage.

Through wayfinding more people in the New York City region will have access and will use the hundreds of miles of greenways ribboning through and around the boroughs.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



CONGESTION



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ENVIRONMENT

Activities

1. Inventory existing signage including verification of locational data
2. Explore and analyze existing sign and map designs and guidelines
3. Community planning workshops.
4. On-site user testing of new designs
5. Triannual evaluation of the signing program to assess content changes and program effectiveness.

Deliverables

1. Analysis of existing designs and guidelines (SFY 2026-2027: Q1)
2. Updated sign and map design and guidelines (SFY 2026-2027: Q2)
3. Comprehensive, citywide greenway wayfinding plan (SFY 2026-2027: Q3)
4. Program update on content changes—including sign updates and replacements—that reflect user feedback and changes in geography (SFY 2026- 2027: Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$208,469
New FHWA/FTA Funds:	\$208,469
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Community Meter Parking Utilization Studies

Description and Objectives

The wide variety of curb regulations and frequent changes to NYC streets make understanding curb activities citywide and in specific neighborhoods both important and difficult. With the changing dynamic of curb functionality and performance over the past few years, this study will focus on the collection and reporting of regular, high quality curb performance metrics in neighborhoods across the city. This information will then be used to inform decisions that affect curb space, support street improvement projects, including bike infrastructure, bus optimization, commercial vehicle prioritization, and other efforts that use the parking lanes.

On an annual basis, NYC DOT will perform data collection of select parking metrics in twelve different neighborhoods using timelapse cameras, manual counts, and potentially other data collection tools (e.g. video, LIDAR). Metrics to be collected include, but are not limited to:

- Number of unique users/vehicles
- Vehicle type
- Occupancy
- Double and Illegal Parking
- Vehicle duration

This information will provide regular, observational data for what curb activities are happening where and to what degree across surveyed neighborhoods. Objectives include:

- Provide a database of curb metrics to support any and all curb-related Agency efforts
- Identify locations with problematic curb activity to focus Agency resources
- Understand citywide and neighborhood-specific curb metrics and patterns
- Optimize existing curb data collection methods and technologies Funds would provide
- Support for data collection efforts including but not limited to manual data collection by inspectors internal to NYC DOT, the use of advanced technologies for data collection such as time lapse cameras, as well as the use of external data collectors / consultants.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



CONGESTION

Activities

1. Data Collection Planning
2. Data Collection
3. Data Processing
4. Data Reporting
5. Final Report

Deliverables

1. Parking Data Collection Plans (SFY2026-2027: Q2)
2. Data Collection Status Report (SFY2026-2027: Q3)
3. Data Processing Status Report (SFY2026-2027: Q4)
4. Areas Parking Metric Reports (SFY2027-2028: Q1)
5. Final Report (SFY2027-2028: Q1)

Start Date: SFY2026-2027: Q2	End Date: SFY2027-2028: Q1
Total Funds Programmed:	\$256,049
New FHWA/FTA Funds:	\$256,049
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$150,000
Consultant will support aspects of this study.	

NYC Bus Hub Study

Description and Objectives

The NYC DOT Bus Hub Study will develop recommendations for key bus hubs to improve bus performance and reliability and the bus passenger experience. Bus hubs are places with the presence of multiple bus routes, significant numbers of bus passengers, and often connections to other modes, such as subways or commuter rail. Hubs will be selected for study based on a number of factors, such as fairness, number of boardings and transfers, bus volumes, and regional connections via commuter rail and non-New York City-based bus routes such as Westchester Bee-Line and Nassau Inter-County Express (NICE).

Recommendations might include operational and capital improvements to bus stops, general traffic mitigations, bus priority measures and urban design interventions. These recommendations will form the basis for both DOT street improvement and capital projects that advance bus stop changes, and potentially—dependent on the MTA—service adjustments.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



CONGESTION



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Develop scope of work
2. Perform data analysis to refine selection of bus hubs
3. Engagement with representative internal and external stakeholders
4. Perform data collection and other surveys
5. Analyze existing conditions
6. Develop recommendations

Deliverables

1. Draft Scope of Work (SFY2026-2027: Q1)
2. Development and identification of high priority bus hubs (SFY2026-2027: Q2)
3. Draft Data Collection Plan (SFY2026-2027: Q3)
4. Existing Conditions Analysis (SFY2026-2027: Q4)
5. Draft Final Report (SFY2026-2027: Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$284,467
New FHWA/FTA Funds:	\$284,467
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$150,000
Consultant will support aspects of this study.	

NYC Transportation Electrification Infrastructure Study

Description and Objectives

NYC DOT's Zero Emissions Vehicles (ZEV) unit will conduct planning and development activities to support transportation electrification in New York City. Drawing on:

- Electrify NY
- PlaNYC: Getting Sustainability Done
- PowerUP
- The 2030 National Charging Network: Estimating U.S. Light- Duty Demand for Electric Vehicle Charging Infrastructure (The National Renewable Energy Laboratory's (NREL))
- Charged Up!
- NYC DOT's forthcoming Freight Decarbonization study
- NYC DOT required parking report required by Local Law 55 of 2024

The study will identify NYC's charging infrastructure needs and document the various plans that have been adopted to meet those needs. The goal of the study will be to support the agency's ability to develop, calibrate, and evaluate future electrification programs and policies.

The study, in consultation with state and local agencies, will also take account of continued market and regulatory developments and will track the progress of public and private sector projects, seeking to identify programmatic and/or policy gaps. It will also seek to project electric vehicle growth and identify best practices for land use planning and coordination.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



CONGESTION



LAND USE



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ENVIRONMENT

Activities

1. Develop scope of work
2. Perform data analysis to identify charging infrastructure and charging needs
3. Engagement with representative internal and external stakeholders
4. Perform data collection and other surveys
5. Develop recommended plans and policies

Deliverables

1. New York City Transportation Electrification Infrastructure Study (SFY2026-2027: Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$106,405
New FHWA/FTA Funds:	\$106,405
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Safety Project Evaluation Program

Description and Objectives

The Safety Project Evaluation Program study will identify, evaluate, update, and modify previously implemented Street Improvement Projects (SIPs) implemented during the Vision Zero era in New York City. The program will evaluate SIPs implemented which have continuing crash problems or which have outdated designs based on standards or evolving trends in mobility. The program will develop a list of SIP projects to be evaluated, examine current existing conditions, and make design recommendations for a select group of projects. Projects will proceed through the normal SIP outreach and implementation process. A final report will be prepared which will highlight study methodology and the status of projects being updated.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



CONGESTION



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Activities

1. Develop scope of work and list of past SIP projects to be evaluated
2. Perform crash analysis
3. Perform existing conditions analysis and data collection
4. Project design for selected projects
5. Outreach for selected projects
6. Implementation for selected projects
7. Draft Final Report

Deliverables

1. Develop list of past SIP projects to be evaluated (SFY2026-2027: Q2)
2. Existing Conditions and Safety Analysis of selected projects (SFY2026-2027: Q4)
3. Progress report on design/outreach for selected projects (SFY2027-2028: Q2)
4. Draft Final Report (SFY2028-2029: Q1)

Start Date: SFY2026-2027: Q1	End Date: SFY2028-2029: Q1
Total Funds Programmed:	\$120,012
New FHWA/FTA Funds:	\$120,012
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Annual Freight Traffic Counts

Description and Objectives

Commodity flowing into, within, though, and out of the region is estimated to reach 646 million tons of goods by 2055, with trucks carrying over 90% percent of these goods. Emerging trends and disruptors such as supply chain resilience and the rise of direct-to-consumer deliveries are expected to increase the number of warehouses and distribution centers across the region. These factors will alter truck travel patterns, affecting infrastructure needs, operational efficiency, land use and economic outcomes.

NYC DOT will conduct annual freight counts to understand how these trends or disruptors will influence the movement of goods throughout the city. In addition, continuous count sites will be established in coordination with NYS DOT to collect permanent, year-round freight data.

Together, these data collection efforts will:

- Initiate the creation of a long-term, annually comparable, publicly available freight movement data set.
- Allow for the build out of NYC-specific freight expansion factors that will allow for better freight modeling and other freight flow estimation calculations.
- Guide improvements on truck routes connecting to major freight hubs and better access to industrial areas or growth zones.
- Identify freight activity patterns and network demands to understand current and future traffic flows.
- Prioritize projects that support local growth and economic development, ensuring infrastructure keeps pace with the demand.
- Highlight heavily utilized trucks routes that require consistent maintenance to maintain efficiency and safety.

Supported Plan Goals



INFRASTRUCTURE



CONGESTION



LAND USE



ENVIRONMENT

Activities

1. Develop scope of work
2. Develop data collection plan
3. Perform data collection and analysis
4. Develop data visualization

Deliverables

1. Data collection plan (SFY2026-2027: Q2)
2. Data visualization (SFY2026-2027: Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$528,206
New FTA Funds:	\$250
Previously Programmed Funds:	\$527,956
Reason for Unspent Funds:	Unspent funds from prior program
Related Professional Services Contracts:	\$450,000
Consultant will support all aspects of this study	

Coordinated Planning at the City's Periphery

Description and Objectives

Neighborhoods on New York City's periphery, including those that extend naturally across the city's borders, often receive less coordinated planning attention than more centrally located neighborhoods. This study seeks to redress that imbalance by creating a strategic framework for identifying infrastructure gaps and misalignments, inventorying conditions and opportunities, prioritizing projects, and ultimately addressing transportation-related quality-of-life issues that may otherwise receive less timely treatment.

NYC's edge neighborhoods are home to hundreds of thousands of residents who rely on strong connections for commuting, accessing services, and participating in the economic and social life of the city. Business vitality in these areas is also crucial; ensuring multimodal access to support sales, deliveries, and operations benefits residents and visitors alike. In addition to residents and businesses, these edge neighborhoods are subject to sizable flows of people and goods moving in and out of the city, and as such are critical to the economic health of the entire city.

The study will pair data collection and analysis with street audits and stakeholder feedback. The findings from this work will be used to classify priority corridors, intersections, and transit nodes where infrastructure is absent or fragmented, e.g., mistimed traffic signals, missing sidewalks, discontinuous bicycle facilities, unsafe or complex crossings, informal loading zones, overnight truck parking and misaligned truck routes. The locations identified will then be evaluated using criteria such as safety risk, connectivity to jobs and services, benefits to vulnerable road users, and project feasibility to produce a slate of near- and long-term project recommendations.

Edges must not be peripheral and should not be marginalized. The goals of this study reflect that fact. Coordinated planning in those neighborhoods adjacent to the city's borders will help ensure they are fully integrated into New York City's mobility network, and that cross border connections are as seamless as possible for residents, workers, and visitors alike.

Supported Plan Goals



SAFETY



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ENVIRONMENT

Activities

1. Project Initiation and Scope Development
2. Identification of Potential Study Areas
3. Data Collection and Site Analysis
4. Preliminary Recommendations
5. Proposed Recommendations

Deliverables

1. Existing Conditions Analysis (SFY2026-2027: Q3)
2. Final Report (SFY2026-2027: Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$130,934
New FHWA/FTA Funds:	\$130,934
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$30,000
Consultant support is required for this study.	

Modernize Traffic Data Management

Description and Objectives

NYC DOT relies on a robust traffic data collection program to support citywide and regional transportation planning. Data is collected annually to:

- Support the Regional Best Practices Model (BPM);
- Monitor trends in vehicular, pedestrian, micromobility, and bicycle activity, including the Hub-Bound and Subregional reports;
- Assess impacts of mobility and safety projects;
- Provide data-driven insights for planning, design, and policy.

Currently, DOT's Traffic Information Management System (TIMS), initiated in 2012, serves as the agency's internal and external traffic counts platform. TIMS primarily manages Automated Traffic Recorder (ATR) data, but it does not adequately support other critical datasets such as vehicle classification counts, turning movement counts, pedestrian/micromobility counts, or new technology-based sources (e.g., video analytics, computer vision). Its limited functionality creates challenges for staff seeking to access, analyze, and share data efficiently.

To meet the agency's evolving needs, this study will focus on modernizing TIMS to serve as a comprehensive traffic data management platform. The goal is to enhance the system's functionality so it can store, manage, and visualize a wide range of datasets in an accessible, user-friendly manner. Modernization will include improvements to data structure, requesting process, workflows, and visualization tools.

An equally important component of this study is fostering interagency and inter-division data coordination. Currently, DOT's data collection and analysis activities often operate in siloes. This project will establish a standing monthly data coordination meeting for planners, analysts, and engineers across DOT to collaborate, share updates, and streamline workflows.

Additionally, this study will explore opportunities to modernize counting methodologies. DOT continues to rely heavily on manual processing of video footage. This study will evaluate the adoption of computer vision and other advanced technologies for automated classification of vehicles, pedestrians, and micromobility users in the dense New York City context.

The ideal outcome is a modernized TIMS platform that integrates all major traffic datasets, supports improved collaboration across the agency, and leverages advanced technologies to streamline data collection, management, and analysis. This modernization will provide planners, engineers, and decision-makers with timely and accessible information to improve mobility, safety, and project delivery.

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. This study will, however, support a NYC DOT presentation on the subject of local traffic data collection at the 2026 National Travel Monitoring Exposition and Conference (NaTMEC).

Supported Plan Goals



SAFETY



INFRASTRUCTURE



CONGESTION

Activities

1. Interagency coordination; monthly data-focused meetings
2. Identify gaps in data workflows to improve collection efficiency
3. Strategize methods for automating traffic counts through technology

Deliverables

1. Contract Procurement (SFY 2026-2027 Q2)
2. Summary of new agency workflows for counts requesting (SFY 2026-2027 Q3)
3. Establishment of databases for traffic counts data (SFY 2026-2027 Q4)
4. Presentation on effective data management (SFY 2026-2027 Q4)

Start Date: SFY 2025-2026 Q4	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$137,068
New FHWA/FTA Funds:	\$137,068
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Wayfinding for People with Vision Disabilities Study

Description and Objectives

The Wayfinding for People with Vision Disabilities study will test different options and technologies to make travelling around New York City more accessible to people with vision disabilities. NYC DOT's current wayfinding program, WalkNYC, provides maps and signs to help people find their way around the city. Though there is an extensive network of these maps around the city, they are not fully accessible to people with vision disabilities. Additionally, though accessible pedestrian signals indicate whether it's safe to cross, they do not provide any information on location or direction for the person crossing. There are several new technologies that provide locational information for those with vision impairments, like NaviLens.

Additionally, other cities have been working on improving their wayfinding through the inclusion of braille and other tactile elements in their wayfinding and other infrastructure. The study will examine different accessible wayfinding and locational devices for people with vision disabilities, conduct user testing, and collect feedback from people with vision disabilities and other relevant stakeholders. With that information, the study will provide recommendations on which accessible wayfinding technologies NYC DOT should deploy citywide.

Supported Plan Goals



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Activities

1. Phase 1:
 - a. Develop a scope of work
 - b. Research best practices
 - c. User journey mapping
 - d. Current conditions feedback
2. Phase 2:
 - a. Analysis of technologies
 - b. Select technologies to test
 - c. Procurement of technologies
 - d. User testing and surveying
3. Phase 3:
 - a. Develop recommendations
 - b. Final Report

Deliverables

1. Draft scope of work (SFY2027-2028: Q1)
2. Report on best practices (SFY2027-2028: Q1)
3. User Journey Mapping to identify travel pain points (SFY2027-2028: Q2)
4. Analysis of technologies (SFY2027-2028: Q3)
5. Pilot technology procurement (SFY2027-2028: Q4)
6. Deployment of pilot technologies at select locations (SFY2027-2028: Q4)
7. User survey (SFY2028-2029: Q2)
8. Focus groups (SFY2028-2029: Q3)
9. Final Report (SFY2028-2029: Q4)

Start Date: SFY 2026-2027 Q1	End Date: SFY2027-2028: Q4
Total Funds Programmed:	\$224,146
New FHWA/FTA Funds:	\$224,146
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

Economic Effects of NYC DOT Open Streets Program

Description and Objectives

The New York City Department of Transportation's Open Streets program transforms selected streets into public space, providing communities with more space for cultural and social activities and allowing greater room for walking and biking.

In 2022, DOT released the Streets for Recovery report, which evaluated how Open Streets affected restaurants and bars during the COVID-19 pandemic, focusing on sales and business survival rates. The study found that businesses greatly benefited from the Open Streets program: restaurants on Open Streets were able to keep their doors open in higher proportions than those on streets without any Public Realm programs.

This new Open Streets study will expand on that work to examine the broader economic effects of Open Streets in a post-pandemic New York. Specifically, it will assess how the Open Streets programs influence job creation, hiring practices, consumer spending, spending on local partner contracts, and commercial vacancy rates. The study will compare Open Streets corridors to similar non-program corridors to provide a clearer picture of these effects.

We will use data from LiveXYZ, the NYC Department of Finance (sales tax receipts), NYC Department of Small Business Services, the New York State Department of Labor (employment statistics), and DOT partner spending, supplemented by qualitative site visits. Findings will help the City of New York better understand the program's wider benefits, guide future investments, and inform policy improvements.

Supported Plan Goals



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ENVIRONMENT

Activities

1. Select treatment and control locations
2. Gather and combine datasets
3. Conduct site visits to collect qualitative data
4. Develop and apply metrics for jobs, vacancies, and spending
5. Perform comparative analysis
6. Produce findings and policy recommendations

Deliverables

1. Preliminary Findings Memo (SFY 2026-2027: Q1)
2. Draft Report (SFY 2026-2027: Q3)
3. Final Report & Presentation (SFY 2026-2027: Q4)

Start Date: SFY 2026-2027 Q1	End Date: SFY 2026-2027: Q4
Total Funds Programmed:	\$95,520
New FHWA/FTA Funds:	\$95,520
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Carshare Program Study

Description and Objectives

New York City Department of Transportation's (NYC DOT) mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, NYC residents.

The NYC DOT's Carshare Program provides dedicated parking spaces on-street and in municipal garages for participating carshare companies with the goals of expanding access to carshare in low-and moderate-income communities, to reduce vehicle miles traveled, and the number of privately owned vehicles on the road. Carshare is a service that gives members access to a vehicle for short-term use — typically by the hour or minute.

In 2018, NYC DOT launched a Carshare Pilot Program in accordance with Local Law 47 of 2017 and Local Law 50 of 2017, comprising 230 dedicated on-street spaces and 55 spaces in NYC DOT owned municipal lots in 14 selected pilot zones. Based on data from the pilot's first two years, NYC DOT concluded that the Carshare Program was both successful and effective, with the average carshare vehicle serving up to 17 households per month. The program expanded carshare access across a wider range of neighborhoods including Parkchester in the Bronx, encouraged members to not purchase private cars. Additionally, the NYC DOT found that placing carshare spaces in pairs led to higher utilization rates and broader user participation.

As a result, NYC DOT established a permanent program in October 2021, expanding the Program citywide and allowing peer-to-peer carsharing companies to participate in the Program, increasing customer choice and access to carshare in typically underserved areas. NYC DOT takes its responsibility for managing the public right-of-way seriously and aims to utilize the data submissions and opt-in surveys to ensure that the program functions as intended and meets NYC DOT's mobility and fairness goals.

Supported Plan Goals



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FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Existing Conditions of Carshare Program
2. Analysis of Program and User Surveys
3. Presentation and Report on findings

Deliverables

1. Existing Conditions of Carshare Program (SFY2026-2027: Q2)
2. Analysis of Program and User Surveys (SFY2026-2027: Q3)
3. Presentation and Report on findings (SFY2026-2027: Q4)

Start Date: SFY 2026-2027 Q1	End Date: SFY 2026-2027: Q4
Total Funds Programmed:	\$93,084
New FHWA/FTA Funds:	\$93,084
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Commuter Van Study

Description and Objectives

New York City Department of Transportation's (NYC DOT) mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, City residents.

Commuter vans (CV's), licensed by the NYC Taxi and Limousine Commission (TLC), are one of the many forms of transportation in NYC that NYC DOT seeks to understand and support. In 2017, NYC DOT conducted a Commuter Van Study to investigate how commuter vans operate and interact with other commuter options in NYC. This Commuter Van study was conducted 8 years ago and does not reflect relevant current day commuter van conditions. Comprehensive data on commuter van operations remains limited.

To adequately understand current commuter van operations and traffic implications, NYC DOT seeks to conduct a new commuter van study. This NYC DOT Commuter Van study will update the City's understanding of existing conditions and determine new operational policies to enact to ensure that commuter van operations run efficiently and effectively. NYC DOT will investigate ridership numbers, territories of operation, and safety. The analysis will combine these data to identify ways to improve commuter van regulation, as well as work with the commuter van operators to most efficiently and safely meet the needs of the residents and visitors they serve.

Better understanding this information will allow NYC DOT to accurately determine public need and necessity for proposed new and extended commuter van services (NYC DOT's legally required role in oversight of this sector) as well as improve the management our curb space and street network and ensure that the service continues to play a key role in connecting hundreds of thousands of residents with jobs and other mass transit options in regionally significant growth areas without relying on personally owned vehicles.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



CONGESTION



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ENVIRONMENT

Activities

1. Analyze Existing Conditions
2. Analysis of Commuter Van Operations and Users
3. Findings and Recommendations

Deliverables

1. Existing Conditions (SFY2026-2027: Q3)
2. Analysis of Commuter Van Operations (SFY2026-2027: Q3)
3. Presentation of Findings & Recommendations (SFY2026-2027: Q3)

Start Date: SFY 2026-2027 Q1	End Date: SFY 2026-2027: Q4
Total Funds Programmed:	\$96,170
New FHWA/FTA Funds:	\$96,170
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Urban Freight Data Assessment & Toolkit Development

Description and Objectives

New York City Department of Transportation (NYC DOT) seeks to understand our existing sources of urban freight data and create a more organized assessment of these sources. NYC DOT is proposing a UPWP funded study to develop this assessment, looking at a comprehensive mix of qualitative and quantitative data currently collected through our existing transportation data programs, pilots, surveys, and related research studies. This assessment will allow for optimization of available data, and illuminate gaps where new data collection is needed. As a component of the study analysis, NYC DOT will explore academic partnerships and how they might support urban freight data collection. The assessment will then provide recommendations for how NYC DOT's new urban freight mobility collaborative can best support and enhance existing processes of urban freight data collection, including helping to establish data standards that can be applied toward urban freight predictive modeling tools. In these ways the study will help establish improved data collection programs that increase urban freight data accessibility and accuracy.

The proposed study will include an overview of existing data sources such as truck counts and volume estimates, delivery survey data, pilot evaluation data, and other ongoing urban freight research projects. In addition to cataloging data sources, the study will note characteristics such as collection frequency, validation status and current application. The study will assemble this information into a matrix or other easily searchable tool to allow planners to see the full scope of urban freight transportation data available and assess any unevenness in data coverage. The study will look at alignments of local data collection with regional and national projects, enhancing our overall understanding of freight movement. The findings will support NYC DOT's goal to develop new standards for urban freight data collection and analysis that can inform a more nuanced understanding of citywide freight activity.

This research directly supports NYC DOT's efforts to develop an engaged urban freight research lab through our new urban freight mobility collaborative. The collaborative is a goal put forward in our comprehensive freight plan, Delivering NY, to strengthen public-private partnerships in order to support innovative solution-oriented freight transportation research. The plan for the new urban freight mobility collaborative includes provisions to support local and regional freight data collection goals. This new initiative will be establishing a system for working with partners to collect, house, and analyze a broad spectrum of urban freight data. By compiling and assessing freight research data, this study will also guide the new urban freight collaborative in how it can develop a data toolkit that best supports local and regional efforts to understand urban goods movement. The ultimate goal being to enhance data-driven urban freight transportation planning within New York City and across our region.

Supported Plan Goals



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Activities

1. Develop scope and methodology for collecting information on current freight transportation data.
2. Research data sources, noting gaps and opportunities for alignment with broader initiatives.
3. Analyze and organize existing data sources into a searchable internal assessment tool.
4. Develop recommendations for NYC DOT freight data collection efforts, including how NYC DOT's urban freight mobility collaborative can develop a new urban freight toolkit to support these efforts.
5. Complete a public facing recommendations report on urban freight transportation data in NYC.

Deliverables

1. Project Scope and Research Plan (SFY2026-2027: Q3)
2. Create Internal Data Assessment Tool: (SFY2026-2027: Q4)
3. Finalize and Analyze Data Assessment Tool: (SFY2027-2028: Q2)
4. Draft Recommendations Report: (SFY2027-2028: Q4)
5. Finalize Recommendations Report: (SFY2028-2029: Q1)

Start Date: SFY 2026-2027 Q3	End Date: SFY 2028-2029: Q1
Total Funds Programmed:	\$103,708
New FHWA/FTA Funds:	\$103,708
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

NYCDOT Extreme Weather Resiliency & Adaptation Planning Activities

Description and Objectives

As described in Section 4.4 (“Resilience”) of the 2050 Regional Transportation Plan (RTP) *Moving Forward 2055*, it is a goal to enhance the transportation system’s resilience to stressors and disruptions that will have a growing impact across the region, including sea level rise and extreme weather. Important examples of such stressors include coastal storm flooding, tidal flooding, and extreme heat.

Coastal flooding can result in massive property damage and threat to human life, while also impacting transit, roadways, and pedestrians. Tidal flooding is already a chronic concern, with parts of New York City experiencing flooding at high tides and some bus service having been permanently rerouted from especially vulnerable areas. Sea level rise will worsen the disruptive and damaging impacts of both coastal storms and tidal flooding. Heat is critical and growing threat to both transportation infrastructure and transportation users, and is the leading cause of mortality from extreme weather in New York.

New York City Department of Transportation (NYC DOT) Resiliency Planning & Management (RPM) unit is charged with planning to address these hazards. Working in close cooperation with partner agencies, NYC DOT has helped to support the planning and implementation of important coastal protection projects. We have been increasingly engaged in planning work to incorporate heat mitigation and flood mitigation into the City’s streets and waterfront street ends.

This program will build on this success by further strengthening NYC DOT RPM’s resiliency planning efforts. This will include research into national and global best practices, analysis, evaluation, and recommendations for improved implementation of the RTP resiliency planning goals.

Supported Plan Goals



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ENVIRONMENT

Activities

1. Develop scope of work
2. Conduct existing conditions analysis
3. Investigate global best practices, challenges, and lessons learned through literature review, interviews, and direct outreach to practioners
4. Analysis and recommendations

Deliverables

1. Scope of Work (SFY2026-2027: Q1)
2. Data collection and outreach (SFY2026-2027: Q2)
3. Preliminary report on existing conditions and best practices (SFY2026-2027: Q3)
4. Recommendations for improved practices and further analysis (SFY2026-2027: Q4)

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$59,791
New FHWA/FTA Funds:	\$59,791
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

Local Law 55 Parking Study

Description and Objectives

In March of 2024, the City Council of New York passed Local Law 55 and it was certified on April 8, 2024. This legislation sets forth requirements for the installation of a specified amount of electric vehicle (EV) chargers in open parking lots and garages in New York City. It also mandated the New York City Department of Transportation (NYCDOT) to conduct a study on off-street parking in New York City for garages and lots not subject to regulation by the Department of Consumer and Worker Protection (i.e., lots that are free and/or private).

NYCDOT will conduct the study in coordination with the Department of Housing Preservation and Development, the Department of City Planning, the Department of Buildings and others. This report will estimate the number, capacity and location of all such parking spaces in the city, as well as the occupancy type, estimated users, structural considerations, affordability, structural considerations and the current state of charging equipment and incentives. All of this will inform recommendations for the required level of electric vehicle charging in these garages and lots, along with analysis of how recommendations will help the City meet certain harmful pollutant reductions goals.

This study supports Plan Goals of Infrastructure, Land Use, and Environment. The data we collect and the recommendations we make will directly inform the rate at which new and existing parking facilities in New York City are required to install EV chargers. The installation of EV chargers will help modernize transportation infrastructure, supporting certain City emissions reduction goals by increasing the feasibility of EV ownership. Free and/or private parking garages and lots where people live, shop, and work are critical access points for efficient, accessible charging. Widespread availability of charging infrastructure in those places will reduce a key barrier to EV adoption for New Yorkers who rent and/or live in multi-family housing, particularly in the outer boroughs that are underserved by the market. Additionally, the current existence and use of unregulated parking facilities across the city is not well known, and this study will supply useful information to support strategic land use decisions in the future.

Supported Plan Goals



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ENVIRONMENT

Activities

1. Identify all available public data and data from other NYC agencies that is relevant to the study objectives.
2. Clean all identified data and combine into a database to inform study analysis.
3. Produce estimates for missing data based on available data.

4. Coordinate with other agencies relevant to the study to inform analysis and recommendations.
5. Draft Local Law 55 Parking Study report.

Deliverables

1. List of data sets identified and obtained for the study (SFY2026-2027:Q1)
2. Data collection and estimation plan (SFY2026-2027:Q1).
3. Initial findings presentation deck (SFY2026-2027:Q2)
4. Final Local Law 55 Parking Study report (SFY2026-2027:Q3)

Start Date: 04/01/2026	03/31/2027
Total Funds Programmed:	\$62,040
New FHWA/FTA Funds:	\$62,040
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0

NYC Truck Route Network Planning and Evaluation Study

Description and Objectives

The NYC Truck Route Network Planning and Evaluation Study (TRNPES) is intended to evaluate changes implemented under Local Law 171 of 2023, related to NYC DOT's redesign of the truck route network, inform potential future changes to the truck route network, and to assess specific truck routes/focus areas identified under NYC DOT's 2025 Truck Route Network Redesign that are noted to require additional study and analysis. This study is also designed to support planning efforts related to several strategies outlined in NYC DOT's strategic freight plan, *Delivering New York* including:

- Managing the movement of urban goods via the NYC Truck Route Network.
- Studying the prioritization of goods movement along with transit movement in dense commercial corridors.
- Enhancing the citywide truck signage wayfinding program.
- Implementation of new design standards based on best practices to enhance truck safety at intersections and along corridors.

The TRNPES will enable a foundation and comprehensive workflow for future updates to the truck route network to be established. By having a set process in place for reviewing existing and proposed truck routes, NYC DOT will be able to provide timely and focused recommendations regarding truck route additions, removals, and/or designation (through, local, or limited local routes). This study will also support the assessment of changes to the truck route network implemented in 2026 via data collection efforts, field observations and route analysis (i.e. traffic analysis). As part of analysis and planning related work, several 'deep dives' will be conducted to assess future changes to existing trucks routes/focus areas, where known complexities exist in the truck route network. Opportunities for corridors where truck route changes can be implemented alongside transit-related enhancements (i.e. bus operations), curb management improvements, and general truck route signage and wayfinding will also be explored.

As part of the study, recommendations for safety improvements will also be made specific to truck route changes. A toolkit related to truck route specific safety interventions will be outlined to provide guidance on how to best support improving safety for all road users on truck routes while not compromising the movement of freight. An assessment of past safety improvement projects conducted along truck routes will be completed to inform the toolkit development.

Collectively, the TRNPES will aim to provide planning support for future updates to the truck route network. In addition to supporting recommendations for potential route changes and the assessment of recent changes, this study will also provide recommendations for truck route design practices and exemplify how a data-driven approach can be used to inform changes to the truck route network.

Supported Plan Goals



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ENVIRONMENT

Activities

1. Development of project scope and creation of data collection plan for count collection along newly designated truck routes and locations for potential future route changes
2. Assessment of 'deep dive' locations with existing conditions analysis, traffic analysis, and recommendations for potential truck route changes and prospective safety enhancements
3. Review of safety data and related projects along truck routes to develop a design toolkit based on findings
4. Evaluation of 2026 truck route network changes and draft list of changes for future truck route network updates

Deliverables

1. Project Scope and Data Collection Plan: (SFY2026-2027:Q1)
2. Existing Conditions Analysis of Truck Route Network Focus Areas/Corridors - Memo on Recommendations for Route Changes and Safety Improvements: (SFY2026-2027:Q3)
3. Truck Route Network Safety Enhancements Toolkit Summary and Route Designation Memo: (SFY2026-2027:Q4)
4. Evaluation Report for Assessment of Truck Route Network Changes and Proposed Future Truck Route Changes: (SFY2026-2027:Q4)

Start Date: 04/01/2026	End Date: 03/31/2027
Total Funds Programmed:	\$60,594
New FHWA/FTA Funds:	\$60,594
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
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Putnam County

Putnam County Public Transit System Study

Description and Objectives

This proposed study will examine existing public transportation services in Putnam County and develop strategies to improve and expand service and recommend service options where current service is either limited or not available.

This will entail the following:

- An in-depth demographic survey of current ridership in order to better understand the transit needs of the county, with an emphasis on vulnerable populations
- An assessment of the current fixed-route network and planned demand-response Microtransit service aimed at expanding service, increasing ridership and getting the most out of the relationship between the two service types
- An evaluation of existing gaps, both large and small, in the county's transit system and developing alternatives on how to fill them
- An assessment of the system's current status with regard to transit-related technologies such as live GTFS, interactive mapping and bus tracking and cashless fares and ticketing
- An inventory of current bus stops, bus stop amenities, shelters and signage with the goal of producing a bus stop planning, design and placement guidelines document.

The ultimate goal will be to produce a set of recommendations informed by analysis of the County's transit needs that will improve amenities, rider experience, promote efficiency and increase service consumption.

Supported Plan Goals



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ENVIRONMENT

Activities

1. Conduct demographic survey of existing ridership to better understand county's transit needs
2. Study current fixed-route network and investigate feasibility/cost-effectiveness of various changes and/or improvements and develop recommendations
3. Study the county transit system's current level of integration with existing technologies to facilitate use of the system and improve upon rider experience.
4. Develop a set of alternatives for meeting the transit needs of communities in Putnam County which are currently underserved or not served at all.
5. Produce bus-stop planning, design and placement guidelines document

Deliverables

1. Draft report: Putnam County Public Transit System Study.
2. Final report: Putnam County Public Transit System Study (SFY2026-2027: Q4).

Start Date: SFY2025-2026: Q1	End Date: SFY2026-2027: Q4
Total Funds Requested:	\$201,330
New FHWA/FTA Funds:	\$150,000
Previously Programmed Funds:	\$150,000
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$150,000
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



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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 (SFY2026-2027:Q3).

Start Date: SFY2023-2024:Q1	End Date: SFY2026-2027:Q3
Total Funds Programmed:	\$333,493
New FHWA/FTA Funds:	\$183,493
Previously Programmed Funds:	\$150,000
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$300,000
Consultant will support all aspects of this study.	

Suffolk County

Support Huntington Area Rapid Transit (HART) Mobility Implementation Planning, Rollout, and Outreach

Description and Objectives

This planning and rollout effort will build upon previous commitments by NYMTC to Suffolk County, including funding for the Suffolk County Mobility Implementation Plan and the Suffolk County Mobility Plan Rollout and Outreach which resulted in the launch of the new SCT Network. This project builds off of prior network changes made by HART in October 2013 in an earlier effort to enhance the usefulness of service provided. This project also builds off County investments in planning for a Route 110 Bus Rapid Transit service and is consistent with NYMTC's *Plan 2055* and *Suffolk County Comprehensive Plan 2035*.

In 2019, NYMTC awarded Suffolk County funding to complete the Suffolk County Mobility Implementation Plan, also known as the Suffolk County Reimagine Transit Initiative. In 2021, NYMTC awarded Suffolk County funding to rollout the Final Network Plan developed under this prior effort, and conduct necessary community outreach related to it. With the launch of the new Suffolk County Transit (SCT) network in late 2023, and the dedicated efforts of all members of the project team and Suffolk County Transit, and NYMTC's support, SCT is on track to realize a 40% increase in annual ridership between 2023 and 2025.

Following the tremendous success of the Suffolk County Transit network redesign, County Economic Development and Planning and the Reimagine Transit team have identified a similar opportunity for a detailed review and redesign of Huntington Area Rapid Transit (HART), the only other public bus system operating entirely within the boundaries of Suffolk County. The Town of Huntington and HART were separately exploring the potential to embark on a network redesign, and have confirmed an interest and desire to partner with Suffolk County following the success of SCT's new network. HART has been similarly impacted by declining ridership and increasing service costs over more than the past decade, as was the case for SCT prior to launch of its new network.

Suffolk County's Department of Economic Development and Planning partners frequently with municipalities in the County, whether collaboratively pursuing projects and funding opportunities, administering grant programs, or providing technical assistance.

With the completion of the rollout of the new SCT network, and its continuing refinement, working with the Town of Huntington and HART on the development and implementation of a mobility implementation plan presents significant mutual benefits to Suffolk County and the Town of Huntington. Our public transportation networks interface at several locations, inter-operate with largely identical fare structures, and serve similar areas. A comprehensive and successful network redesign which yields a more useful HART public transportation service will benefit ridership and the usefulness of Suffolk County Transit.

Suffolk County is looking forward to partnering with the Town of Huntington on this HART mobility implementation plan and rollout effort to the shared benefit of their respective public transportation services. This effort will include a core design retreat, community outreach, and the development of mobility implementation plan concepts, the refinement of a draft plan, and a final plan for implementation following feedback on the draft plan. Refreshed and updated

system materials will be drafted concurrently with development and rollout of the final plan including but not limited to a website refresh, interactive trip planner, bus stop sign templates, schedule brochures, updated visuals including both to-scale and schematic maps, and wayfinding guides. The rollout will also include the development of a new General Transit Feed and Specifications (GTFS) for HART, with the option to facilitate the development and launch of GTFS-Real Time to enable the tracking of HART vehicles for real-time arrivals and trip planning. The rollout will also include post-implementation surveying of riders to ensure passengers are adjusting to system changes.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



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ENVIRONMENT

Activities

1. Project Management & Coordination
 - a. This task will involve the development of a Project Management Team (PMT) and Project Schedule including milestones, deliverables, and potential opportunities to engage stakeholders. It will also include the development of shared Goals and Objectives for the HART Mobility Implementation Plan.
2. Literature Review, Data Collection & Analysis
 - a. Part 1 will consist of a literature review of prior redesign work completed by HART and SCT, and the review of successful case studies of transit system redesigns. This part will also include the assemblage and analysis of available socioeconomic data for Suffolk County and the Town of Huntington, system data (ridership (by route and stop if available), service characteristics (revenue hours, revenue miles, service costs, revenue, and funding, bus stops, etc.), fleet composition, depot location(s), and installed on-board equipment (routers, GPS, fareboxes, APCs, etc.) surrounding existing HART operations, and existing SCT operations within the Town of Huntington.

- b. Part 2 will take place after the Final Mobility Implementation Plan is complete and will consist of a review and analysis including an examination of the proposed new bus network and schedules, existing system maps and published schedules, and current branding and website design and functionality. The project team will examine successful case studies of redesigned transit networks and transit marketing efforts to identify best practices in creating maps, schedules, user guides, marketing, as well as successful branding and communication strategies. The data collected, reviewed and analyzed during Task 2 will be used to create a communication and outreach strategy, as well as updated user-friendly system maps, user guides, physical signage, and a website, that are uniquely tailored to Huntington in Task 3, Task 4 and Task 5.
- 3. Optimized Transit Network Design, Service Specifications, Assessment and Metrics, and Roll-Out Plan and Recommendations
 - a. This task will begin with an assessment of the existing HART network by analyzing each existing route and the network as a whole. Factors such as frequency and span of service, linearity of routes, productivity of services, network coverage, and other key factors will be assessed to help explain the current performance of the network. This Existing Conditions analysis will inform the choices and trade-offs that may be available to inform the redesign of the HART network, framed briefly as Ridership vs. Coverage, Frequency vs. Span, and Connections vs. Complexity.

In this task, a pair of illustrative alternatives for HART service will be designed and analyzed. This will include a Core Design Retreat where members of the project team will delve into the illustrative alternatives and the supporting data. This task will also tie into Task 8 by including community outreach surrounding this early stage of conceptual development and the alternatives developed. This task will conclude with the development of a Draft Network Plan based on feedback received on the conceptual alternatives, which will be subject to further feedback and revision resulting in the development of the Final Recommended Plan, as well as a detailed Title VI analysis.

This task will also include the option of reviewing HART's existing data collection practices and developing recommendations for improved data collection quality and best practices in reporting different performance metrics. Finally, this task concludes with the development of an implementation and rollout plan for the new network defined in the Final Recommended Plan, including recommendations on fleet size and capital improvements, new or relocated bus stops and stop amenities, as well as technology based products and solutions that may further enhance the transit experience for Huntington and County residents, employees, and visitors.

4. Cost Estimates, Funding, Operations and Management Strategies
 - a. Building off of an Operating Plan developed in Task 3, capital improvement costs for any key amenities, transfer hubs, new vehicles, or other infrastructure needed to support the new network will be developed. Additionally, this will include the development of projected revenue and expenses for the new network with a comparison to the existing network. Following this exercise will be an exploration of funding sources available for operating and capital expenses, particularly those at the State and Federal level. A best practices review will also be conducted with the aim of developing recommendations on the structure and terms of current operations to facilitate the plan's recommendations and review possible O&M strategies.
5. Final Mobility Implementation Plan for Huntington
 - a. This task will be the result of compiling information from the preceding tasks into a Final Mobility Plan for the Town of Huntington. It will include key messages about how the new transit network supports key Town and County goals, improves access, and will include a summary of the outreach and public responses during the planning process.
6. Huntington Area Rapid Transit Systemwide Map & Related Materials
 - a. This will oversee development of a new HART transit map. The map should be designed for legibility and visual clarity rather than geographic or spatial accuracy. The system Map will serve as the basis for individual route maps/brochures and other materials to be created under this task including user guides explaining how to ride the new system, targeted wayfinding guides explaining how the system has changed, as well as new temporary and permanent signage on buses and along bus stations. The templates developed under Task 3 will be used to create new signage at bus stops as well as wayfinding signage at former stops. The new map will serve as a reference and guide for the communication and outreach about the new system.

The following principles should inform the creation of the system map and related materials:

 - Be visually clear and easy to read for all users
 - Contain a clear hierarchy of information
 - Be suitable for black and white or color printing, where appropriate
 - Visually convey the frequency of each route
 - Favor legibility over spatial accuracy
 - Be suitable for both digital and print formats
 - Be usable for those with limited English proficiency
 - Appropriate for the visually impaired or colorblind
7. Develop and Implement Communications and Outreach Plan
 - a. This task will entail preparation and implementation of a communication and outreach plan to elicit feedback from Huntington residents and HART riders about their priorities in the development of the new HART network, educate them about the new system once the Final Mobility Implementation plan is complete and during launch of the new network, distribute new network materials and the launch of an updated website.

8. Post Implementation Rider Survey

- a. Ensuring that riders are adequately adjusting to new transit service, understanding their perspective on service changes post rollout, and providing a standing avenue for feedback, will be critical to sustaining an enhanced and useful transit system in the long run. Under this task, Huntington and the County will develop and conduct post implementation rider surveys that can be used to make continual adjustments and help guide long-term investments in the system by continuing to ensure our goals and priorities align with those of the bus-riding public.

Deliverables

1. Project Management and Coordination
2. Literature Review, Data Collection, and Analysis
3. Optimized Transit Network Design, Service Specs, Assessment and Metrics, and Roll-out Plan and Recommendations
4. Cost Estimates, Funding, Operations and Management Strategies
5. Final Mobility Implementation Plan for Huntington
6. Huntington Area Rapid Transit Systemwide Map & Related Materials
7. Community Engagement and Outreach Plan
8. Post-Implementation Ridership Survey

Start Date: SFY2026-2027: Q2	End Date: SFY2027-2028: Q1
Total Funds Programmed:	\$245,179
New FHWA/FTA Funds:	\$245,179
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$196,000
A consultant will support all aspects of this study.	

Coastal Evacuation Route Resiliency Study

Description and Objectives

This project would build upon several recent planning initiatives undertaken by Suffolk County. It will ultimately emanate from the County's All-Hazard Mitigation Plan submitted to FEMA in 2020, and the subsequent County Emergency Management Plan completed in January 2024. It will also make use of the prioritization, strategies and recommendations provided in the Suffolk County Coastal Resilience Memorandum from July 2024. This study effort will see the County's Department of Economic Development and Planning partnering closely with the Department of Fire, Rescue, and Emergency Services.

Suffolk County faces unique challenges in planning emergency and crisis responses. As an island, the challenges of evacuating low-lying areas in the event of a hazard impacting our shores and moving them upland is reliant on select transportation corridors and their ability to remain open and accessible for movement during a crisis. The purpose of this study is to conduct a comprehensive analysis of coastal evacuation routes, particularly emphasizing high-population density and lower-income communities along the shoreline in Suffolk County. By mapping demographic data, flood/inundation modelling, and transportation asset condition in tandem, the project will identify vulnerable evacuation corridors, assess capacity and accessibility constraints, and develop actionable recommendations for strengthening safe egress in Suffolk County. This planning initiative will support NYMTC's resiliency objectives and bolsters the region's ability to evacuate at-risk coastal residents in a timely and safe manner.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



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ENVIRONMENT

Activities

1. Project Management and Coordination
 - a. A Project Management Team (PMT) will develop and follow a Project Schedule that will include milestones, deliverables, and community-engagement related projects.
2. Data Collection & Analysis
 - a. This task will consist of an independent analysis by a selected consultant to identify the specific high-population density, lower income study areas, map demographic data, create or assemble flood/inundation modelling including but not limited to floodplains, storm surge projects, contour mapping, and wetlands, and assess the condition of transportation assets within the coastal study areas identified.
3. Analyze and Identify Vulnerable Evacuation Corridors
 - a. Using the data assembled and organized in Task 2, this task will advance the analysis and identification of Vulnerable Evacuation Corridors, and assess their capacity and accessibility constraints.
4. Develop Actionable Recommendations for Vulnerable Evacuation Corridors
 - a. Using the Vulnerable Evacuation Corridors identified in Task 3, a selected consultant will develop actionable recommendations for strengthening safe egress along these corridors.
5. Final Report
 - a. Preparation of a draft final report and final report summarizing all of the work completed in tasks 1 through 4.

Deliverables

1. Project Management Plan and Schedule (SFY2026-2027: Q2)
2. Data Collection Memo (SFY2026-2027: Q4)
3. Tech Memo – Analysis Results (SFY2027-2028: Q2)
4. Tech Memo – Recommendations (SFY2027-2028: Q3)
5. Draft and Final Report (SFY2027-2028: Q4)

Start Date: SFY2026-2027: Q2	End Date: SFY2027-2028: Q4
Total Funds Programmed:	\$218,900
New FHWA/FTA Funds:	\$218,900
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$175,000
A consultant support will support all aspects of this.	

Peconic Bay Ferry Service Study

Description and Objectives

This project would build upon several recent transit planning studies undertaken by Suffolk County's Department of Economic Development and Planning, including the comprehensive redesign of Suffolk County Transit's fixed-route network to better align service with rider needs and community priorities.

It would build on prior regional transportation studies that examined potential multimodal solutions for East End traffic patterns. However, most prior efforts primarily focused on rail, roadway and bus improvements, leaving waterborne options underexplored. For example, the South Fork Transportation Study (1986) evaluated congestion and commuting on the South Fork. It emphasized the need for alternatives to single-occupancy vehicle travel, but waterborne alternatives were not explored.

While the Sustainable East End Development Strategies study (2006) concluded that improved multimodal connectivity was critical to long-term regional mobility and economic resilience for the east end yet participants in workshops had highly split opinions about additional ferry service between the forks, particularly in East Hampton.

There have been a few studies regarding increasing ferry services across the Long Island Sound, including the Long Island Sound Ferry Service Improvement Study (1981) and the Shoreham-New Haven Ferry Feasibility Study (1991), but little was done to evaluate the feasibility of routes within the Peconic Bay.

The Long Island Waterborne Transportation Plan (2005), funded by NYMTC, conducted several workshops where participants identified landing sites and potential routes within the Peconic Bay. While a greater focus on the Peconic Bay was identified, the final plan walked back some of its earlier recommendations following resistance from East Hampton town. Though dated, its baseline research on the history of ferry service in the region and evaluations of vessel types, marine resources and landside access will be invaluable to these efforts.

In the private sector, Hampton Jitney operated a pilot Peconic Jitney ferry service in 2012 and sought to relaunch it in 2022 between Greenport and Sag Harbor. The Suffolk County Legislature approved a ferry license agreement valid through 2027; however, the effort was paused due to disagreements about the cost share for landing modifications in Greenport. At the same time, a chamber of commerce survey showed 88% of local businesses supported the ferry service, with only 3% opposed and 9% indifferent.

While the Peconic Jitney pilot has not yet relaunched, it provides a useful foundation for understanding potential ridership, cost structures, and logistical challenges that this study will build upon with a regional focus.

The East End of Long Island faces several compounding factors that constrain mobility including the roadway bottleneck at the Shinnecock Canal, limited east-west throughfares, and only one crossing via the Shelter Island ferries. Public transit is also limited in the area, with an hourly bus route and even more infrequent LIRR service east of Riverhead. The region also experiences vast, yet predictable, peaks in demand including the weekday "trade parade" commute pattern, summer tourism, and fall harvest traffic which creates recurring congestion that hinders commerce and tourism.

Suffolk County seeks funding to evaluate whether a Peconic Bay ferry service could provide a practical, environmentally sustainable alternative to single occupancy vehicle travel. This project would seek to improve regional connectivity, promote tourism, encourage mode shift and increase transportation network resiliency. We believe this project would align well with NYMTC’s Moving Forward Plan goals.

The effort will evaluate a range of potential ferry routes and terminal locations between Riverhead, North Sea, Sag Harbor, Greenport, Orient, and Montauk. The routes will be evaluated based on navigational feasibility, available dockage, and connectivity to other modes. It will analyze existing commuting patterns, tourism flows, and seasonal variations to estimate demand, assess cost sensitivity, and understand the willingness to shift modes. In addition, the study will be conducted with a strong community partnership from the start, ensuring that concerns related to noise, traffic, and environmental impacts are heard from the beginning.

The study will also examine multiple service scenarios, from limited peak-period commuter operations, higher-frequency service or seasonal offerings. It will assess fiscal and operational feasibility for each scenario. Environmental and land use implications including overnight parking availability for contractors, wake and channel depth, and permitting will be considered as well.

Finally, it will compare the structure, funding, and implementation options, including evaluation of whether a publicly sponsored model operated by a private contractor could improve eligibility for federal and state support while maintaining operational flexibility.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. List of activities Travel Time & Demand Analysis
 - a. Compile and analyze commuting, seasonality and tourism spikes across the Shinnecock Canal and between the Forks to identify potential ridership and mode-shift potential using Census O-D commuting data, and, if available, “big data” location data providers (e.g. Streetlight, Replica).
 - b. Evaluate competing modes (auto, transit, multimodal) to quantify potential cost, time savings and identify high-benefit corridors with conceptual ferry routes. Create a matrix of origins and destinations with estimated travel time by mode.
2. Site Assessment
 - a. Inventory existing dockage and terminal infrastructure in Riverhead, North Sea, Sag Harbor, Greenport, Orient, Montauk, and other candidate sites. Consider site ownership and existing uses. Map identified sites in GIS.
 - b. Assess navigational conditions including channel depth, tidal constraints, and wake impact/restrictions. Map potentially feasible routes in GIS.
 - c. Evaluate dockside zoning/permitting compatibility and assess potential environmental constraints (noise, wetlands, parking, ADA access).
3. Service Planning and Feasibility Research
 - a. Develop and compare potential service scenarios including peak-only commuter service, high-frequency, or seasonal operations. Estimate operating costs by service type.
 - b. Assess alternative service models (publicly sponsored vs. private operation) to maximize eligibility for state and federal funding.
 - c. Identify potential funding sources and grant programs for capital and operations.
 - d. Analyze vessel and labor needs including passenger capacity, maximum draft (depth below water), propulsion types and staffing requirements on identified vessels. Evaluate the feasibility of using amphibious buses within the bay.
 - e. Explore opportunities to utilize existing regional ferry fleets and labor for pilot service by reviewing existing schedules and layovers.
 - f. Identify landside access needs such as overnight parking lots for contractors on the South Fork, and opportunities for first/last mile integration with Suffolk County Transit or the South Fork Commuter Connection. Consideration of joint transit passes, and contingency planning for weather-related disruptions with local transit providers.
4. Stakeholder and Public Engagement
 - a. Survey residents, municipalities, harbor masters, ferry operators, transit providers, local fisherman/shellfish growers, and business groups and other key stakeholders to identify commuting patterns, fare pricing sensitivity, evaluate community preferences and identify potential concerns.
 - b. Recognize and evaluate local sensitivities surrounding ferry operations, including potential concerns over traffic, parking, wake impacts, and quality-of-life issues.
 - c. Analyze qualitative and quantitative feedback to demonstrate stakeholder sentiment.
5. Final Documentation and Recommendations
 - a. Preparation of a draft final report and final report.

Deliverables

1. Travel Time Matrix (SFY2026-2027: Q2-Q4) (SFY2027-2028: Q3)
2. Conceptual Landing Sites and Routes Map (SFY2026-2027: Q3-Q4) (SFY2027-2028: Q1, Q3)
3. Capital and Operational Needs Assessment (SFY2026-2027: Q4) (SFY2027-2028: Q1-Q3)
4. Stakeholder Summary and Findings Report (SFY2026-2027: Q2-Q4) (SFY2027-2028: Q1-Q4)
5. Final Report (SFY2027-2028: Q3-Q4)

Start Date: SFY2026-2027: Q2	End Date: SFY2027-2028: Q4
Total Funds Programmed:	\$218,813
New FHWA/FTA Funds:	\$218,813
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$175,000
A consultant will support all aspects of this study.	

Regional Freight Rail Infrastructure Assessment and Implementation Plan

Description and Objectives

The NYMTC planning area's freight transportation system includes roadways, rail lines and yards, marine terminals and waterways, air cargo facilities, and intermodal facilities, where freight is transferred from one transportation mode to another. This system handles approximately 365 million tons of freight currently moving to, from, within and through the NYMTC planning area.

The NYMTC Regional Freight Plan 2018-2045 shows how NYMTC member agencies will help sustain and encourage the region's economic growth through the preservation and enhancement of the transportation system. Plan 2045 is built around the shared vision of the members, recognizing the critical linkages and interrelationships between the regional transportation system, land use and the economy.

The desired outcomes of the Regional Freight Plan articulate in the following shared goals of NYMTC's members:

- Enhance the regional environment.
- Improve the regional economy.
- Improve regional quality of life.
- Provide convenient, flexible transportation access within the region.
- Enhance the safety and security of the transportation system for both motorized and non-motorized users.
- Build the case for obtaining resources to implement regional investments.
- Improve the resiliency of the regional transportation system.
- Preserve the existing transportation infrastructure.

Commodity flow forecasts suggest that as many as 610 million tons of freight may be moving through this system by 2045, an increase of 67 percent. This growth in commodity flows reflects anticipated population and economic growth, increasing wealth and consumer spending, and increasingly complex logistics and distribution networks. Inbound flows are expected to grow 57 percent to 274 million tons, at an annual growth rate of 1.4 percent. Outbound shipments are expected to increase by 70 percent to 126 million tons, at an annual growth rate of 1.6 percent. Freight moving completely within the NYMTC planning area is estimated to increase nearly 105 percent to 83 million tons, at an annual growth rate of 2.2 percent, and through freight is expected to increase to 126.3 million tons by 2045 a 66 percent increase, and 1.6 percent compound annual growth rate.

Furthermore, as detailed in the 2055 Moving Forward Regional Freight Plan Component:

- The need to maintain connectivity between the NYMTC planning area and adjoining markets...is critical to accommodating the anticipated growth in the region's economy, population and freight demand.

- The proportion of freight trips made by truck...exceed the truck share nationally, in part due to the limited capacity and utilization of freight rail east of the Hudson River, and in part due to the fact that the region's large consumer market generates a large volume of pickup/delivery and mid-mile distribution trips that are almost exclusively made by truck.
- Water and rail can provide viable alternatives to trucking for certain types of commodities and markets, and continuing to maximize their potential will be important.

The Plan includes goals for freight movement, such as managing a projected 36% increase in tonnage by 2045 in the NYMTC region. More than 300 million tons of domestic freight worth more than \$430 billion moves into, out of, and within the NYMTC planning area by truck, rail, water, air, and pipeline annually; around 18 million tons of international freight worth \$211 billion is imported to and exported from the NYMTC planning area annually. Trucks are responsible for moving more than 92 percent of domestic tonnage and nearly 88 percent of domestic value. Around 61 percent of tonnage and 65 percent of value is moving inbound to the NYMTC planning area; around 19 percent of tonnage and 18 percent of value is moving outbound; and the remainder is moving between or within NYMTC counties. The NYMTC planning area is expected to gain another 127 million tons of domestic freight worth nearly \$300 billion by 2045 and experience substantial growth in international freight.

Need for a Regional Freight Rail Infrastructure Assessment and Implementation Plan

Local freight projects include the Brookhaven Rail Terminal, which opened in 2011, and was estimated to remove 40,000 trucks off Long Island roads and transfer 1 million tons of freight per year, while in the same year a \$5.5 million freight rail spur project was completed at the EPCAL industrial park in Calverton. The New York & Atlantic Railway currently provides freight over existing Long Island Rail Road tracks, and carries approximately 30,000 carloads per year.

Nevertheless, the above NYMTC plans and other prior studies have found that while there is demand for increased rail freight to serve Long Island's population, especially for bulk goods, capacity is limited by the shared tracks, lack of modern transfer facilities, and low rail clearances.

These improvements are crucial to reduce truck traffic, increase supply chain efficiency, and decrease environmental impact in the region. A Regional Freight Rail Infrastructure Assessment and Implementation Plan would provide an understanding and guide to an organized increase of freight rail service in Suffolk County.

Building off of the New York Metropolitan Transportation Council (NYMTC) Regional Freight Plan 2018-2045 and the NYMTC "Moving Forward 2055" Regional Freight Plan Element (Appendix D), Suffolk County Economic Development and Planning (EDP) requests funding to work with stakeholders to develop a Regional Freight Rail Infrastructure Assessment and Implementation Plan, to increase freight rail service in Suffolk County. The overall goal is to create a strategic freight plan to increase the utilization of rail freight for the movement of goods to/from/within Suffolk County to reduce truck traffic. As part of this plan, discrete steps to be taken will be identified to achieve the increased use of rail freight, including additional infrastructure, rail capacity, transfer facilities, and sitings.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Project Management and Coordination

A Project Management Team (PMT) will be established that will develop and follow a Project Schedule which will include milestones, deliverables, and related applicable projects. Monthly project review meetings (virtual) would be held and brief meeting minutes prepared.

2. Data Collection and Analysis

The task will consist of data collection and analysis efforts necessary to prepare the Regional Freight Rail Infrastructure Assessment and Implementation Plan.

Data to be collected and analyzed is expected to include the following variables:

- Assessment of existing freight and other relevant conditions.
- Current and projected growth and development, including known forthcoming closure of the Brookhaven landfill.
- Review of related project plans and studies.
- Outreach to involved and interested stakeholders, including but not limited to rail-freight operators, truck freight operators, and local municipalities.
- Current limitations on capacity and/or obstacles to increase in freight service on Long Island.

The selected consultant may choose to provide additional or substitutive information and analyses per their technical expertise and guidance, pending approval from project management at Suffolk County.

3. Draft and Final Report and PowerPoint

This task will present the findings of Task 2 in the form of a draft and final report, along with a draft and final Power Point presentation summary. The report and presentation will include the Regional Freight Rail Infrastructure Assessment and Implementation Plan, with applicable narrative discussions of the potential benefits of increased freight movement on a regional scale, opportunities and challenges to implementation, and immediate and longer-term next steps, along with figures and graphics, maps, and tables. As part of this plan, discrete steps to be taken will be identified to achieve the increased use of rail freight, including additional infrastructure, rail capacity, transfer facilities, and sitings. The overall goal is to create a strategic freight plan to increase the utilization of rail freight for the movement of goods to/from/within Suffolk County to reduce truck traffic.

The report will not need to include any environmental reviews or detailed technical or engineering analyses but may include any noted rough-order-of-magnitude (ROM) cost estimates.

Deliverables

1. Project Schedule and Methodology (SFY2026-2027: Q2)
2. Meeting Minutes (SFY2026-2027: Q2-Q4) (SFY2027-2028: Q1)
3. Data Collection and Analysis Summary Memo (SFY2026-2027: Q2-Q3)
4. Draft Report and Power Point Presentation (SFY2026-2027: Q4)
5. Final Report and Power Point Presentation (SFY2027-2028: Q1)

Start Date: SFY2026-2027: Q2	End Date: SFY2027-2028: Q1
Total Funds Programmed:	\$156,578
New FHWA/FTA Funds:	\$156,578
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$125,000
A consultant will support all aspects of this study.	

Selden-Farmingville Mobility Study

Description and Objectives

This project would build off several recent planning studies and initiatives, including the 202 Suffolk County Hike Bike Master Plan, the 2024 Suffolk County IDA Middle County Road Corridor Study, and the 2025 Town of Brookhaven Vision Zero Plan, and plans for the Long Island Greenway, a section of which is proposed to pass through this area.

The Department would like to complement its land use planning effort with an active transportation study. Although the term ‘walkability’ suggests prioritization of pedestrian foot traffic, in truth, the term broadly encompassing fundamental design principles that serve the needs and desires of a wide variety of street users, including cyclists, people using wheelchairs, people pushing strollers, transit riders, and other non-automobile users. As such, walkability is an urban design approach, with affinities to concepts such as Complete Streets, Vision Zero and Smart Growth, that has been shown to positively impact all aspects of active transportation and downtown growth.

The Suffolk County Department of Economic Development & Planning (SCEDP) intends to aid villages and towns in performing walkability studies in order to better connect mass transit, central business districts, open space, residential areas, and other places of interest.

The Suffolk County Economic Development Partnership (SC EDP) seeks funding to conduct a Conceptual Design Study for traffic safety, traffic-calming, and mobility improvements in throughout the Selden-Farmingville area. This study will build on prior connectivity initiatives, including the County’s 2020 Hike & Bike Master Plan and Suffolk County IDA’s 2024 Middle County Road Corridor Analysis, and aligns with the New York Metropolitan Transportation Council’s “Moving Forward 2055” regional transportation plan, which emphasizes safe, accessible active transportation infrastructure including walking, bicycling, micromobility and transit-linkages.

The safety imperative is supported by statewide crash data: the New York State Department of Transportation’s Crash Location and Engineering Analysis Repository (CLEAR) tool shows that in 2024 there were 2,859 speed-related injuries and 62 speed-related fatalities on Long Island roadways, and that from 2022-24 pedestrian injuries and fatalities increased 10% across Nassau and Suffolk counties, while more acute incidents of pedestrian strikes and fatal vehicular crashes have captured local attention and highlight the urgency of the issue. Selden and Farmingville include major arterials (e.g. Route 25/Middle Country Road, College Road, Horseblock Road) with heavy traffic, high speeds, and mixed pedestrian/cyclist activity.

The hamlet of Farmingville is a Census Designated Place with a population of approximately 15,000 residents as of the 2020 Census, while Selden has a population of more than 21,000. Both communities have several community assets that would benefit from better active transportation connectivity, with the Triangle Park, Thomas Muratore Park, and a storefront commercial district near Woodmont Place and Woodycrest Drive serving as anchors in Farmingville and Suffolk Community College and the Boyle Road corridor in Selden. Farmingville is also served by the 52A Suffolk Transit bus route, while Selden is served by the 53 and the 58 buses.

This project will involve the review and study of the existing physical and roadway conditions along the corridor, the analysis of potential opportunities and constraints for mobility improvements, and the development of conceptual designs for proposed pedestrian and bicyclist infrastructure treatments in alignment with the goals of the 2020 Hike and Bike Master Plan.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



CONGESTION



LAND USE



FAIRNESS & ACCESS



ENVIRONMENT

Activities

1. Project Management & Coordination
A Project Management Team (PMT) will develop and follow a Project Schedule that will include milestones, deliverables, and community-engagement related projects.
2. Data Collection & Existing Conditions Analysis
This task involves the development of baseline crash data, traffic counts and speed, and existing conditions to lay the groundwork for mobility recommendations. The analysis is anticipated to include review of crash data for specific intersections or segments within the study area to identify hot spots.
3. Conceptual Designs & Recommendations
At the direction of Suffolk County, the consultant team will develop conceptual designs and recommendations for proposed treatments or modifications to the sidewalks and roadways. These designs must emphasize pedestrian safety, accessibility and attractive streetscaping. Possible designed interventions can include lane-narrowing, curbing and bulb-outs, bicycle infrastructure, transit access improvements and streetscape enhancement elements (like street furniture, facade improvements, pavers, antique-style street lighting, urban greening). This task may include the identification and development of renderings and graphics for critical downtown active transportation projects and concepts.

4. Stakeholder Input

Stakeholder input will be conducted in partnership and coordination with Legislative District 4. The County will host a series of meetings and/or walk audits at critical junctures of the planning process, with opportunity for public comment and feedback. The results of this input will be documented as part of the final report.

5. Draft and Final Report

This task will involve the preparation of a draft and final report consolidating the previous task findings, including data collection and analysis, documentation of existing conditions, public and stakeholder engagement, and final recommendations for implementation.

Deliverables

1. Project Management Plan and Schedule (SFY2026-2027: Q1)
2. Existing Conditions Chapter (SFY2026-2027: Q3)
3. Development of draft and final recommendations for infrastructure improvements, signage, wayfinding, streetscaping, etc. (SFY2027-2028: Q2)
4. Summary of stakeholder input (SFY2027-2028: Q3)
5. Draft and Final Report (SFY2027-2028: Q3)

Start Date: SFY2026-2027: Q1	End Date: SFY2027-2028: Q1
Total Funds Programmed:	\$187,650
New FHWA/FTA Funds:	\$187,650
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$150,000
A 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 various stakeholders and the public.

Supported Plan Goals



RESILIENCE



CONGESTION



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ENVIRONMENT

Activities

1. Evaluate implementation methodologies for recommendations
2. Develop detailed implementation plan
3. Prepare Outreach plan and materials for roll-out of recommendations

Deliverables

1. Implementation Plan (expected SFY2026-2027: Q2)
2. Outreach Plan (expected SFY2026-2027: Q3)
3. Implementation materials (expected SFY2026-2027: Q4)

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$405,128
New FHWA/FTA Funds:	\$230,128
Previously Programmed Funds:	\$175,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$300,000
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 fairness, modal integration, transfers, new fare collection technologies, customer convenience and operational feasibility.

Supported Plan Goals



INFRASTRUCTURE



RESILIENCE



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ENVIRONMENT

Activities

1. Develop RFP and solicit a consultant.
2. Existing conditions analysis: Assessment of peer agency fare policies and current Bee-Line fare structure strengths and weaknesses.
3. Analyze alternatives that would best fit with Westchester's Bee-Line system and develop 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 (Completed 2024-2025:Q3)
2. Existing Conditions Technical Memorandum (Expected 2025-2026: Q4)
3. Alternatives Analysis and Recommendation Technical Memorandum (Expected 2026-2027: Q2)
4. Final Report (SFY2026-2027:Q4)

Start Date: SFY2022-2023:Q1	End Date: SFY2026-2027:Q4
Total Funds Programmed:	\$191,389
New FHWA/FTA Funds:	\$126,389
Previously Programmed Funds:	\$65,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$100,000
Consultant will support many aspects of this study.	

Transportation Section of Visioning Plan

Description and Objectives

This project will include a “visioning process” that will help develop the transportation section of a Comprehensive Plan for Westchester County. The visioning document is intended to guide the Plan by reviewing other comprehensive plans, prioritizing issues that are essential to the County and collecting feedback from municipal officials and residents. The transportation section of the Plan will prioritize elements discovered in visioning process, in addition to including an analysis of regional transportation, demographic, and land use data as well as a review of how current zoning could impact future land use, development and transit within the County. The Plan will also include the update of policy recommendations based on these analyses including updated guidelines for Complete Streets, Transit-Oriented Development and bicycle and pedestrian improvements throughout the County.

Supported Plan Goals



SAFETY



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Activities

1. Review existing comprehensive plans, datasets and planning tools
2. Stakeholder outreach and feedback
3. Conduct survey and analyze
4. Develop visioning for transportation section of Comprehensive Plan
5. Final write-up of visioning guide

Deliverables

1. Survey Results and Analysis
2. Visioning guide document

Start Date: SFY2025-2026: Q1	End Date: SFY2026-2027:Q4
Total Funds Programmed:	\$53,495
New FHWA/FTA Funds:	\$28,495
Previously Programmed Funds:	\$25,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$25,000
Consultant will support most aspects of this study.	

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



RESILIENCE



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ENVIRONMENT

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 (Completed SFY 2025-2026: Q2)
2. Existing Conditions Technical Memorandum
3. Public engagement plan and materials
4. Final Report (SFY2026-2027: Q4)

Start Date: SFY2024-2025:Q1	End Date: SFY2026-2027:Q4
Total Funds Programmed:	\$276,013
New FHWA/FTA Funds:	\$96,013
Previously Programmed Funds:	\$180,000
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$175,000
Consultant will support most aspects of this study.	

Alternative Fuels Analysis Study

Description and Objectives

The study aims to evaluate alternative fuel technologies for future Bee-Line rolling stock requirements. The study will identify, on a lifecycle basis, the economic costs, performance issues, risks and recommended timeline associated with adding zero-emission buses to the Bee-Line fixed-route bus fleet. Technologies to be studied may include fuel cells and biodiesel. As part of this study, a zero-emissions fleet transition plan will also be developed.

Supported Plan Goals



SAFETY



INFRASTRUCTURE



RESILIENCE



CONGESTION



ENVIRONMENT

Activities

1. Evaluate existing capabilities of County's fleet and operations.
2. Research best practices, potential future markets and peer agencies.
3. Analyze feasibility, costs and timelines of alternative options.
4. Identify preferred recommendations.
5. Develop fleet transition plan.

Deliverables

1. Tech Memo: Existing Conditions, Market Research, Peer Review Analysis.
2. Fleet Transition Plan.

Start Date: SFY2026-2027: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$279,752
New FTA Funds:	\$279,752
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$250,000
Consultant will support all aspects of this study.	

Transportation Related Planning Activities Funded Through Non- UPWP Sources “Other Activities”

NYMTC Staff

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.

Start Date:	April 1 2026
Completion Date:	March 31, 2029
Project Cost:	\$3,000,000
Primary Fund Source	NHPP

Port Authority of New York and New Jersey

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

The Port Authority of New York & New Jersey (PANYNJ), the lead agency, and the Federal Highway Administration (FHWA) have been engaged in preparing a pre-Notice of Intent (pre-NOI) that is needed to commence 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, specifically using a proposed rail freight tunnel under New York Harbor that would provide a seamless connection between freight rail lines in Jersey City, New Jersey and Bay Ridge, Brooklyn, New York.

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. Specifically, the CHFP presents an underwater rail tunnel option to cross New York Harbor from New Jersey and connect to the existing freight rail system in Brooklyn and Long Island that will satisfy an ever-increasing demand for goods movement to the east of Hudson region.

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 full Tiered EIS will be 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 completed 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. Pre-NOI work has commenced and continued through 2025 with the eventual goal of review, approval and publication of the NOI by FHWA in the near future. After the NOI is published, advancement of the environmental review will commence with the start of the Tier II EIS. Following recently updated federal guidelines which have set a goal of completing environmental impact statements within 24 months, a Tier II ROD can be anticipated to be issued 24 months from the date the NOI is published. A target timeframe would place that sometime in 2028. For the present, given that we are only one year into a new federal Administration, we are in a period of reassessment and staffing changes that will further delay any imminent action on the current pre-NOI work that is still active, but in a suspended condition until those reevaluations are completed.

Start Date:	February 2018
Completion Date:	TBD
Project Cost:	
Primary Fund Source	PANYNJ Funds

Planning for LaGuardia Ground Access Program

In March 2023, at the request of New York State 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 (Terminal C Loop) with direct access to Terminal C and a dedicated bus route for use by airport bus services that is expected to significantly reduce on-airport travel times.

In March 2025, the PANYNJ Board approved to award a construction contract for the Terminal C Loop and enter into agreements for improvements to Q70 LGA Link bus service. Specifically the Board authorized: (1) improvements to the existing Q70 LGA Link bus service (Q70 Bus Service) operated by the Metropolitan Transit Authority and its affiliates (MTA) between LGA and MTA's 74th St-Broadway and 61st St-Woodside subway stations and the Long Island Rail Road station at Woodside (the MTA Stations); and (2) construction of a new bus staging area on-site at LGA and roadway improvements related thereto (Terminal C Loop).

Start Date:	June 2023
Completion Date:	TBD
Project Cost:	
Primary Fund Source	PANYNJ Funds

Westchester County

Westchester County SMART Commute Program

This program consists of Westchester County DOT's outreach to the employer community to encourage transit use, ridesharing and other Transportation Demand Management (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.

Start Date:	April 2023
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

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

State Planning and Research (SPR) Program Funded Projects

SPR #	Project Title	SPR Funding	Description
C-17-53	Pavement Condition Data Collection Services	\$20,500,000	Collect pavement condition data as necessary to comply w/annual state & federal requirements & NYSDOT pavement management practices & develop & maintain a system to track location, dimension & condition of other highway related assets.
C-17-56	Statewide Coordination of Metropolitan Planning Programs	\$600,000	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-18-55	NYS Transportation Master Plan	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities.
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	\$3,580,617	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)	\$2,600,000	Leverage the current analysis tools to research & further integrate travel time datasets & available open-source analytics tools w/other transportation, economic & demographic data to support efficient & consistent planning & analysis.
SP-21-02	Program & Project Management System Support Services	\$1,588,328	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.

SPR #	Project Title	SPR Funding	Description
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-21-06	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	\$5,472,069	Provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. Zone 1 includes the eastern half of the state (Region 1, 2, 7, 8, 9)
SP-21-09	Continuous Count Traffic Count Program Zone 2	\$10,634,500	Provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. Zone 2 includes the western half of the state (Region 3, 4, 5, 6)

SPR #	Project Title	SPR Funding	Description
SP-22-03	Statewide Mobility Services Program	\$7,882,320	To continue and expand on NYSDOT's agency-wide efforts to support and encourage the use of sustainable and efficient modal options for travel. 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-22-06	TRANSEARCH Data	\$1,355,001	The NYS Department of Transportation (DOT) desires to maintain and regularly update key data and forecasts to support short and long-range economic development, infrastructure, and environmental quality planning throughout the state. To achieve this goal, the DOT needs modal commodity freight flow data and profiles of the state and sub-state areas, trade areas and projections of this data into the future.
SP-23-02	Highway Work Permit System Enhancement	\$696,000	Continue developing enhancements to the design of the PermiTrack online permitting system for highway work permits (HWP) and implantation of system.
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.

SPR #	Project Title	SPR Funding	Description
SP-24-03	Speed Probe Data	\$98,499	The goal of this project is to purchase floating car probe data to establish performance targets to assess travel reliability, congestion and emissions, and to perform other analyses and visualizations of road performance for both passenger cars and trucks.
SP-24-05	Short Count Traffic Program (2025-2029)	\$24,000,000	The goal of this project is to provide for the collection of traffic data across NYS. This will be achieved by contracting for the collection of that data. NYSDOT's 11 Regions, including Interstates and Expressways.
SP-25-02	Statewide Coordination of Metropolitan Planning Programs	\$100,000	The goal of this project is to support and maintain the ongoing coordination of the metropolitan planning programs in NYS for statewide benefit; the ongoing collaboration of the fourteen (14) metropolitan planning organizations (MPOs).
SP-25-03	Bus Safety Inspection Program	\$459,930	The goal of this project is to replace the existing 25+ year old mainframe system with a new modern server-based IT system.
SP-25-04	Pavement Condition Data Collection Services	\$4,153,049	The goal of this project is to collect pavement condition data as necessary to comply with annual state and federal requirements and NYSDOT pavement management practices and to develop and maintain a system by which to track location, dimension and condition of other highway related assets including: HPMS Data Requirements (pursuant to 23 CFR 490); State Touring and Reference Route System Pavement Condition Assessment.
SP-25-05	State Rail Plan	\$2,000,000	The goal of this project is to update the NYS Rail Plan, which will provide a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight, intercity passenger, commuter, and tourist rail.
SP-25-06	Demographic, Economic and Construction Materials Forecasts	\$500,000	The goal of this project is to provide ongoing and future information on current conditions and forecast information on demographics, economic trends and drivers, construction materials as well as connections to leading economists which will provide NYSDOT insight into how travel patterns and needs may change.
SP-25-07	Wildlife Habitat Connectivity	\$683,700	This project supplements wildlife habitat connectivity efforts with additional scope of work and resources to improve connectivity.

SPR #	Project Title	SPR Funding	Description
SP-25-08	Continuous Counts	\$140,000	The goal of this project is to conduct the continuous count traffic count program with full performance-based maintenance and upgrade services to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.
SWWP248	NYS Wildlife Crossing Pilot Program	\$149,500	To obtain a consultant to create a toolkit assisting decision-makers in identifying and prioritizing roadways throughout NYS in need of reduced Wildlife-Vehicle Collisions (WVCs).

Shared Cost Initiatives

NYSAMPO Staff Support and Conference

Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.

Cost: \$300,000 total (\$200,000 FHWA PL / \$40,000 toll credits; \$80,000 FHWA SPR / \$20,000 State match)

Lead Agency: Capital Region Transportation Council

Continuous Traffic Signal Count Data Conversion to Historic

Objective: Analyze the feasibility of applying NYSDOT's methodology for capturing continuous traffic signal counts and converting it to historical counts for locally owned traffic signals.

Cost: \$200,000 total (\$200,000 FHWA PL / \$40,000 toll credits)

Lead Agency: Greater Buffalo Niagara Regional Transportation Council

NYSAMPO Staff Training

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

Cost: \$155,410 total (\$117,756 FHWA PL / \$23,551 toll credits; \$37,654 FTA MPP / \$9,414 NYSDOT IKS)

Lead Agency: Genesee Transportation Council

AMPO Dues

Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.

Cost: \$54,430 total (\$54,430 FHWA PL / \$10,886 toll credits)

Lead Agency: Binghamton Metropolitan Transportation Study

Safe Streets for All Planning and Demonstration Grant Awards (FFY2025)

Lead Applicant	Planning and Demonstration Activities	Project Name	Project Description	Total Federal Funding	Total Project Cost
City of New Rochelle	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Vanguard Tactical Urbanism Feasibility Study	This award will be used by City of New Rochelle to implement tactical urbanism demonstration activities in the Vanguard District covering 6 intersections around North Avenue and LeCount Place, testing temporary lane narrowing, public space activation, and high-visibility crosswalks. Deliverables include final design and an evaluation and feasibility study using crash data, speed studies, pedestrian counts, and user feedback to inform the forthcoming Local Safety Action Plan and future capital improvements.	\$400,320	\$500,400
Incorporated Village of Hempstead	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Village of Hempstead Traffic Safety Action Planning and Demonstration	This award will be used by Village of Hempstead to develop a Comprehensive Safety Action Plan covering all streets and roadways within the Village and conduct supplemental planning activities and demonstration activities. Work includes crash analysis, community engagement, temporary daylighting, automated speed feedback trailers, pilot pedestrian-priority signal timing, and a quick-build bike lane; evaluation will measure speed reduction, driver yielding, and near-miss frequency to prioritize proven safety countermeasures.	\$586,018	\$732,523
Stony Brook University Southampton Campus	Develop a new Comprehensive Safety Action Plan	Safety Study, Vision Zero, Stony Brook University Campus Southampton, New York	This award will be used by Stony Brook University to develop a Vision Zero Action Plan for the Stony Brook Southampton Campus and adjacent corridors (New York State Route 27 and Route 27A), including crash and speed analysis, corridor assessments, public and stakeholder engagement, and an implementation roadmap. Deliverables will prioritize Proven Safety Countermeasures to reduce killed and seriously injured, provide ADA and implementation guidance, and inform future projects.	\$1,000,000	\$1,250,000
Town of Clarkstown	Develop a new Comprehensive Safety Action Plan	Clarkstown Townwide Safety Action Plan	This award will be used by Town of Clarkstown to develop its first townwide Safety Action Plan and supporting analyses. Work includes analyzing New York State DOT Crash Location & Engineering Analysis Repository data from 2018 to 2022; 2 community workshops in each of 4 wards, a stakeholder advisory committee, mailed and online surveys, a points-based prioritization, conceptual designs for 25 priority locations, and short-, mid-, and long-term recommendations and municipal policy updates to produce a prioritized, evidence-driven implementation program.	\$315,000	\$396,500

Lead Applicant	Planning and Demonstration Activities	Project Name	Project Description	Total Federal Funding	Total Project Cost
Town of Mamaroneck	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Comprehensive Safety Action Plan Enhancement for the Town of Mamaroneck	This award will be used by Town of Mamaroneck to update its 2022 Safety Action Plan and develop prioritized, implementation-ready projects. Work includes crash data analysis, policy and code recommendations, preliminary design concepts and budgets for the Town and five emphasis corridors (Madison Avenue, Weaver Street, West Boston Post Road, Palmer Avenue, Old White Plains Road), targeting countermeasures such as dedicated bicycle lanes, safer sidewalks, and improved pedestrian crossings to guide future implementation.	\$176,000	\$220,000
Town of Islip	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Town of Islip Safety Action Plan and Demonstration Project	This award will be used by Town of Islip to develop a townwide Safety Action Plan and implement a 3rd Avenue and 2nd Avenue demonstration corridor. Work includes crash and traffic analyses, stakeholder outreach, a safety dashboard, and a 2-month demonstration of temporary raised crosswalks, a 25 mile-per-hour speed reduction, temporary buffered bike lanes with rectangular rapid-flashing beacons, and temporary medians. Outcomes will evaluate countermeasure efficacy and inform prioritization and scaling of Proven Safety Countermeasures.	\$615,600	\$770,600

Budget Summaries

Council Budget

<u>USE OF FUNDS:</u>	<u>SFY 2026-2027</u> <u>FTA MPP</u>	<u>SFY 2026-2027</u> <u>FHWA PL</u>	<u>New Match *</u>	<u>NEW FHWA PL/</u> <u>FTA MPP</u>	<u>PROGRAMMED</u> <u>IN PRIOR YEARS</u>	<u>Total</u>
Staff:						
Central/TCC Staff	\$3,148,303	\$5,788,882	\$787,076	\$9,724,261	\$0	\$9,724,261
Central/TCC Staff Consultants	\$0	\$7,031,703	\$0	\$7,031,703	\$27,488,297	\$34,520,000
Subtotal Central Staff, TCCs, Match	\$3,148,303	\$12,820,585	\$787,076	\$16,755,964	\$27,488,297	\$44,244,261
Members:						
MTA	\$2,784,975	\$0	\$696,244	\$3,481,219	\$5,060,000	\$8,541,219
Nassau County	\$1,691	\$3,181	\$1,218	\$6,090	\$4,356,558	\$4,362,648
NYC Dept. City Planning	\$853,073	\$1,637,350	\$622,606	\$3,113,029	\$0	\$3,113,029
NYC Dept. of Transportation	\$1,381,164	\$4,222,063	\$1,167,148	\$6,770,376	\$607,103	\$7,377,479
Putnam County	\$97,173	\$182,865	\$70,009	\$350,047	\$200,000	\$550,047
Rockland County	\$134,217	\$372,576	\$126,698	\$633,491	\$150,000	\$783,491
Suffolk County	\$88,543	\$871,425	\$239,992	\$1,199,960	\$0	\$1,199,960
Westchester County	\$330,760	\$1,040,936	\$319,803	\$1,691,500	\$620,000	\$2,311,500
Subtotal Members	\$5,671,596	\$8,330,396	\$3,243,718	\$17,245,712	\$10,993,661	\$28,239,373
TOTAL	\$8,819,899	\$21,150,981	\$4,030,794	\$34,001,676	\$38,481,958	\$72,483,634
<u>SOURCE OF FUNDS:</u>						
FTA MPP, NY-80-0036;						
FHWA 2026-2027 PL	\$8,819,899	\$21,150,981	\$4,030,794	\$34,001,674	\$0	\$34,001,674
Prior Year FHWA PL, FTA MPP				\$0	\$38,481,958	\$38,481,958
TOTAL	\$8,819,899	\$21,150,981	\$4,030,794	\$34,001,674	\$38,481,958	\$72,483,632

FTA/FHWA split = 34.7% FTA and 65.3% FHWA, except for Central/TCC Staff consultant studies which are funded by FHWA and matched by toll credits;

* 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 \$549,289 - 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 are 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	\$27,488,297	\$0	\$27,488,297	\$0
Subtotal Central Staff, TCCs	\$27,488,297	\$0	\$27,488,297	\$0
Members:				
MTA	\$5,060,000	\$4,048,000	\$0	\$1,012,000
Nassau County	\$4,356,558	\$269,705	\$3,215,542	\$871,312
NYC Dept. City Planning	\$0	\$0	\$0	\$0
NYC Dept. of Transportation	\$607,103	\$31,120	\$454,563	\$121,421
Putnam County	\$200,000	\$0	\$160,000	\$40,000
Rockland County	\$150,000	\$41,640	\$78,360	\$30,000
Suffolk County	\$0	\$0	\$0	\$0
Westchester County	\$620,000	\$68,012	\$462,988	\$124,000
Subtotal Members	\$10,993,661	\$4,458,476	\$4,371,453	\$2,198,732
Total Central Staff, TCC & Members	38,481,958	4,458,476	31,859,750	2,198,732

Due to longer than anticipated procurement processes for several large contracts, including the Regional Household Travel Survey, unanticipated staff vacancies, ongoing multi-year studies, and the accumulation of funds for several upcoming consultant projects including NYMTC's next set of Planning Services Agreements, a major update to the NYBPM, and updates to the PPS-AQ and PPS CMP software, \$38.5 million in prior years' FHWA-PL and FTA-MPP funds are programmed for the 2026-27 UPWP period. It is expected that this balance will be reduced over several program years as contracts are executed and relevant funding drawn down.

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>							
BIL § 11206(c) Planning Activities	\$154,959	\$0	\$154,959	\$1,000,000	\$1,154,959	\$1,000,000	\$154,959
Program Support and Administration	\$2,365,803	\$78,396	\$2,444,199	\$5,000,000	\$7,444,199	\$5,000,000	\$2,444,199
General Development and Comprehensive Planning	\$201,300	\$0	\$201,300	\$0	\$201,300	\$0	\$201,300
Long-Range Transportation Planning	\$2,661,327	\$0	\$2,661,327	\$23,600,000	\$26,261,327	\$18,988,297	\$7,273,030
Transportation Improvement Program	\$1,005,523	\$0	\$1,005,523	\$2,500,000	\$3,505,523	\$2,500,000	\$1,005,523
Discretionary Program	\$0	\$0	\$0	\$2,420,000	\$2,420,000	\$0	\$2,420,000
Total Central Staff	\$6,233,953	\$78,396	\$6,312,349	\$33,520,000	\$39,832,349	\$26,488,297	\$13,344,052
<u>TCC STAFF</u>							
<u>Mid Hudson South TCC</u>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$147,345	\$0	\$147,345	\$0	\$147,345	\$0	\$147,345
General Development and Comprehensive Planning	\$13,880	\$0	\$13,880	\$0	\$13,880	\$0	\$13,880
Long-Range Transportation Planning	\$145,845	\$0	\$145,845	\$0	\$145,845	\$0	\$145,845
Transportation Improvement Program	\$345,563	\$0	\$345,563	\$0	\$345,563	\$0	\$345,563
Discretionary Program	\$118,907	\$0	\$118,907	\$0	\$118,907	\$0	\$118,907
Total Mid Hudson South TCC	\$771,540	\$0	\$771,540	\$0	\$771,540	\$0	\$771,540
<u>Nassau/Suffolk TCC</u>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$170,793	\$0	\$170,793	\$0	\$170,793	\$0	\$170,793
General Development and Comprehensive Planning	\$9,220	\$0	\$9,220	\$0	\$9,220	\$0	\$9,220
Long-Range Transportation Planning	\$210,730	\$0	\$210,730	\$0	\$210,730	\$0	\$210,730
Transportation Improvement Program	\$380,797	\$0	\$380,797	\$0	\$380,797	\$0	\$380,797
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Nassau Suffolk TCC	\$771,540	\$0	\$771,540	\$0	\$771,540	\$0	\$771,540

	<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>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$142,420	\$0	\$142,420	\$0	\$142,420	\$0	\$142,420
General Development and Comprehensive Planning	\$10,225	\$0	\$10,225	\$0	\$10,225	\$0	\$10,225
Long-Range Transportation Planning	\$143,935	\$0	\$143,935	\$0	\$143,935	\$0	\$143,935
Transportation Improvement Program	\$630,215	\$0	\$630,215	\$0	\$630,215	\$0	\$630,215
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYC TCC	\$926,795	\$0	\$926,795	\$0	\$926,795	\$0	\$926,795
<u>MTA</u>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$70,636	\$0	\$70,636	\$0	\$70,636	\$0	\$70,636
General Development and Comprehensive Planning	\$79,716	\$0	\$79,716	\$0	\$79,716	\$0	\$79,716
Long-Range Transportation Planning	\$118,322	\$0	\$118,322	\$0	\$118,322	\$0	\$118,322
Transportation Improvement Program	\$179,734	\$0	\$179,734	\$0	\$179,734	\$0	\$179,734
Discretionary Program	\$316,223	\$0	\$316,223	\$7,776,588	\$8,092,811	\$5,060,000	\$3,032,811
Total MTA	\$764,631	\$0	\$764,631	\$7,776,588	\$8,541,219	\$5,060,000	\$3,481,219
<u>Nassau County</u>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$148,689	\$0	\$148,689	\$0	\$148,689	\$142,599	\$6,090
General Development and Comprehensive Planning	\$68,878	\$0	\$68,878	\$50,000	\$118,878	\$118,878	\$0
Long-Range Transportation Planning	\$205,948	\$0	\$205,948	\$250,000	\$455,948	\$455,948	\$0
Transportation Improvement Program	\$90,000	\$0	\$90,000	\$0	\$90,000	\$90,000	\$0
Discretionary Program	\$464,133	\$0	\$464,133	\$3,085,000	\$3,549,133	\$3,549,133	\$0
Total Nassau County	\$977,648	\$0	\$977,648	\$3,385,000	\$4,362,648	\$4,356,558	\$6,090

	<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>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$305,108	\$0	\$305,108	\$0	\$305,108	\$0	\$305,108
General Development and Comprehensive Planning	\$91,093	\$0	\$91,093	\$0	\$91,093	\$0	\$91,093
Long-Range Transportation Planning	\$288,761	\$0	\$288,761	\$0	\$288,761	\$0	\$288,761
Transportation Improvement Program	\$28,358	\$0	\$28,358	\$0	\$28,358	\$0	\$28,358
Discretionary Program	\$2,299,221	\$60,488	\$2,359,709	\$40,000	\$2,399,709	\$0	\$2,399,709
Total NYC Dept of City Planning	\$3,012,541	\$60,488	\$3,073,029	\$40,000	\$3,113,029	\$0	\$3,113,029
<u>NYC Dept of Transportation</u>							
BIL § 11206(c) Planning Activities	\$887,649	\$0	\$887,649	\$355,000	\$1,242,649	\$0	\$1,242,649
Program Support and Administration	\$331,142	\$0	\$331,142	\$0	\$331,142	\$0	\$331,142
General Development and Comprehensive Planning	\$4,115	\$0	\$4,115	\$0	\$4,115	\$0	\$4,115
Long-Range Transportation Planning	\$483,465	\$1,800	\$485,265	\$1,000,000	\$1,485,265	\$0	\$1,485,265
Transportation Improvement Program	\$410,329	\$0	\$410,329	\$0	\$410,329	\$0	\$410,329
Discretionary Program	\$2,966,479	\$82,500	\$3,048,979	\$855,000	\$3,903,979	\$607,103	\$3,296,876
Total NYC Dept. of Transportation	\$4,195,530	\$84,300	\$4,279,830	\$1,855,000	\$6,134,830	\$607,103	\$5,527,727
<u>Putnam County</u>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$57,327	\$0	\$57,327	\$0	\$57,327	\$0	\$57,327
General Development and Comprehensive Planning	\$3,918	\$0	\$3,918	\$0	\$3,918	\$0	\$3,918
Long-Range Transportation Planning	\$66,851	\$0	\$66,851	\$50,000	\$116,851	\$50,000	\$66,851
Transportation Improvement Program	\$170,621	\$0	\$170,621	\$0	\$170,621	\$0	\$170,621
Discretionary Program	\$51,330	\$0	\$51,330	\$150,000	\$201,330	\$150,000	\$51,330
Total Putnam County	\$350,047	\$0	\$350,047	\$200,000	\$550,047	\$200,000	\$350,047

	<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>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$183,382	\$0	\$183,382	\$0	\$183,382	\$0	\$183,382
General Development and Comprehensive Planning	\$58,271	\$0	\$58,271	\$0	\$58,271	\$0	\$58,271
Long-Range Transportation Planning	\$145,486	\$0	\$145,486	\$0	\$145,486	\$0	\$145,486
Transportation Improvement Program	\$62,859	\$0	\$62,859	\$0	\$62,859	\$0	\$62,859
Discretionary Program	\$33,493	\$0	\$33,493	\$300,000	\$333,493	\$150,000	\$183,493
Total Rockland County	\$483,491	\$0	\$483,491	\$300,000	\$783,491	\$150,000	\$633,491
<u>Suffolk County</u>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$40,900	\$300	\$41,200	\$0	\$41,200	\$0	\$41,200
General Development and Comprehensive Planning	\$4,611	\$0	\$4,611	\$0	\$4,611	\$0	\$4,611
Long-Range Transportation Planning	\$23,332	\$0	\$23,332	\$60,000	\$83,332	\$0	\$83,332
Transportation Improvement Program	\$43,697	\$0	\$43,697	\$0	\$43,697	\$0	\$43,697
Discretionary Program	\$206,120	\$0	\$206,120	\$821,000	\$1,027,120	\$0	\$1,027,120
Total Suffolk	\$318,660	\$300	\$318,960	\$881,000	\$1,199,960	\$0	\$1,199,960
<u>Westchester County</u>							
BIL § 11206(c) Planning Activities	\$141,629	\$0	\$141,629	\$175,000	\$316,629	\$175,000	\$141,629
Program Support and Administration	\$187,379	\$1,200	\$188,579	\$0	\$188,579	\$0	\$188,579
General Development and Comprehensive Planning	\$26,016	\$0	\$26,016	\$0	\$26,016	\$0	\$26,016
Long-Range Transportation Planning	\$459,611	\$6,000	\$465,611	\$0	\$465,611	\$0	\$465,611
Transportation Improvement Program	\$109,433	\$1,000	\$110,433	\$0	\$110,433	\$0	\$110,433
Discretionary Program	\$354,232	\$150,000	\$504,232	\$700,000	\$1,204,232	\$445,000	\$759,232
Total Westchester County	\$1,136,671	\$158,200	\$1,294,871	\$700,000	\$1,994,871	\$445,000	\$1,549,871

	<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>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$157,216	\$0	\$157,216	\$0	\$157,216	\$0	\$157,216
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	\$157,216	\$0	\$157,216	\$0	\$157,216	\$0	\$157,216
<u>NYSDOT REG 10</u>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$157,520	\$0	\$157,520	\$0	\$157,520	\$0	\$157,520
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	\$157,520	\$0	\$157,520	\$0	\$157,520	\$0	\$157,520

<u>NYSDOT Reg 11</u>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$157,520	\$0	\$157,520	\$0	\$157,520	\$0	\$157,520
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	\$157,520	\$0	\$157,520	\$0	\$157,520	\$0	\$157,520

<u>NYSDOT Albany</u>							
BIL § 11206(c) Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$314,820	\$0	\$314,820	\$0	\$314,820	\$0	\$314,820
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	\$314,820	\$0	\$314,820	\$0	\$314,820	\$0	\$314,820

NYMTC Staff Schedule of Programmed Funding for Professional Services Contracts

Executive Training Workshops for Transportation Professionals			
UPWP Category:	Program Support and Administration	UPWP Task:	MPO Operations and Management
(Anticipated) Start Date:	9/1/2025	(Anticipated) End Date:	9/1/2026
(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 in progress.		
PSA6 - Public Involvement, Outreach and Engagement Support			
UPWP Category:	Program Support and Administration	UPWP Task:	MPO Operations and Management
(Anticipated) Start Date:	9/1/2027	(Anticipated) End Date:	8/30/2032
(Estimated) Total Cost:	\$3,250,000	Programmed Funds	\$2,500,000
Purpose:	Planning Services Agreement to provide public involvement, outreach, and engagement support.		
Status	The RFP for this project is expected to be released by the end of the program year.		
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:	8/31/2027
(Estimated) Total Cost:	\$3,042,827	Programmed Funds	\$800,000
Purpose:	Planning Services Agreement to provide public involvement, outreach, and engagement support.		
Status	The contract is in progress.		
Website Redesign			
UPWP Category:	Program Support and Administration	UPWP Task:	MPO Operations and Management
(Anticipated) Start Date:	4/1/2026	(Anticipated) End Date:	3/31/2030
(Estimated) Total Cost:	\$1,500,000	Programmed Funds	\$1,500,000
Purpose:	NYMTC will work with NYS Office of Information Services and Technology to develop a new website for the MPO.		
Status	The contract is expected to be executed by the end of the program year.		

Consultant Services for the Development of Plan 2060			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	FFYs 2022-2050 Plan Maintenance / FFYs 2026-2055 Plan Development
(Anticipated) Start Date:	9/1/2027	(Anticipated) End Date:	9/30/2029
(Estimated) Total Cost:	\$1,500,000	Programmed Funds	\$1,500,000
Purpose:	Consultant support to develop NYMTC's next RFP - Plan 2055		
Status	The RFP for this project is expected to be released by the end of the program year.		
PIMS Upgrades and Enhancements			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	4/1/2026	(Anticipated) End Date:	9/30/2029
(Estimated) Total Cost:	\$500,000	Programmed Funds	\$500,000
Purpose:	This consultant will maintain and enhance NYMTC's Project Information Management System		
Status	The contract is expected to be executed by the end of the program year.		
PPS-AQ and PPS-CMP Software			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	10/1/2026	(Anticipated) End Date:	9/30/2029
(Estimated) Total Cost:	\$2,500,000	Programmed Funds	\$2,500,000
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 expected to be executed by the end of the program year.		
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:	\$5,656,379	Programmed Funds	\$3,000,000
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.		

PSA6 - Model Support, Updates, and Enhancements			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	9/1/2027	(Anticipated) End Date:	8/30/2031
(Estimated) Total Cost:	\$6,500,000	Programmed Funds	\$6,500,000
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 RFP for this project is expected to be released by the end of the program year.		
Regional Household Travel Survey			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Regional Surveys
(Anticipated) Start Date:	4/1/2026	(Anticipated) End Date:	4/1/2029
(Estimated) Total Cost:	\$5,500,000	Programmed Funds	\$5,500,000
Purpose:	Consultant Support to develop and implement NYMTC's next regional household travel survey		
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:	8/31/2027
(Estimated) Total Cost:	\$2,048,478	Programmed Funds	\$1,500,000
Purpose:	Consultant to provide periodic, on-call support services for data collection, monitoring and analysis.		
Status	The contract is in progress.		
PSA6 - Data Collection, Monitoring and Analysis			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
(Anticipated) Start Date:	9/1/2027	(Anticipated) End Date:	8/30/2032
(Estimated) Total Cost:	\$750,000	Programmed Funds	\$300,000
Purpose:	Consultant to provide periodic, on-call support services for data collection, monitoring and analysis.		
Status	The RFP for this project is expected to be released by the end of the program year.		

PSA6 - Geographic Information Support			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
(Anticipated) Start Date:	9/1/2027	(Anticipated) End Date:	8/30/2032
(Estimated) Total Cost:	\$1,200,000	Programmed Funds	\$1,200,000
Purpose:	Consultant to provide one continuous, long term in-house contractor to augment NYMTC staff to provide support for GIS services.		
Status	The RFP for this project is expected to be released by the end of the program year.		
PSA5 - Geographic Information Support			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2027
(Estimated) Total Cost:	\$1,189,028	Programmed Funds	\$600,000
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.		
TIG			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
(Anticipated) Start Date:	7/1/2026	(Anticipated) End Date:	6/30/2031
(Estimated) Total Cost:	\$500,000	Programmed Funds	\$500,000
Purpose:	Consultant to update and maintain the Transportation Information Gateway		
Status	The contract is expected to be executed by the end of the program year.		
Program Management / Project Tracker (Annual SaaS)			
UPWP Category:	Transportation Improvement Program	UPWP Task:	Regional Program Management
(Anticipated) Start Date:	6/1/2025	(Anticipated) End Date:	5/30/2028
(Estimated) Total Cost:	\$300,000	Programmed Funds	\$300,000
Purpose:	Software as a Service platform to manage NYMTC's TIP.		
Status	The contract is in progress.		

PSA6 - Grants Support			
UPWP Category:	Transportation Improvement Program	UPWP Task:	Regional Program Management
(Anticipated) Start Date:	9/1/2027	(Anticipated) End Date:	8/30/2032
(Estimated) Total Cost:	\$300,000	Programmed Funds	\$300,000
Purpose:	Consultant to provide grants support to NYMTC .		
Status	The RFP for this project is expected to be released by the end of the program year.		
PSA6 -Transportation Conformity Determination Support			
UPWP Category:	Transportation Improvement Program	UPWP Task:	Regional Emissions Analysis and Transportation Conformity
(Anticipated) Start Date:	9/1/2027	(Anticipated) End Date:	8/30/2032
(Estimated) Total Cost:	\$1,300,000	Programmed Funds	\$1,300,000
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 RFP for this project is expected to be released by the end of the program year.		
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:	8/31/2027
(Estimated) Total Cost:	\$1,552,738	Programmed Funds	\$600,000
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.		
September 11th Memorial Program			
UPWP Category:	Discretionary Program	UPWP Task:	September 11th Memorial Program
(Anticipated) Start Date:	4/1/2026	(Anticipated) End Date:	9/30/2031
(Estimated) Total Cost:	\$1,260,000	Programmed Funds	\$420,000
Purpose:	Fellowship to support graduate level students participating in transportation planning related research rellowships.		
Status	The contract is in progress.		

Long Island Mobilty Study			
UPWP Category:	Discretionary Program	UPWP Task:	Long Island Mobilty Study
(Anticipated) Start Date:	4/1/2027	(Anticipated) End Date:	3/30/2030
(Estimated) Total Cost:	\$2,000,000	Programmed Funds	\$2,000,000
Purpose:	Consultant to conduct a mobility study for the Long Island region.		
Status	The RFP for this project is expected to be released by the end of the program year.		
Community Planning Workshops			
UPWP Category:	Complete Streets Plannign Activities	UPWP Task:	Community Planning Workshop
(Anticipated) Start Date:	4/1/2022	(Anticipated) End Date:	9/30/2031
(Estimated) Total Cost:	\$1,551,440	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.		

Public Comments

CURES public comment on the Unified Planning Work Program, Regional Freight Rail Infrastructure Assessment and Implementation Plan

The project description states that the work is to be accomplished by a consultant, and then states there is no funding for a consultant. What entity is supposed to do the work and within what organization? I asked this during the UPWP public hearing, and no information was available at that time.

As the five attached documents from DEC show, NYS DEC/then NYS Assembly Member Steve Englebright already provided \$250k in funding for a project about what happens when the Brookhaven Landfill closes. The scope of work includes "Transportation of Solid Waste and Recyclables on and off of Long Island." Officials from Suffolk County [Commissioners Fetten (Brookhaven) and Vetri (Babylon)] participated in the preparation of the scope of work. Where is that \$250k plan? The individual below is "Interim Director" of the Stony Brook University Waste Reduction and Management Institute that received funding to produce the plan.





Regional Solid Waste Challenges – And Solutions

Winters Bros Waste Management
Michael White

Friday, May 2, 2025
8:30am - 10:00am
Candlelight Diner Corporate Room
56 Veterans Memorial Highway, Commack, NY 11725

Michael E. White is a consultant on special projects with Winters Bros. Waste Systems of Long Island, LLC. He is also President and Owner of LI Strategies, Inc., an environmental planning consulting firm, and an attorney with a law practice focused on environmental law, solid waste, municipal law, land use, natural resources, and freight rail transportation.

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HAVE YOU EVER THOUGHT ABOUT SPONSORING A
LIMBA MEETING?

As I and another member of the public pointed out at NYMTC's UPWP public hearing, greater Long Island local governments have failed to complete planning tasks. The other speaker mentioned a funded Nassau County plan that was not completed. I mentioned that [the Town of Brookhaven](#) doesn't have an approved Local Solid Waste Management Plan, which is a state requirement, and neither do other Suffolk and Nassau County jurisdictions. Local Solid Waste Management Plans were among the missing data that thwarted NYMTC's Regional Waste Movement Study. NYMTC and Rutgers CAIT did the study. Planners discovered, first and foremost, that data don't exist to support a waste movement study. Why fund another study now given this finding, when DEC's \$250k in funding already provided has not yielded results, and when not all Suffolk County jurisdictions have approved Local Solid Waste Management Plans? NYMTC funds transportation projects, not Solid Waste Management Planning.

The scope of work for this project (list below) includes topics that have been exhaustively addressed by NYMTC in every Regional Transportation Plan (RTP), and by other agencies.

Assessment of existing freight and other relevant conditions.

Current and projected growth and development, including known forthcoming closure of the Brookhaven landfill.

Review of related project plans and studies.

Outreach to involved and interested stakeholders, including but not limited to railfreight operators, truck freight operators, and local municipalities.

Current limitations on capacity and/or obstacles to increase in freight service on Long Island.

Proposed topics in the scope of work for this project have been addressed already at very substantial public expense. If the Suffolk County Executive requires a summary that addresses the topics above, NYMTC staff or Cambridge Systematics can prepare a monograph of pertinent information from sources that could include:

NYMTC/Cambridge Systematics, e.g., Waste and other Value Chain Analysis, Freight Villages Study, every RTP freight rail transportation sections, truck transport sections.

More than \$100M of PANY-NJ Cross Harbor Freight Planning, the DEIS, FEIS.

NYC EDC, e.g., Freight NYC.

MTA IBX planning, which includes freight rail, and some very detailed information about bridges and other infrastructure.

There is no need for a project centered around what to do when the Brookhaven Landfill closes. The waste industry and railroads did not wait for Suffolk County to plan how they should transport waste or where they should tip it after the landfill closure. That ship has sailed. The industry anticipated the closure and got new waste-by-rail transfer stations permitted by DEC.

Those transfer stations will provide alternative disposal capacity, using equipment and operating windows that work within the existing MTA-LIRR rail system and the NYA-CSX interchange.

Winters abandoned its transfer station project in Brookhaven and sold out to Waste

Management in July 2024. Waste Management has long term MSW contracts with the Department of Sanitation of New York. 86% of NYC waste uses rail during export, including export from WM's Varick and Review Avenue waste-by-rail transfer stations. Waste giant WM is expert in waste-by-rail. WM has the financial resources to export waste off Long Island by rail without a plan from Suffolk County and without the use of limited NYMTC funding. Before Winters could obtain the alienation of parkland legislation and federal permits it went after for the proposed waste-by-rail transfer station in Brookhaven, [others in the industry already had obtained DEC permits](#) to build enough waste-by-rail capacity to handle waste that had been going to the landfill. There was a period of fierce industry competition, which included legal filings against Winters and its plan. At the end of the day, Winters and Brookhaven missed their window of opportunity, after a contentious period of competition for future business when waste industry companies were engaged in DEC and local permitting. However, [Brookhaven's website still promotes a waste-by-rail transfer station](#). Is the purpose of this UPWP project to justify a revenue-generating Suffolk County waste-by-rail facility? Landfill revenue reportedly constituted up to 60% of Brookhaven's revenue at one point.

The planning that is needed now in Suffolk County is not how to help the waste industry export waste to landfills and incinerators and possibly financially benefit from that. It is how to close the Brookhaven Landfill and [clean up the toxic PFAS plume](#) emanating from it, coupled with concerted Local Solid Waste Management Planning that operationalizes waste reduction, recycling, reuse, and composting organics, all of which will reduce the need for waste export by truck and rail.

Our understanding is that only two types of waste are still tipped at the Brookhaven Landfill. One type of waste still being tipped is incinerator ash from international waste giant Reworld, owned by the Swedish investment firm EQT. This entity has the financial capacity to construct its own facilities, including incinerator-ash--by-rail trackage and transfer facilities. If Reworld decides to export ash by rail, they should not be subsidized by NYS taxpayers or compete for NYMTC transportation funding to accomplish this, with or without Carlson's or Suffolk County's involvement. The second type of waste possibly being tipped at the landfill is auto fluff. However, the auto recycler Gershow is one of the companies that anticipated the landfill's closing and already has permitted new waste-by-rail capacity.

The idea that shippers will change from truck to rail simply because government builds rail facilities is false. First and foremost, for shippers and customers, timing, handling requirements, and rates determine the transport mode. Because the change from truck to rail didn't work for most shippers, PANY-NJ Cross Harbor Tunnel research showed that the tunnel would only take 700-900 trucks a day, 2.5% of trucks, off eastbound Hudson River and Harbor crossings in a

23county area, stretching from NYC all the way up to the Newburgh-Beacon bridge. Millions in public funds already have been spent on facilities that can be used by freight rail on Long Island that have not attracted shippers. Any company that can take a carload and wants rail service today can have it. For example, [EPCAL rail terminal](#) was built with \$5.5M of public funds -- and has [perennially lacked business](#). The LIRR main line was double tracked. Bridges used by freight rail have been rebuilt by LIRR. Privately funded [BRT](#) was planned to be a major freight rail and warehouse hub. However, in the absence of being able to be in the waste-by-rail business -- because Brookhaven didn't want competition for its landfill and blocked BRT at the STB -- BRT's actual business was such that it wound up [selling property and its railroad to Winters Brothers](#) for its failed Brookhaven transfer station proposal.

Also false is the premise that railroads will use facilities because government builds them. They also will not incentivize shippers to use facilities government builds (e.g., by the rates railroads set for their rail service) or spend money on facilities or equipment unless that directly benefits the railroad. The railroads also lobby and [fight in court](#) against regulation they don't want, regardless of what government wants. Here is CSX's explanation for why it would be using its own trackage, and not the Cross Harbor Tunnel, in its FEIS comment: *Comment 5-88: The vast majority of traffic moving to and from New York City travels primarily over the former New York Central "Water Level Route." This route has minimal grades and nearly all of it has two main tracks, which permit the corridor to support consistent, prompt intermodal, automotive, and merchandise service. This lane is a primary route for import traffic coming from the Far East through western ports moving eastward across the country, through Chicago to CSX's Selkirk classification yard, and then moving beyond into the population centers in the Northeast.* (Armbrust)

The railroads operating east of Hudson have the expertise and motivation to market their services, but are limited by the potential customer base. After being the LIRR's freight rail concessionaire since 1997, and with BRT and now OmniTRAX also marketing freight rail, more than two-thirds of the New York & Atlantic Railway's (NYA) business is no value waste and low value stone. NYA has started two bricks and mortar businesses in LIRR railyards, both of them waste-by-rail transfer stations. BRT planned for an onsite waste operation, and did not become what it was envisioned to become without it. When the current Suffolk County Executive was a Brookhaven Supervisor, Brookhaven worked with NorthPoint on warehouses that were to be served by rail, specifically not including a waste-by-rail transfer station. The Brookhaven IDA Board gave them a tax abatement based on the assumption that they would be able to switch customers from truck to rail (see two IDA public comments attached). [However, what is being permitted by Brookhaven and built are truck warehouses, financed by Ares, a private equity firm.](#) AIREF Station Road Logistics Center LLC and AIREF Station Road 2 LLC were the applicants, and received approval in this manner: "The action (approving a 124-truck bay warehouse development) was one of the last acts by the planning board, which the (Brookhaven) town board abolished and assumed its responsibilities. Town board members voted themselves and supervisor Dan Panico a 24 percent pay raise to account for the additional work." How does permitting in Suffolk County of giant new truck warehouses that can't be built

as of right, that require special planning approval, address concerns about getting trucks off the road?

It is also false that building rail facilities eliminates trucks. Building rail transfer stations and intermodal warehouses increases truck traffic: the new truck traffic going to and from those facilities. Even if rail is used for portions of shipping, often the "first mile" or "last mile" (and sometimes that's many miles) is by truck.

Truck counts for roadway segments that appear in RTPs show that trucks taken off the road as a result of waste-by-rail are a drop in the bucket. For example, if we make assumptions that all the waste NYA hauls is hauled in Plate F gondolas (none in WM cans) and it's all hauled on I-495 in Suffolk County, total waste-by-rail traffic east of Hudson is roughly 10,000 full Plate F gondolas and an equal number of empty gondolas a year, 20,000. Each gondola holds the equivalent of three tractor trailer's loads of waste, and we assume that all the waste NYA hauls comes from transfer stations in Suffolk County. So that is 60,000 tractor trailers off the road annually (counting both full and empty gondolas). This is 1.6% of all the annual truck traffic on I495 between Sagtikos Parkway and NY-111 (assuming 14,465 trucks a day -- see 6-21 on the next page -- x 5 x 52, again in Suffolk County's favor because not including weekends). So the actual percentage of trucks off the road is less. It will take a lot more than using waste-by-rail to clear up highways in Suffolk County. One RTP reported that half the semis leaving the NYC area are hauling air.

County or Borough	Segment	Single Unit Truck AADT	Combination Truck AADT	Total Truck AADT	AM Peak Period TTTR > 4.0	PM Peak Period TTTR > 4.0	Weekend Peak Period TTTR > 4.0	Off-Peak Period TTTR > 4.0
Queens	I-495 between Cross Island Parkway and Nassau County border	11,424	10,298	21,722				✓
Queens	I-295 between Cross Island Parkway and I-495	7,462	6,472	13,934				✓
Queens	I-495 between 108th St. and Kissena Blvd.	8,847	4,010	12,857	✓	✓		✓
Queens	I-678 between Queens Blvd. and Northern Blvd.	9,129	3,371	12,500		✓	✓	✓
Queens	I-678 between Cross Island Pkwy and College Point Blvd.	5,867	2,461	8,328	✓	✓	✓	✓
Rockland	I-87/287 between Garden State Parkway and Palisades Interstate Parkway	4,448	9,731	14,179	✓		✓	
Staten Island	I-278 between Goethals Bridge and Richmond Ave.	8,827	5,015	13,842	✓	✓	✓	✓
Staten Island	I-278 between Jewett Ave. and Verrazano-Narrows Bridge	11,633	7,425	19,058	✓	✓	✓	✓
Suffolk	I-495 between Sagtikos Parkway and NY-111	8,289	6,076	14,365		✓		
Suffolk	I-495 between NY-454 and Nicolls Rd.	7,470	5,476	12,946	✓	✓	✓	✓
Westchester	I-287 between US-9 and NY-9A	4,647	9,635	14,282	✓	✓		
Westchester	I-87 between Bronx border and Yonkers Ave.	5,709	3,153	8,862	✓	✓		✓

Source: Analysis of the NYSDOT Freight Atlas and AVAIL Tool performed by Cambridge Systematics.

6-21

Suffolk County Executive Ed Romaine testified at the MTA Capital Budget hearing on February 3, 2026, asking for electrification of rail lines in Suffolk County. Although this seems unlikely given the MTA's recent investment in Siemens dual mode Tier 4-electric locomotives, County Executive Romaine's direct engagement -- with the MTA and railroads who understand the constraints and competing interests within the MTA rail system and can discuss them with the County Executive -- seems like a more productive approach to addressing the issue of how to move more freight by rail than doing this project in Suffolk County.

Also, since the County Executive is justly concerned about diesel locomotive pollution, the freight locomotives that haul waste and other freight today, as well as LIRR's work trains, are high-polluting 1970's era locomotives. CURES was also at the Capital Budget hearing, asking the MTA to fund and speed up its Tier 4 repowering of this ancient freight fleet. County

Executive Romaine's constituents in Suffolk County -- including those living and working by waste-by-rail transfer stations -- would benefit from his support for getting the whole fleet repowered.



O, Tidings of Comfort and Joy: MTA-LIRR Advertises Tier 4 Remanufacture Of Freight Locomotives

One of CURES' goals has been to get locomotives used in our densely populated communities upgraded to near-zero-emissions Tier 4 technology. This long awaited project will improve the quality of life for our communities.

The MTA recently purchased dual mode Tier 4-electric passenger locomotives for the LIRR and Metro-North Railroad. CURES is happy to report that on November 12, 2025, the Long Island Rail Road put an advertisement in the New York State Contract Reporter that says the LIRR is upgrading freight locomotives to Tier 4.

The LIRR wisely decided to pursue remanufacture of the high-polluting 1970s freight locomotives that the LIRR and New York & Atlantic Railway are using today. The frames of these in-use locomotives will be outfitted with

new Tier 4 engines and modern controls. The repowered locomotives will emit about 95% less pollution and 80% less noise. Tier 4 repowering is proven and cost-effective.

Accomplishing this has been a long haul for the community. The campaign to reduce pollution from freight locomotives was started in 2001, by then Glendale Property Owners Association (GPOA) President Vito Maranzano. Since 2009, CB-5, local civics -- including Juniper Park Civic Association -- CURES, and our local electeds -- including our Senator Addabbo, Assemblymember Hevesi, Assemblymember Rajkumar, NYC Council Member Holden, former Assemblymember and CURES Board Member and current GPOA President Mike Miller, former Assemblymember Cathy Nolan, Congressman Meng, and Congressmember Velázquez have kept this campaign going.

44 JUNIPER BERRY • Winter 2025

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REMANUFACTURING THIS LOCOMOTIVE FLEET IS LIKELY TO TAKE SEVERAL YEARS, SINCE THE PROCUREMENT IS AT THE REQUEST FOR INFORMATION STAGE, AND ONLY A FEW LOCOMOTIVES AT A TIME CAN BE TAKEN OFFLINE TO BE REMANUFACTURED. HOWEVER, THE TRAINS APPEAR TO BE LEAVING THE STATION AND HEADING FOR THE RIGHT DESTINATION AT LAST.

HERE IS THE FULL ADVERTISEMENT FROM THE NEW YORK STATE CONTRACT REPORTER.

The MTA Long Island Rail Road (LIRR), on behalf of itself and New York and Atlantic (NYAR), is requesting information from potential manufacturers regarding their interest in the complete remanufacture of their existing fleet of Work Locomotives as follows:

Seventeen (17) LIRR MP-15s equipped with Cummins QST30 Tier IV Power modules or an approved equivalent.

Option for procurement of up to two (2) additional MP-15 cores remanufactured and equipped with Cummins QST30 Tier IV modules or an approved equivalent.

Four (4) NYAR GP38s equipped with Cummins QST50 Tier IV modules or an approved equivalent.

Option for procurement of up to four (4) additional GP38 cores remanufactured and equipped with Cummins QST50 Tier IV modules or an approved equivalent.

To be considered qualified, a vendor must demonstrate previous experience with similar projects.

The Railroads intend to review all comments and recommendations received in response to this Industry Review and utilize the responses, as exclusively determined by the Railroads, in the development of the final Technical Specification

(TS), which will serve as the foundation for the Railroads' Request for Proposal, presently scheduled for issuance in the first quarter of 2026.

This RFI is issued solely for informational and planning purposes and does not constitute a solicitation. LIRR does not intend to award any contract based on this RFI nor to provide compensation for the information solicited. Responses to this RFI will be considered purely for informational purposes and shall not be regarded as bids or proposals. LIRR, at its sole discretion, reserves the right, without incurring any liability, to modify and/or withdraw this RFI at any time without explanation, and/or to modify or waive any requirements contained herein, and/or to decide not to proceed with the contract award described above. Submission of a response to this RFI shall not constitute a guarantee of the award of a contract in any future Invitation for Bids or Request for Proposals. Failure to respond shall not preclude participation in any subsequent Invitation for Bids or Request for Proposals.

For planning purposes, upon receipt of your expression of interest and qualification submitted, LIRR may contact each qualified vendor to schedule a face-to-face discussion. Based upon the results of these meetings, LIRR may revise its TS and commence a formal solicitation.

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JUNIPER BERRY • Winter 2025 45

As NYMTC has noted in its planning documents, including the Waste Value Chain section of a past Moving Forward Regional Transportation Plan and its Freight Villages Study, there are many factors limiting the market for freight rail transport. In addition to those already mentioned some are:

Competition for space, e.g., with passenger transportation -- now including the IBX, which is spending millions on planning that necessarily includes freight rail planning.

Freight rail facilities are constrained by underground utilities, passenger rail infrastructure, and high-yielding land uses that, for example, preclude the use of double stack and autorack cars through the MTA-LIRR system. Even Cross Harbor planning, for example, included a freight facility on the NYC end of the tunnel where double stack rail cars could be "fileted," one stack removed so they could continue their journey through the MTA-LIRR system. More than \$100M was spent on Cross Harbor Planning,

Freight rail has to contend with the limitations of Fresh Pond Yard, the only place where all the rail lines switch and where freight is classified, and other remnants of the freight rail system that existed when NYC had a robust manufacturing economy, many private

and public yards and sidings, and two land routes on and off Long Island. That economy is not coming back.

For all the aforementioned reasons, and at a point where the Trump administration is choking off funds for essential projects that already are underway (Gateway!?!), this project is not a good use of scarce funds. Please fix some of the potholes winter leaves in the region instead.

The following section contains supporting documentation, context for CURES public comment. Please give this information your most serious attention. Thank you for providing this opportunity for public comment.

Supporting Documentation

Any advocacy that may be brought to your attention for the incineration "Recommendation" below from the NYMTC-MAP Forum Regional Waste Movement Study -- which also is referenced in the NYMTC Regional Transportation Plan Moving Forward 2055 as Recommended Action #4 -- must be considered in light of what is happening now in the United States to relax pollution regulations. Obviously, municipal waste combustors in NYS are operating under US and state law and regulation, where [emissions regulation is not protective enough of public health or the environment](#).¹ *"Recommendation I-5: Modernize and expand Waste-to-Energy Facilities. Include Waste-to-Energy (WTE) facilities as part of a long-term regional disposal strategy. Properly designed and regulated, modern WTE facilities can provide in-region capacity for waste disposal, reduce dependence on long-distance landfills, produce energy, and safely handle byproducts such as ash. The recent closure of Hartford, CT's facility demonstrates the political opposition these sites face, but abandoning this infrastructure altogether will constrain the region's options. The CopenHill WTE facility in Copenhagen demonstrates how a modern facility can be safely integrated into urban life and public perception. The facility is located in an industrial area close to the city center and designed as an architectural landmark including public areas, in the form of an artificial ski slope or hiking trails on the rooftop. Apart from the visual advantages and the public participation and engagement, in 2013 the facility was known to be the cleanest WTE plant in the world, emitting CO2 emissions in sudden, bursting smoke rings, instead of a continuous stream of smoke [10]."* Belying this description is an actual, recent photo of CopenHill below.

¹ Energy Justice Network et al., July 22, 2025 public comment re. Mandatory Greenhouse Gas Reporting Rule Part 253 regulation, Page 1, to New York State Department of Environmental Conservation, Mandatory Reporting, via email, <https://energyjustice.net/ny/GHGreporting.pdf>



A Manhattan SWAB Member took this photo of CopenHill in the summer of 2025, during a visit to Copenhagen, Denmark. The photo shows that the plant is emitting a continuous stream of "smoke" on a day when the temperature was in the 70's F.

The [history and issues of the CopenHill plant](#)² and incineration are not accurately portrayed in the "Recommendation" above, as shown in the photo, this paper on CopenHill (link above), and newspaper articles about the Brookhaven landfill -- where incinerator ash, including fly ash, has been dumped. The grave problems in the articles that follow and the public comment on DSNY's draft Solid Waste Management Plan submitted by the Solid Waste Advisory Boards of the Bronx, Brooklyn, Manhattan, and Queens (see attached), need to be referenced when there is any mention of municipal waste combustors and waste-by-rail export to landfill and incinerator, in order to give a realistic picture of incineration and disposal to landfill in the NYMTC Region and beyond. The articles also show the historic lack of vision demonstrated by Long Island leadership.

The description of CopenHill in the "Recommendation" above is shamefully reminiscent of so-called "benefits" that were peddled in the past to residents of greater Long Island about disposal facilities (see the Long Island Advance article on page 8). As one Brookhaven resident described actual outcomes, "Our community is left with broken promises, a mountain of ash, [fumes, plumes](#),³ and [decades of refusal to plan sustainably for the region's waste future](#)."⁴ The Abstract of the paper about the CopenHill plant at the link above, which states, "Our findings reveal how the sustainability concept can be utilized as an empty vessel to promote private export agendas," also applies to the push from greater Long Island leadership for municipal waste combustors.

² Copenhagen's Struggle to Become the World's First Carbon Neutral Capital: How Corporatist Power Beats Sustainability, Urban Planning, 2022 Volume 7, Issue 3, Pages 230-241, <https://www.cogitatiopress.com/urbanplanning/article/view/5327/2773> ³ Brookhaven Landfill, New York State Department of Environmental Conservation, <https://dec.ny.gov/environmental-protection/waste-management/solid-waste-program/brookhaven-landfill> ⁴ Brookhaven sided with landfill vendor Covanta after whistleblower raised concerns about ash, records show, Newsday, October 8, 2023, <https://www.newsday.com/long-island/investigations/brookhaven-landfill-covantaincinerator-ash-oyk2qbxt>

The Long Island Advance

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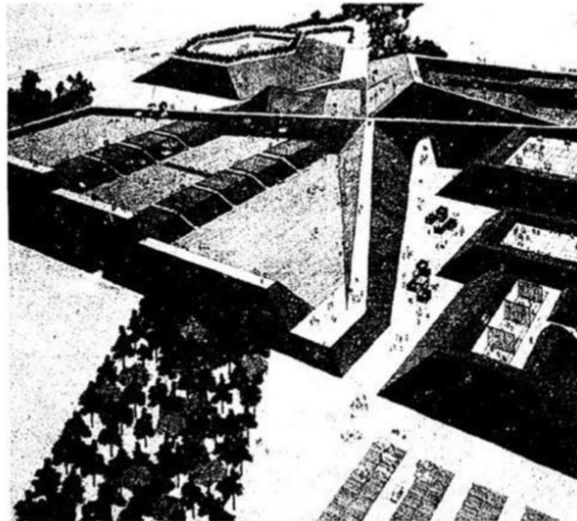
\$40 Million Cost in 25 Years:

Landfills, Super Parklands Planned in Garbage Report

Bellport SD Site

Bellport SD a new site—this is described in the summary as "Brookhaven," but is north of the Sunrise Highway and west of Horseblock Road to about one mile east of Station Road in North Bellport. Its 200-plus proposed acres will be started in 1972 on completion of the Holtsville site.

The theme will be skiing and the pyramid slopes will be constructed of the collected garbage. The ski slopes will be on the northerly sides, while the two southerly sides will have tennis, handball and basketball. There will be a meadow for picnics and a swimming pool that could also be used in the Winter for skating.



HOLTSVILLE ON COMPLETION—To be phased out in 1972, the Holtsville landfill site will complete parks and recreational areas superimposed in 1973. Refuse will be used to create ramps and terraces for tennis, basketball and handball courts. The Olympic-sized swimming background will have conduits leading down to lower level pools. The park will cover 74 acres contains areas for varied recreational activities. A heavy use of the parks is seen due to population projected for Holtsville and surrounding areas.

unished sites when transformed into parklands.

Parklands Pictured

The architect, Norval C. White of Brooklyn, drew a magnificent picture of parklands, and recreational centers for Brookhaven Town to be developed on the landfill sites as they were completed and handed over to the town.

The parks-recreational themes to be developed, Mr. White said, will include a 7,000-seat amphitheater and swimming pools for Holtsville; two 240-foot high pyramids at the Bellport SD site for snow and ski sports, a swimming pool, and land for the usual handball games; and for the Middle Island East site a naturalistic topography to be developed "much in the manner of Manhattan's Central Park."

The time schedule for the 25 year program was laid down by Alan Michael of the engineering firm. This was as follows: Holtsville to be used for the next two years as the sole town operated landfill site, and then phased out in 1972. The proposed park would be constructed and handed over to the town in 1973. It would cover 74 acres.

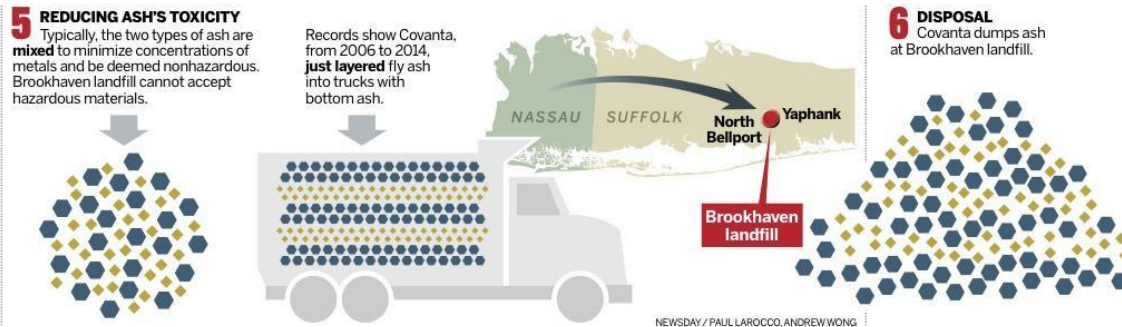
The general appearance for the landfill operations, as laid down by EFC, calls for the dumping to be made mostly above ground. It was pointed out that this would involve least interference with the fresh water level.

Mr. White said the refuse will be used to create sloped ramps and terraces for tennis, basketball and handball courts, also football and baseball fields. There would also be the amphitheater, swimming and bathing pools, and other recreational facilities.

chogue Villages sewage treat- site will be heavily screened to by many factors, including high tr

The history of incineration and ash disposal in landfills, in or associated with Suffolk County includes serious health and environmental problems, and other ongoing public costs. The excerpt from the 2023 Newsday article that follows on the next page discusses problems from a Covanta (now Reworld) municipal waste combustor and the Brookhaven landfill.

It must be noted again that 15 years ago, the Town of Brookhaven's concern was to make sure that the Brookhaven Rail Terminal's (BRT) US Department of Transportation Surface Transportation Board license for US Rail included a provision that BRT could not handle any waste, including waste by rail export. Thus, the Town continued to generate revenue from its landfill.



'WE'VE BEEN LET DOWN' Hannah Thomas of North Bellport, co-founder of Brookhaven Landfill Action and Remediation Group, seeks the closure and cleanup of the landfill.

they reveal no actual environmental violations. The company stated that portraying its ash practices as concerning is misleading, since the "DEC knew about — and often approved — most of the challenged practices," including later calling the approach to the failed ash test "reasonable."

"The practices [Fahey] now challenges were either affirmatively disclosed to the government regulator responsible for environmental oversight . . . or were conducted in plain view of the on-site DEC monitors and other DEC personnel, who

never found a violation," Michael W. Ross, a lawyer for Covanta, wrote in a legal filing last year.

In late 2021, more than two years after Fahey's case against Covanta first became public, Gov. Kathy Hochul ordered the DEC to open what it called a "comprehensive investigation into allegations of improper ash mixing and disposal of ash by Covanta at the Town of Brookhaven landfill."

The probe began after North Bellport residents complained about proposed lawsuit settlements that wouldn't have provided funds for potential environmental cleanups. Roughly 20,000 people live in the communities immediately surrounding the landfill, most of them in North Bellport, but also in Yaphank and Brookhaven hamlets.

"We've been let down," said Hannah Thomas, a 65-year-old North Bellport resident and co-founder of Brookhaven Landfill Action and Remediation Group. "There's no one truly monitoring what's coming in here."

Dry fly ash, even without elevated levels of toxic metals, can

cause respiratory irritation, according to environmental health experts.

"It's subject to [federal] restrictions and regulations for a reason," said Dr. Kenneth Spaeth, division chief of occupational and environmental medicine at Northwell Health and Hofstra Northwell School of Medicine. "And so it certainly has the potential to pose hazards to those who might be exposed to it."

Spaeth, who spoke generally, said pure fly ash could hypothetically pose dangers through inhalation, as well as through soil and groundwater, assuming it either escaped the Brookhaven landfill by blowing off waste piles or piercing landfill liners.

"I think for the residents and the communities in the immediate area, they certainly have a legitimate basis to ask questions and make sure that it's not posing any risk," he said, "because it has that potential for sure."

The DEC said its protocols are meant to validate ash as nonhazardous before it leaves incinerating facilities, and that the material isn't tested again once it's sent out for disposal.

Fly ash in the community

In 2014, Fahey secretly recorded Edward Sandkuhl, then a senior Covanta Hempstead engineer, saying of ash at the landfill: ". . . when you go out to Brookhaven, it's . . . everywhere."

He told Fahey he had visited the dump and saw "fly ash blowing off the [expletive] mountain," which, at up to 270 feet tall, Sandkuhl compared to

Mount Everest.

"You could taste the ash. It was in your mouth," said Teri Palermo of East Patchogue, who worked for more than 30 years as a special-education teacher at Frank P. Long Intermediate School in North Bellport, which is less than a mile downwind from the landfill.

Palermo, 70, who retired in 2016, has survived lung and breast cancers that she blames on prolonged exposure to landfill odors and chemicals. She is one of the people suing Brookhaven Town over alleged landfill exposures, which the plaintiffs have defined to include construction debris odors carrying potentially carcinogenic chemicals, as well as ash.

The town, which denies the lawsuit claims, derives nearly \$60 million a year from the landfill's acceptance of construction debris. Officials have said the facility is scheduled to stop accepting the debris at the end of next year.

Brookhaven has not said when it will stop accepting ash from Covanta, whose contract with the town runs through 2024. The town paid the company \$22.8 million last year to accept its solid waste. Covanta, in turn, paid the town \$21.6 to dispose of ash at the landfill, town officials said.

The DEC's probe of Covanta includes examination of newly produced company records, Maureen Wren, an agency spokeswoman, said in a statement. She noted that the DEC "continues to strictly oversee and monitor facility

See **LANDFILL** on A14

On October 1, 2025, Newsday reported again on the legacy of these incineration and landfilling practices: "Brookhaven officials have been ordered by state environmental authorities to prepare a landfill cleanup plan that could include closing the 51-year-old facility after an inspection earlier this year found elevated levels of so-called 'forever chemicals' in a miles-long plume emanating from the dump. A draft state-mandated report prepared by a town consultant and released this summer found the landfill is a 'contributing source' of toxic chemicals known as per- and polyfluoroalkyl substances, or PFAS, along with 1,4-dioxane. Both have been linked to

a range of health issues including cancer... An earlier draft report released by the town last December had been [rejected in February](#) by the DEC because the town blamed the contaminants on other possible sources, such as industrial and agricultural properties near the landfill."³ Michael White's new "interim" position at Stony Brook University⁴ veneers alliances that helped create these problems, and now are working to pull the region and state down into another version of the same toxic, unhealthy, unsustainable path of incinerating, landfilling, and waste export. The public and environment need and deserve better. The Long Island Metro Business Action (LIMBA) announcement of Michael White's presentation -- prior to his taking the "interim" position at SUNY Stony Brook -- and its list of sponsorships on page 1, are examples of the promotion of private export agendas.

The notion that building and expanding municipal waste combustors, and putting ash in landfills is "zero emissions", "renewable", "sustainable", or that those invested in waste disposal and export assets -- including municipal waste combustors and waste-by-rail -- won't externalize costs this time does not comport with history or current reality.

³ DEC: Brookhaven must submit landfill cleanup plan after report cites dump as a source of toxic plume, Newsday, October 1, 2025, <https://www.newsday.com/long-island/towns/brookhaven-landfill-dec-cleanup-plan-y6stwd5v>

⁴ Michael E. White Named Interim Director of The Waste Reduction and Management Institute (WRMI) at Stony Brook University, Stony Brook University News, November 21, 2024 <https://news.stonybrook.edu/newsroom/press-release/general/michael-e-white-named-interim-director-of-the-waste-reduction-and-management-institute-wrmi-at-stony-brook-university/>



The waste export to disposal business model needs to be rapidly supplanted by a paradigm change to [Zero Waste policy, planning, and action, including Reduction](#)⁵, as NYC is trying to do. For example, NYC is spending \$200 million annually exporting organics to landfilling and incineration when the organics could be composted locally, with benefits that include low tech sequestration of carbon, production of beneficial soil amendments for the city's trees, parks, and gardens, and [no production and spreading of toxic ash or sewage sludge](#). [To this end, a NYC Council bill has been introduced to expand composting facilities within NYC](#).⁸ There is a recent report on this ([Expanding Composting in New York City: The Case for Passing and Implementing Intro-0696-2024](#)) on Brooklyn Borough President Antonio Reynoso's website:⁶

⁵ Zero Waste International Alliance: working towards a world without waste, <https://zwia.org/zwh/> ⁸ Int. 0696-2024, <https://zwia.org/zwh/>

⁶ Expanding Composting in New York City: The Case for Passing and Implementing Intro-0696-2024 <https://www.brooklynbp.nyc.gov/reports/>

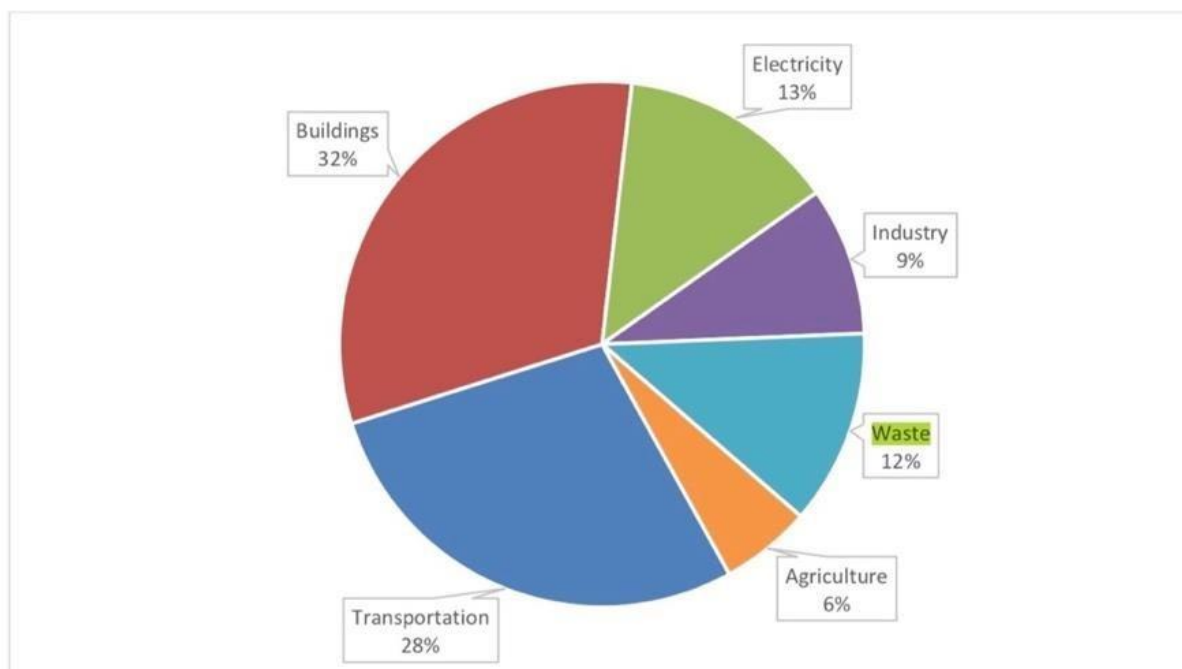
This pie chart below is from the NYS Climate Leadership and Community Protection Act (CLCPA) Scoping Plan.⁷ The proliferation of municipal waste combustors is antithetical to achieving the requirements of the CLCPA Law.⁸ Note in the pie chart that the electricity generation sector produces 13% of the state's greenhouse gas emissions, and the waste sector produces almost as much: 12%. Instead of going to bat for so-called "WTE" -- which is contributing pollution to both sectors -- and more waste-by-rail to incineration and landfilling, greater Long Island electeds could be avidly pursuing Zero Waste actions, such as source separating and composting organics -- which comprise 30-40% of municipal solid waste. The resulting compost could be used on greater Long Island's public lands and farms. Greater Long Island is the region in NYS that has experienced notable growth in the number of farms and farmland acreage. According to the NYS Comptroller, "There were 607 farms on Long Island in 2022, a 3% increase from 2017. In comparison, the state as a whole lost just over 8% of its farms during the same timeframe. There are 34,468 acres of farmland in the region, an 11% increase from 2017."⁹

⁷ New York State, Climate Act, New York's Scoping Plan, <https://climate.ny.gov/resources/scoping-plan>

⁸ Energy Justice Network et al., July 22, 2025 public comment re. Mandatory Greenhouse Gas Reporting Rule Part 253 regulation, to New York State Department of Environmental Conservation, Mandatory Reporting, via email, <https://energyjustice.net/ny/GHGreporting.pdf>

⁹ Long Island Experienced Gains in Farms and Farmland, DiNapoli: Agriculture Report Reveals Economic Growth and Challenges Facing New York Farms, November 14, 2024, <https://www.osc.ny.gov/press/releases/2024/11/dinapoli-agriculture-report-reveals-economic-growth-andchallenges-facing-new-york-farms-long-island#:~:text=Some%20of%20the%20important%20findings,an%2011%25%20increase%20from%202017>

Figure 2. 2019 New York State GHG Emissions by Scoping Plan Sector



Changing waste export transportation modes won't achieve the mandates of NYS's Climate Leadership and Community Protection Act. Waste export by rail to landfilling and incineration does not reduce the tonnage or toxicity of waste. Use of trains does not move the needle on local truck traffic going to and from waste transfer stations, since waste always arrives by truck. Also, the 1970's-era locomotives and open rail cars of toxic C&D that are being used are troubling sources of pollution.

There are NYS designated Disadvantaged and Potential Environmental Justice Communities that are adversely impacted almost every day of the year by toxic diesel emissions from outdated locomotives and toxic waste blowoff, leachate, and gas from open rail cars with "muffintop" loads of C&D covered only by pervious orange netting. EJ communities in NYC, on Long Island, and in the Bronx are overburdened with pollution from waste transfer stations, including C&D transfer stations that are not fully enclosed, and from local trucks, and/or locomotives. The same problems exist east of Hudson as when The [State of Waste in Queens report](#) was written in 2021, but now there's even more waste-by-rail.¹³

A new business that the New York & Atlantic Railway's owners did invest in and opened this year east of Hudson is another toxic-waste-by-rail business on MTA-LIRR property (this time in Blissfield Yard): their Precision Terminal Logistics' open-air intermodal transfer station for coal ash. The toxic ash is intended to be sourced from coal-fired power plants' waste ash pits and used by [cement plants, which are notorious for spreading pollution in vulnerable neighborhoods](#).¹⁴ interestingly, the description of the "institute" Michael White currently heads at Stony Brook includes [using incinerator ash to make cement blocks](#): so basically the same scheme as for the

coal ash.¹⁵ This so-called "beneficial use" can't plausibly compensate for the health and environmental harms from coal fired power plants, municipal waste combustors, and cement plants, or provide a market for all that ash.

There are many references in the NYMTC Regional Transportation Plan about the use of new technology. When it comes to waste-by-rail, CURES' experience since 2009 is that on Long Island this is extremely naive thinking. Why? Public and private railroads are still using Tier 0 locomotives to haul freight, fouling the air families and other residents breathe. Bridges have been modernized and some trackage added at public expense, but the heavier, high side Plate F waste-by-rail gondolas for which the bridges were rebuilt are still hauling toxic "muffintop" loads of C&D without solid covers, in defiance of a 2023 NYS law. The American Association of Railroads, American Short Line and Regional Railroad Association, and the National Waste & Recycling Organization-New York State Chapter are in federal court fighting this modest public

The State of Waste in Queens, A Report by the Queens Solid Waste Advisory Board Organizing Committee, Waste Impacts, pages 64-70, April 2021 <https://queensswab.nyc/wp-content/uploads/2021/05/Waste-Impacts.pdf>

WASTED CITY STREETS Pols' toxic tour shows pollution peril in Queens, Daily News, April 9, 2018,

<https://www.nydailynews.com/2004/08/20/wasted-city-streets-pols-toxic-tour-shows-pollution-peril-in-queens/>¹⁵

Waste Reduction and Management Institute, Stony Brook University School of Marine and Atmospheric sciences, <https://you.stonybrook.edu/somas/institutes/waste-reduction-and-management-institute/>

protection. The case is scheduled to be heard in 2026. The C&D in the photos of rail cars that follow is presumed to be toxic by NYS. The idea that there will be voluntary investment in new technology or voluntary restraint in volumes or toxicity by the private sector to reduce community burdens doesn't comport with reality.



Muffintop load of WIN Waste Innovations C&D, covered only by pervious orange netting.

NYC Council Member Holden to NYS: FIX WASTE-BY-RAIL PROBLEMS

Or Be **DENIED** New Transfer Station Permit

Civics
United for
Railroad
Environmental
Solutions

CURES

By Mary Parisen-Lavelle, Chair
Civics United for Railroad Environmental Solutions

Here we go again, folks. The New York State Department of Environmental Conservation (DEC) is reviewing another permit application for a new waste-by-rail transfer station: Peconic Environmental Services. The permit application proposes shipping the tonnage of up to 5,300 additional large, Plate F rail gondolas of "C&D Residue" into NYC from Suffolk County annually. All of these rail cars of landfill-bound waste will be handled by the New York & Atlantic Railway and CSX in and around Fresh Pond Yard.

In response to the permit application, on October 20, 2022, Council Member Bob Holden submitted a blistering public comment to DEC. (see Letters, page 12) He said the permit should be denied unless New York State addresses community problems that already can be anticipated. Council Member Holden's letter specifically refers to adverse community impacts caused by a lack of state waste-by-rail containment standards. What does the Peconic Environmental Services application disclose that points to how this industry dumps problems and costs on



24 JUNIPER BERRY • Winter 2022

www.juniperenviro.com

The railroad compliant tarps used today, under the CSX tariff, are pervious orange mesh that allows precipitation to enter the rail gondola.

neighborhoods? What happens to your family when they load waste odors, blowoff, and leachate into rail gondolas with open tops and drains in the bottom?

The problem of foul odors coming from rail gondolas of "C&D Residue"

The Peconic Environmental Services permit application discloses information that points to why rail cars hauling "C&D Residue" can emit foul odors and leachate. The application discloses that the transfer station dumps its potential leachate and odor problems into rail gondolas that they ship "away" into your neighborhood! The application says: "FLOOR DRAINS - The facility shall not collect leachate and store it in underground tanks. These are prone to clogging and produce foul odors. Instead, the concrete slab shall be pitched towards the center region of the tipping floor. Moisture is typically absorbed within the C&D material. In the event standing water is discovered, absorbent pads or booms shall be utilized and then disposed of with the C&D material."

The problem of stinking leachate draining out the bottom of the rail car

The Peconic Environmental Services permit application says they will use the same type of open rail gondolas that are already being used for "C&D Residue"-by-rail, with railroad compliant tarps. These gondolas are open at the top and have drains in the bottom. The railroad compliant tarps used today, under the CSX tariff, are pervious orange mesh that allows precipitation to enter the rail gondola. Because of the way the bottom of the rail gondolas are shaped, and because they are never completely emptied, filthy leachate both collects in the bottom of the rail car and drains out in your neighborhood.

The problem of waste blowoff polluting community air

Since the waste is not completely contained within the rail cars, the cars emit clouds of dusty C&D blowoff in neighborhoods, as they are hauled, classified, and the wind blows through them. And yet the Peconic Environmental Services application says they will test it... *"(e) Should any fill material or residue leave the facility for reuse, it shall be analyzed in accordance*

with the sampling and analysis requirements outlined in section 360.13(e) of Part 360. A minimum of one analysis is required for every 1000 cubic yards of fill material and must follow the criteria outlined in section 360.13(f) of Part 360"

Why would the applicant have to promise to test? What is NYS concerned about finding in the "C&D"? According to what is in the list below, it's toxic pollution! This material is crushed and dumped into rail gondolas that regularly emit possibly contaminated dust that no one is testing into community air!

Analytical parameters. Fill material samples must be analyzed for:

- (i) the Metals, PCBs/Pesticides, and Semi-volatile organic compounds listed in subdivision 375-6.8(b) of this Title;
- (ii) asbestos if demolition of structures has occurred on the site;
- (iii) volume of physical contaminants, if present, based on visual observation; and
- (iv) Volatile Organic Compounds listed in subdivision 375-6.8(b) of this Title, if their presence is possible based on site events such as an historic petroleum spill, odors, photoionization detector meter or other field instrument readings.

N.Y. Comp. Codes R. & Regs. Tit. 6 § 360.13 - Special requirements for predetermined beneficial use of fill material

Senator Joe Addabbo, Assembly Members Hevesi and Barnwell, and Congress Member Grace Meng have tried to enact legislation to establish standards for containment of waste in a rail car to protect communities. However, today all that "protects" our families from what is in the "C&D Residue" that blows and drains out of rail gondolas is that orange mesh. **Thank you, Council Member Holden for telling New York State this has to stop!**

What does the Peconic Environmental Services application disclose that points to how this industry dumps problems and costs on neighborhoods?

What happens to your family when they load waste odors, blowoff, and leachate into rail gondolas with open tops and drains in the bottom?

JUNIPER BERRY • Winter 2022 25

New York State assumes that the C&D that is being hauled in rail cars contains toxics. This article gives legal citations and discusses what toxics NYS presumes are in the C&D. The C&D must be tested to prove it does not contain specific toxics if the plan is to re-use it, instead of exporting it to disposal, typically in a landfill. Please note that the photo above is a stock photo selected by the publication. Other photos that follow are more representative of what the C&D looks like after it is dumped in a rail car and crushed.

Garbage train.





Kim J Haynes Mccray ▸ **Sunny Farm Landfill complaint group**

May 17 at 9:21 AM · 🌐

Waiting on train on Rt 224. This is all the trash waiting to get into dump, look how far it goes, TAKE IT BACK NEW YORK WE DONT WANT IT!!!!!!

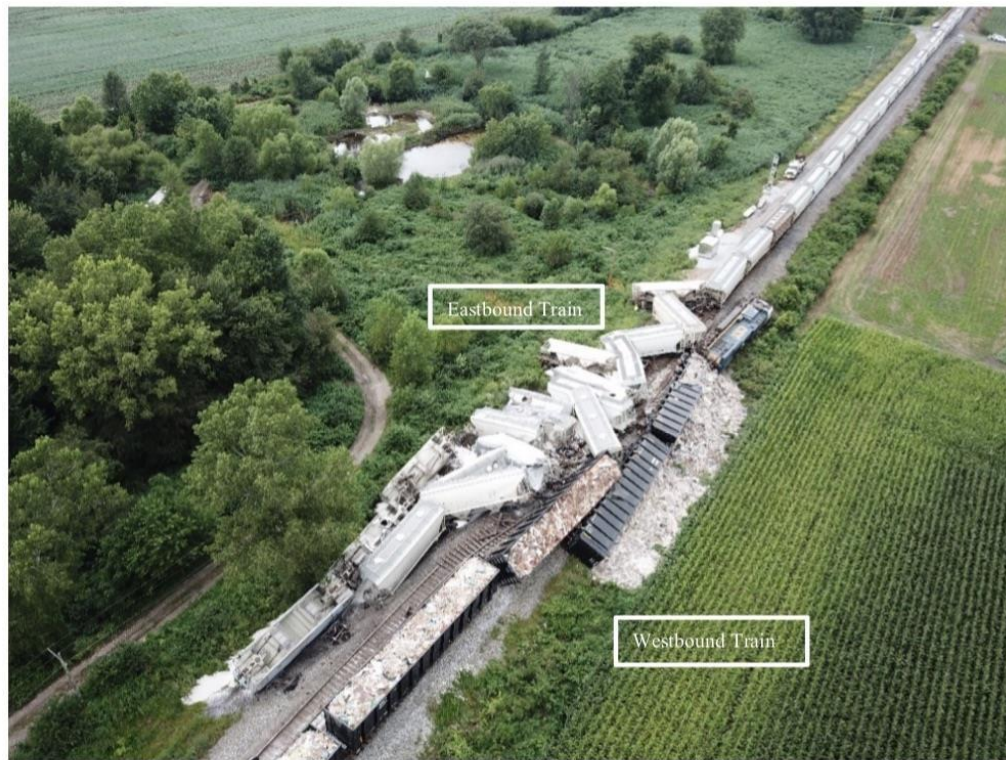


Figure 1. Aerial view of collision location. (Photograph courtesy of CSX.)

Derailment of Tunnel Hill-Coastal Distribution C&D gondolas near Sunny Farm Landfill in Ohio, (now Macquarie-Wheelabrator-WIN Waste Innovations).



CURES - Civics United for Railroad Environmental Solutions

Published by Mary Arnold · January 31 at 1:04 PM ·



Private investors are making \$\$\$\$\$\$ by processing, hauling, and landfilling waste at the least cost to themselves. Investors dump costs on residents and communities in the form of air, land, and water pollution and health costs. When are they going to cover their rail cars with "hard tarps", as required by NYS law starting January 1, 2024?! As you can see from this promotional photo, these rail cars are not covered! They are shamelessly advertising one way they are harming families for profit! [Assemblywoman Jenifer Rajkumar](#)



WIN Waste Innovations

January 26 at 4:12 PM ·

[#FunFactFriday](#): Did you know WIN Waste is one of the largest integrated waste-by-rail companies in North America? 🚂 🗑️ We move more than 4 million tons of waste annually through our rail-served transfer stations — avoiding the carbon emissions of thousands of truck trips. Now that's a WIN. 🏆

[#winwaste](#) [#performancefortheplanet](#)

2015



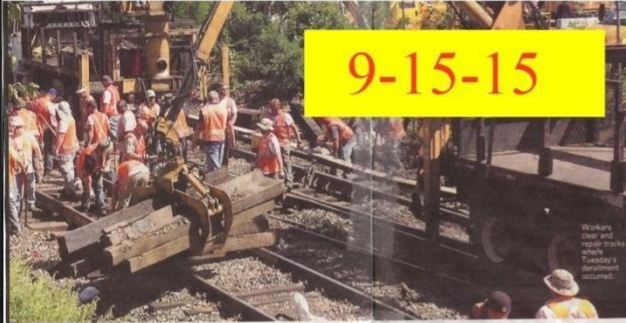
2009



C&D DERAILMENTS.

3-14-15

9-15-15



Hoping to get

on track

BY ALFONSO A. CASTILLO
@alfonso.castillo@newsday.com

The Long Island Rail Road said it expected to resume normal service in time for this morning's commute after a derailed freight train near Hicksville that caused two days of cancellations and delays.



Light cars derailed May 14 at Jamaica construction debris, a second cooking oil and

those cars and making sure they are covered with tarps?
John R. Saxe
Islip

Trash-filled train causes concern

I was disgusted by the picture of a derailed train car overflowing with trash ["Train trouble," News, May 15].

I can just imagine what would happen to all that trash if there were more wind, or wind caused by train speed! Who's in charge of loading

NEWSDAY, FRIDAY, MAY 23, 2014

5-14-14



TV coverage of a derailment of C&D Gondola on the LIRR Main Line

in 2008, the C&D-by-rail industry started up on Long Island. From the beginning of this new industry, residents and elected officials implored railroads and shippers to "Put A Lid On It!" Finally in 2023, Queens' state elected officials got a NYS law passed mandating solid covers. The industry sued in federal court to overturn this modest law. One of their arguments is that hauling it this way -- in gondolas that emit blowoff, leachate, and gas that NYS presumes to contain toxics -- is the "industry standard." There is no federal jurisdiction over how C&D is hauled in a rail car because it is federally classified as "Non-Hazardous" waste.

UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK

ASSOCIATION OF AMERICAN
RAILROADS; AMERICAN SHORT LINE
AND REGIONAL RAILROAD
ASSOCIATION; and NATIONAL WASTE
& RECYCLING ASSOCIATION – NEW
YORK STATE CHAPTER,

Plaintiffs,

v.

BASIL SEGGOS, *Commissioner of the New
York, Department of Environmental
Conservation*; and LETITIA JAMES,
Attorney General of New York, in their
official capacities.

Defendants.

No. 24-CV-135 (RA)

OPINION & ORDER

RONNIE ABRAMS, United States District Judge:

In 2023, the “Waste By Rail Law” was enacted in New York State, mandating that particular coverings be placed over solid waste when transported by rail within the State. *See* N.Y. Env’t Conserv. Law § 27-0712(2) (McKinney 2023). Asserting that federal law preempts New York’s enactment of the law, the Association of American Railroads, the American Short Line and Regional Railroad Association, and the New York State Chapter of the National Waste & Recycling Association (“Plaintiffs”) brought this action against Basil Seggos, Commissioner of the New York Department of Environmental Conservation, and Letitia James, Attorney General of New York (“Defendants”), in their official capacities, seeking to enjoin enforcement of the law and a declaratory judgment that federal law preempts it. Now before this Court is Defendants’ motion to dismiss the Complaint. *See* Mot. to Dismiss, ECF No. 26. For the reasons that follow, the motion is granted in part and denied in part.

7/24/25

Freight rail emissions and noise in NYC from 1970's locomotives



9-15-23
New York & Atlantic Railway
locomotive, Queens, NYC



7-10-22
LIRR work train, Queens, NYC

Residents took these photos of the LIRR's freight rail concessionaire -- the New York & Atlantic Railway -- and the LIRR operating 1970's-era, high-polluting diesel freight locomotives in the MTA-LIRR right of way.

Submitted by

Civics United for Railroad Environmental Solutions civicsunited@gmail.com

February 5, 2026

Regional Solid Waste Management Study Preliminary Scoping Document

Prepared for:

Assemblyman Steve Englebright

Prepared by:

Commissioner Christine Fetten

Town of Brookhaven

Commissioner Tom Vetri

Town of Babylon

Dr. Frank Roethel

Stony Brook University

December 2022

INTRODUCTION

New York State Assemblyman Steve Englebright has identified Solid Waste Management as a critical issue for Long Island residents and municipalities as local municipal and private disposal sites reach design capacity.

This document outlines a project plan to develop strategies to address municipal solid waste, construction and demolition debris, and ash disposal in the upcoming years. These strategies will be developed in conjunction with Climate Action Council elements, reduction, reuse, recycling of materials, economic and legal feasibility. This study will also focus on the relationship of environmental justice and community concerns.

REGIONAL WASTE MANAGEMENT STUDY

Solid waste management practices on Long Island need to be assessed now. Local jurisdictions operate individually when it comes to waste management, and there are many common logistical issues that each one deals with. It is important to identify these commonalities in order to formulate a comprehensive plan that prescribes long term, achievable goals that are both optimal and practical.

This study proposes to develop a metric that, thru data collection and examination of various factors affecting the function of the waste management industry, provides practical and effective recommendations with respect to:

Construction and Demolition Debris Management –

Ash Reduction and Management –.

Transportation of Solid Waste and Recyclables on and off of Long Island-

PROJECT ORGANIZATION

A Project Management Team (PMT) will have the responsibility of developing and executing a scope of work, overseeing the budget of the project, setting timelines and milestones and managing the technical staff assigned to the project. A comprehensive and diverse array of experts will be invited to participate

in the PMT. The PMT will provide periodic reports to the appropriate individuals in the NYS Assembly.

Technical Working Groups, (TWG) comprised of individuals tasked with collecting and assessing data will be established.

The attached project flow chart and preliminary cost proposal provides a tentative outline of work objectives and progression to develop the stated strategies recommendations. Once these are developed they can be forwarded to NYS Assembly and finalized in the recommendation report. It is anticipated that the study will have a duration of 10-12 months and the final report should be expected in the forth quarter of 2023.

Proposed Schedule of Activities

Following the execution of an agreement a twelve-month effort is anticipated to achieve the goals of the project. The project is partitioned into two phases.

Phase 1: Will finalize membership on the PMT and TWG. Request each TWG team leader to provide a scope of work and begin developing a strategy to secure the data necessary to develop recommendations. Monthly PMT meetings will be schedules to insure the project in achieving the goals set forth. A progress report will be provided at the end of this phase of activities.

Phase 2: Will focus on the various TWG teams refining their data and developing their recommendations. Monthly PMT meeting will be scheduled and prepare and distributing a Final Report of the findings.

CONCLUSION

The allocation of funding from NYS Assemblyman Englebright will be used to provide the recommendations in order to optimize Solid Waste Management functions on Long Island moving into the future. Stony Brook University (SBU) will be the agency to contract grant funding for this effort. The point of contact for SBU is listed below.

Dr. Frank Roethel

Director, Waste Reduction and Management Institute

School of Marine and Atmospheric Sciences

Stony Brook University

Stony Brook, NY 11794-500



HELENE E. WEINSTEIN
Chair

STATE OF NEW YORK
THE ASSEMBLY
WAYS & MEANS COMMITTEE
ROOM 409 CAPITOL BUILDING
ALBANY 12248
(518) 455-4026

BLAKE G. WASHINGTON
Secretary

January 3, 2023

Ms. Nancy Lussier
New York State Department of Environmental Conservation
Division of Management and Budget
625 Broadway
Albany, NY 12233-5010

Dear Ms. Lussier:

Attached is one (1) Legislative Initiative Form to be funded from the State Fiscal Year (SFY) 2022-23 Enacted State Budget reappropriation for solid waste management planning (Chapter 54 of the Laws of 2022, page 256, lines 4-7). This form contains the information necessary to initiate the contract process with the grant recipient.

Please do not hesitate to contact me if you have any questions about the attached materials. I can be reached at 518-455-4052. If issues or problems arise as you move through the contracting process, it is important that you contact me so that we can work together to resolve them as quickly as possible. Thank you in advance for your assistance with this process, and I look forward to working with you throughout the year.

Sincerely,

Matthew Steigman
Deputy Director of Budget Studies

Enclosures

cc: Philip Fields
Matt Golden

SFY 2021 - 2022 LEGISLATIVE INITIATIVE FORM

Legal Name, Address, and Telephone Number:

STONY BROOK UNIVERSITY, SCHOOL OF MARINE AND ATMOSPHERIC
SCIENCES
WASTE REDUCTION AND MANAGEMENT INSTITUTE, DISCOVERY HALL 131
STONY BROOK, NY 11794-500
(631) 632-8732

Project Title:

EPF - LANDFILL CLOSURE IMPACT PLANNING

Funded Amount:

\$250,000

Purpose of Project:

FUNDS WILL BE USED TO DEVELOP STRATEGIES AND
RECOMMENDATIONS TO OPTIMIZE SOLID WASTE MANAGEMENT
FUNCTIONS.

Project Director:

DR. FRANK ROETHEL

Name of Administering State Agency:

DEPARTMENT OF ENVIRONMENTAL CONSERVATION



The application is based on the erroneous assertion that freight rail can simply be substituted for truck shipments to bring in unspecified freight to a warehouse development in greater Long Island, thus avoiding highway congestion that has suppressed the warehouse business on Long Island. ○ There is publicly available information from the New York Metropolitan Transportation Council's recently updated Regional Transportation Plan (RTP) that explains why freight rail is not an interchangeable substitute for truck shipments to warehouses: https://nymtcmovingforward.org/pdfs/app_h.pdf.

The RTP explains that freight rail is used for bulk shipments and why the types and operations of businesses that exist in the region today, and the limitations of freight rail infrastructure and other inherent constraints limit the use of freight rail by businesses.

Today, more than two-thirds of annual rail carloads on Long Island are low and no-value stone and waste. These shipments don't require the warehouses Winters is proposing in their IDA. For other bulk shipments, there are customers who take their carloads at their own place of business. And there are already warehouses that use rail to bring in freight that have excess capacity.

Tax dollars from an Environmental Justice community and other already heavily-taxed communities should not be used to cannibalize business from warehouse-rail businesses that have excess capacity, or to subsidize what is something of a failed business model on an even larger scale. ○ The applicant does not disclose the fact that other businesses have excess warehouse capacity for freight rail shipments, or that one of those businesses, Brookhaven Rail Terminal (BRT) -- which does take bulk shipments of lumber by rail and provides warehousing until trucks pick up the lumber -- is suing the applicant.

It's been almost 10 years since the switch was installed at BRT and they only do about 4,000 carloads/year. Much of that is stone, requiring no buildings. BRT had big plans that have not panned out. Demand never materialized.

<http://brookhavenrailterminal.com/BRT-grant.pdf>

The New York & Atlantic Railway even tried to put Kleet's business in BRT, which would then be trucked to Huntington. That didn't work. So where is the demand for existing warehouses, much less a huge new warehouse? ○ Why isn't more traffic going to Elm in Brentwood? He has right now 1 Million Sq.

Ft. and rail service. He's only 20 miles from Yaphank, and he's close to Commack, Medford, Patchogue, Hauppauge, Deer Park, Bayshore, etc. There's not much at all east of Yaphank. So why isn't he getting loads of railroad business? He's also set up for rail to truck - all indoors. Again, where's the demand?

Funding this IDA will not create demand for rail service that already has proven to be limited. The benefits won't materialize as asserted because the business the applicant proposes to operate

is not based on the market for freight rail. Does Winters say they won't proceed without the funding because they know this is a loser as a rail-to-warehouse terminal? Is it a way to get a fat loan and tax abatement that will result in:

a regular truck warehouse that would not otherwise qualify for this IDA?

a long-term tax dodge?

an aid to the siting of the rail line required by Winters' proposed transfer station?

an unfair structural cost advantage for Winters' waste business?

The application has many blanks and is very vaguely written given the huge demand for tax subsidies. This deficient application must be denied.

The applicant has no existing business.

There are many blanks re. jobs and salaries. ○ The applicant says they will lease to tenants, but they don't have a single one, and it's a blank slate as to what kinds of tenants they will be or what buildings they will build for them.

The applicant says they will build one building by March 2023 and then the others perhaps years later for as yet unspecified uses. ○ This applicant is making promises about employment that their as-yet unidentified tenants will bring, but their plan is wrong and North Point's track record shows a lot of broken promises in other places that gave them tax breaks.

When asking for millions of dollars in public benefits, why hasn't the applicant given a simple "yes" or "no" answer to the questions about bankruptcy and criminal records? "To owners knowledge, no," is not an answer to those questions. The application should be disqualified. The presence of organized crime figures in the waste and construction industries on Long Island has been well documented. NorthPoint has not lived up to its promises in other projects. There should be no public tax breaks for enterprises that are not financially sound and free of criminal involvement.

This IDA is rail dependent, and Winters doesn't have its rail access. Governor Hochul recently insisted on due process at all levels of government in the review of Winters' plans.

Following are bullet points based on what is on page 4 of the document at the link below, since they mention that this IDA will facilitate Winters' solid waste facility as an

"indirect benefit"

[https://brookhavenida.org/files/NP%20Winters/Economic%20Impact%20Assessment.p df](https://brookhavenida.org/files/NP%20Winters/Economic%20Impact%20Assessment.pdf)

There is no need to subsidize the waste business, stimulate this type of economic development. This business sector is thriving already. This applicant has five existing and planned waste-by-rail competitors in Suffolk County. It should not be the business of NYS government to give taxpayer dollars to applicants in a thriving competitive market that is considered such good business that it has attracted foreign investors:

<https://www.wastedive.com/news/macquarieacquires-tunnel-hill-partners-northeast-disposal/548191/> It should not be the business of NYS government to give one competitor in an economic sector that is thriving a lower cost structure and, thus, an unfair business advantage, for decades.

Another polluting waste facility in Brookhaven does not constitute economic development for Environmental Justice communities already overburdened with existing and planned polluting facilities that will draw more truck traffic into the area. C&D Residue exports are no-value loads, so that's the lowest level of economic production.

As with other aspects of Winters' proposed development, the applicant is overreaching by asking for tax subsidies that benefit yet another waste-by-rail facility on Long Island. Another example of Winters' overreach is the special interest NYS legislation Winters tried to get passed in order to get their hands on conservation lands for their rail line. That legislation was withdrawn when the scheme came to light. Winters also applied for unprecedented federal permits to try to evade local and state law, ignoring the rights of the Brookhaven Environmental Justice community to participate and be heard in such matters. Winters is being sued by a competitor, and Winters' federal application to construct their rail line has been halted by the federal agency after a legal filing against it. Recently Governor Hochul put a hold on that scheme in a letter to the federal agency. This IDA is rail dependent and Winters doesn't have its rail access.

Brookhaven has not had an approved solid waste management plan since 2003, and DEC does not have a regional plan. Competitors are already in business and coming on line. The actual need for facilities is not known, as a recent *Newsday* editorial pointed out.

Using rail for waste export does not eliminate trucks. Solid waste always comes into waste transfer facilities by truck, never by rail. So there will be trucks coming and going, and not just local trucks. C&D comes from across the region to Suffolk County, including from NYC, and there are proposed plans to truck organics from

NYC. Truck counts for Suffolk and Nassau in NYMTC's 2021 Regional

Transportation Plan update show that even if 6,000 tons a day moved from Winters' proposed facility by semi, that would constitute only 0.78% of daily truck traffic on I-495 in Suffolk, and 0.5% in

Nassau. https://nymtcmovingforward.org/pdfs/app_h.pdf If Winters transfer station is never built, a few hundred trucks a day from across the region will be headed to a Winters competitor or directly to a landfill. That truck traffic is a drop in the bucket, not a justification for gifting this applicant with an IDA and a competitive cost advantage in an already thriving market. ○ In addition to seeking taxpayer-subsidized and unfair competitive advantage through this IDA application, special interest legislation, and federal permitting, Winters has crafted false flag "environmental" and "waste crisis" operations to create an echo chamber of support for their proposed facility. Competitors have taken legal action against Winters.

Rail is not "environmentally friendly" on Long Island. Freight is hauled by highpolluting 1970's locomotives, each of which emits the excess pollution of 30,000 cars or 29 older trucks compared to modern, Tier 4 switch duty cycle locomotives. Almost 300,000 people in Suffolk County live within a kilometer of existing and planned waste-by-rail facilities. And when it

comes to long haul rail, California is about to begin charging a carbon tax on the type of locomotives used by Class 1 railroads like CSX and NS because of the harmful pollution they emit and their adverse impact on climate change. C&D Residue is hauled in open rail cars covered only by pervious mesh. These rail cars emit waste spillage, blowoff, leachate, and odors along the route. The waste is transported through residential communities on the right-ofway. This presents a serious health hazard to millions of people.

It is not "proper disposal" of waste to literally throw away millions of tax dollars landfilling "waste" that should be reused or recycled -- such as gypsum wallboard from construction -- which is what is happening today.

Mary Parisen-Lavelle, Chair CURES, 718-772-6563 civicsunited@gmail.com

Costs by Month													
Cost Categories	1	2	3	4	5	6	7	8	9	10	11	12	Total
Phase I													
Project Management Labor													
SUNY			\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00					\$12,000.00
Town of Babylon			\$1,000.00	\$1,000.00	\$500.00	\$500.00	\$1,000.00	\$1,000.00					\$5,000.00
Town of Brookhaven			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					\$0.00
New York State			\$1,000.00	\$1,000.00	\$500.00	\$500.00	\$1,000.00	\$1,000.00					\$5,000.00
Technical Working Group													
Demolition Debris Reduction and Recycling Management			\$2,500.00	\$2,500.00	\$2,500.00	\$2,500.00	\$2,500.00						\$12,500.00
Ash Reduction Recycling Management			\$2,500.00	\$2,500.00	\$2,500.00	\$2,500.00	\$2,500.00						\$12,500.00
Transportation			\$2,500.00	\$2,500.00	\$2,500.00	\$2,500.00	\$2,500.00						\$12,500.00
Climate Action Initiatives					\$1,000.00	\$1,000.00	\$1,000.00						\$3,000.00
Environmental Justice					\$1,000.00	\$1,000.00	\$1,000.00						\$3,000.00
Economics					\$1,000.00	\$1,000.00	\$1,000.00						\$3,000.00

Legal			\$2,000.00	\$2,000.00	\$2,000.00								\$6,000.00
Data Labor			\$2,000.00	\$2,000.00	\$2,000.00								\$6,000.00
Supplies	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00								\$5,000.00
Report				\$1,000.00	\$1,000.00								\$2,000.00
SUNY Admin													\$37,500.00

Phase I \$125,000.00

Phase II													
Project Management Labor													
SUNY							\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$1,500.00	\$11,500.00
Town of Babylon							\$1,000.00	\$500.00	\$500.00	\$500.00	\$1,000.00	\$1,000.00	\$4,500.00
Town of Brookhaven							\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
New York State							\$1,000.00	\$500.00	\$500.00	\$500.00	\$1,000.00	\$1,000.00	\$4,500.00
Technical Working Group													\$0.00
Demolition Debris Reduction and Recycling Management							\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$500.00	\$18,000.00
Ash Reduction Recycling Management							\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$500.00	\$18,000.00

Transportation							\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$500.00	\$18,000.00
Climate Action Initiatives							\$2,000.00	\$1,500.00	\$1,500.00	\$2,000.00	\$3,000.00	\$500.00	\$10,500.00
Environmental Justice							\$2,000.00	\$1,500.00	\$1,500.00	\$2,000.00	\$3,000.00	\$500.00	\$10,500.00
Economics							\$2,000.00	\$1,500.00	\$1,500.00	\$2,000.00	\$3,000.00	\$200.00	\$10,200.00
Legal							\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$12,000.00
Report									\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$4,000.00
Supplies									\$1,000.00	\$1,000.00	\$1,000.00	\$100.00	\$3,100.00
*This is a preliminary cost proposal and is subject to change as we develop the proposals of Technical Working Group tasks. Phase II \$124,800.00													
	Grant Total \$249,800.00												

james.madore@newsday.com [reported on IDA w amazon]

Brookhaven IDA points:

The portion of the project site South of the LIRR is in a NYS DEC Potential Environmental Justice Area due to its share of minority residents (<https://www.dec.ny.gov/public/911.html>). The site is across the street from Long Island's largest landfill which accepts the waste of TWO million people. There is also the municipal waste transfer station and materials recovery center. The site is also surrounded by multiple other Potential Environmental Justice Areas which will suffer the environmental impact of this mega-project. Across the street is also the Town of Brookhaven's BR-1 rezoning and proposed sale of 80+ acres of land for industrial/warehouse development. On the other side of the landfill is the Blackcreek Industrial site which is proposing a 500,000 square foot truck terminal. Northpoint also plans to buy 90+ acres adjacent to this site for additional warehouses.

<https://therealdeal.com/tristate/2021/10/06/northpoint-development-plans-more-industrial-space-in-yaphank/>
<https://libn.com/2021/10/20/bellport-site-heads-for-development-with-32-25m-sale/>

There is no analysis of the impact of clear-cutting/paving over hundreds of acres for this project and surrounding projects, along with the daily truck traffic on community air quality.

There is no study to show that the community can absorb the deforestation associated with hundreds of acres which will be clear cut for these projects, or the additional truck traffic associated with 3+ million square feet of proposed warehouses/distribution centers AND NYS's largest waste transfer station.

There is no site included in the packet submitted to the public for review, despite references to this site plan in the Application for Financial Assistance.

Project description discusses the benefits of the rail extension to the applicant's proposed 6,000 ton/day waste transfer station. The land is not zoned for a waste transfer station.

This development would occur without the IDA's financial support. MRT, Sales Tax and PILOT exemptions only serve to take money out of the public coffers.

On Part VII q3. "Given the high cost of construction and operating expenses on Long Island, obtaining the agency's economic assistance is crucial to making the development of this facility feasible" and question 4 "Without the requested agency assistance, the applicant cannot proceed with the project". On December 2nd, the day after the IDA packet was made publicly available, I emailed Ms Mulligan and Dr Scheidt to inquire whether the IDA had undergone any analysis to examine whether the project is not profitable or feasible without Sales Tax, MRT and/or PILOT exemptions? I did not receive a response.

I believe this development would be the largest industrial warehouse complex in Long Island – it is entirely speculative – there are no tenants identified and no control of the developer over wages paid to workers in the development. Mr Meyer's executive summary assumes direct ongoing jobs would pay \$50,733/year in wages, yet nearby warehouses pay significantly less

(<https://www.indeed.com/cmp/Amazon.com/salaries/Warehouse-Worker/Shirley-NY>). Mr Chase states "exact employment counts of the Tenants are not yet known" because NorthPoint is building speculative warehouses. If the IDA elects to subsidize this project despite the fact that it would be built without IDA's financial assistance, there should be clawback requirements if tenants do not meet FTE AND income projections.

Northpoint has a history of broken promises – see Northpoint's failure to achieve minority participation on a prior development in their home city <https://www.bizjournals.com/kansascity/news/2016/10/20/northpoint-eludes-big-penalty-for-minority.html>

The project envisions a twenty-year PILOT – for a project that would happen without any exemption. This will bankrupt our school district for decades to come. The 2020 UTEP posted on the IDA website Section 7 D (1) (a) states that warehousing and industrial developments are eligible for the standard exemption, which is TEN years, not TWENTY years. This project would occur, as competitors have shown all over Long Island and including in nearby Shirley, without any financial incentives from the IDA. <https://brookhavenida.org/files/Brookhaven%20UTEP%20Final%202020.pdf>

Multi-billion dollar NorthPoint development was named the number one largest industrial developer by [Real Capital Analytics](#) – this firm does not need IDA support to incentivize its developments.

There is no analysis of the truck trips per day to this 2.5million square feet and associated waste transfer station. There is no analysis of the cumulative impact of Great Gardens Anerobic Digester/LI Compost, the active Brookhaven Landfill, the Brookhaven Transfer Station, BR 1 Rezoning, Black Creek Industrial proposed 500,000-square-foot truck terminal.

Northpoint Chad Meyer states that his proposed project “permanently protects nearby conservation corridors.” Yet at the same time he is trying to unwind the conservation agreement via Federal preemption at the STB to facilitate Winter’s waste transfer station.

<https://therealdeal.com/tristate/2021/10/06/northpoint-development-plans-more-industrial-spacein-yaphank/>

The Town of Brookhaven did not provide any tax exemptions for Amazon’s nearby warehouse in nearby Shirley, NY – yet the 110,658-square-foot warehouse was built. This proves that the IDA’s sales tax, mortgage recording tax and PILOT payments are unnecessary to incentivize this type of warehouse development.

Were the affected school districts notified with sufficient time to respond? The South Country School Board has not had a board meeting to discuss the impact of this project on the School District since the IDA CBA/packet was made available on December 1st. This proposal doubles the PILOT term, bankrupting our school district for decades. This is a majority-minority school district designated a NYS Targeted Support and Improvement school by NYS and received the lowest NYS ranking for College, Career, and Civic Readiness. A twenty year PILOT for a project that would happen with no PILOT is cruel punishment for the children of South Country School district.

The rail extension requires breaking a conservation agreement, it requires STB approval. The developer tried to break the conservation agreement via NYS legislation and per NYS Senator Palumbo he was misled by the developer and was unaware of plans for a transfer station despite sponsoring the legislation that would make this happen [see South Shore Press article below].

The consideration of IDA benefits for this project is premature – see CCE’s powerful letter in opposition to the developer’s clearcutting permit application and Winters/Northpoint’s strategy of segmentation of public review of this project.

Potential IDA lease unnecessarily opens Brookhaven IDA to litigation on this controversial project.

STATE

Rail Transfer Station for Yaphank Stalled, State Electeds Respond to Community Concerns, Pull Bill that Would Move Project Forward

By Barbara LaMonica

An application by Brookhaven Rail LLC that, if approved, would permit construction of a rail solid waste facility and transfer station in Yaphank, is before the United States Surface Transportation Board (STB). The project by the West Babylon-based Winters Brothers is facing mounting community opposition, and state elected officials are responding to constituents' concerns.

Legislation that was before the New York State Legislature was withdrawn last week, according to Senator Anthony Palumbo and Assemblyman Joe DeStefano. The bill called for the authorization for the Town of Brookhaven to alienate wooded parkland in Yaphank to facilitate development of a privately owned rail station for the transport of thousands of tons of construction and demolition (C&D) debris and other materials daily.

The project proposes the construction of a rail station that would transport 6,000 tons of off-island C & D to a solid waste management facility that would be sited in Yaphank. The rail tracks would run through a 60 acre conservation easement in a parcel of property that contains the last wooded lands left in Yaphank.

Brookhaven Town Supervisor Edward Romaine reported in a telephone interview last week that the town has "absolutely no application for a transfer station in the Yaphank area" that he is aware of. Romaine did say, however, that the United States STB, which reviews all rail projects, can override town zoning codes if they so choose. "Not quite," asserts Citizens for the Campaign Environment (CCE) Executive Director, Adrienne Esposito. According to Esposito, CCE has "asked the Town of Brookhaven to



object to any exemption of local zoning," emphasizing that "the community should have a voice to express concerns." The property on which the rail project is being proposed is presently zoned L-1 industrial. Romaine said transfer stations are zoned L-2. Asked whether he would support the rail project and solid waste management facility being proposed by Winters Brothers, Romaine said he "doesn't know enough details about the project."

But Esposito expressed adamant opposition to the project, underscoring that Winters Brothers' pursuit of a federal permit from the STB should not be issued until the project has been fully vetted by the community. "The Surface Transportation Board is a little known entity, and we want our local laws and regulations to be adhered to," Esposito told South Shore Press last week. "There are two other rail terminal projects on Long

Island that were not exempt from local zoning, so what gives Winters Brothers the right to think they should be exempt?" she asked. "Alienating parklands to facilitate this development is premature, and we strongly object, because you can't take public parkland and give it away to a private entity," Esposito said. "The project needs to undergo a rigorous environmental review and community engagement process."

Meanwhile, New York State NAACP President Hazel Dukes announced she is joining forces with Town of Brookhaven NAACP President Dr. Georgette Grier-Key, NAACP Long Island Regional Director Tracey Edwards and other local organizations to oppose the plan without local approvals or local controls. In a prepared statement, Dukes said "The company (Winters Brothers carting), is attempting to use the obscure United States Surface Transportation Board to pervert federal laws designed to bolster railroads to silence the people of Brookhaven and avoid local zoning and control," and is calling on federal, state, county and town officials to "join the fight" to oppose the project.

State Senator Palumbo said because

there is "significant concern" about the project, the bill is being held. "My understanding is that there would be parkland dedicated to the MTA for environmental use which is getting trucks off the road for public transportation. But," Palumbo continued, "if there is any veracity or truth to what is being characterized by the NAACP and Citizens Campaign for the Environment for a transfer station, we are not going to pass this bill."

Citizens for the Campaign Environment in a written statement further addresses potential negative environmental impacts of a waste management facility: "The protections that Long Island's parks, forested areas, and wetlands currently hold were hard-fought and hard-won. Parklands remain vital to the health of our drinking water, communities, and local economy, and we cannot set a precedent of alienating parkland when their location is an inconvenience to private developers."

"The bottom line is this is an application that is before a little known federal agency, and if this is approved, this would be the largest rail waste station on Long Island, and this deserves public vetting," Esposito said.



"My understanding is that there would be parkland dedicated to the MTA for environmental use which is getting trucks off the road for public transportation. But, if there is any veracity or truth to what is being characterized by the NAACP and Citizens Campaign for the Environment for a transfer station, we are not going to pass this bill."

NYS Senator Anthony Palumbo

Members of 1969 Mets World Championship Team, East End Officials and RISE Life Services Expand Food Pantries as Need for Food Rises 300% Due to COVID

RISE Life Services responds to rising need for food donation on Long Island's East End

Hampton Bays, RISE Life Services Executive Director Charles Evidos was joined by Southampton Supervisor Jay Schneiderman, other elected officials and two members of the 1969 World Champion Mets, to cut the ribbon on a new food pantry in Hampton Bays

this week.

The new food pantry, located at Hampton Bays United Methodist Church, 158 West Montauk Highway, Hampton Bays, opened in response to the tremendous increases in the number of food insecure people in the Hamptons. Since the start of the COVID-19 pandemic, the number of food insecure Long Islanders has ballooned from 259,000 last March

2020 to more than 480,000 this year—a 300% increase since the beginning of the COVID pandemic.

The food pantry gave out 100 chickens at the event, donated by William V. Ferro of Ferro, Kuba, Mangano, Sklar law firm. The pantry is opened Thursdays, from 10 a.m. to 1:30 p.m. For more information about how to donate or to volunteer, call 631-727-6220.



November 30, 2021

Supervisor Ed Romaine
Town of Brookhaven
1 Independence Hill
Farmingville, New York 11738

**Re: Brookhaven Rail LLC and NP/Winters Tree Clearing Permit Applications to
Clear-Cut 1,000s of Trees**

Dear Supervisor Romaine,

We write to respectfully request that the “Tree Clearing” permit applications recently filed by Brookhaven Rail LLC (Brookhaven Rail) and its affiliates NP/Winters Long Island Industrial, LLC, NorthPoint Development, LLC, and Winters Brothers Waste Systems (collectively, NP/Winters), to prematurely clear-cut thousands of trees at the undeveloped 228-acre Brookhaven Rail Terminal site, **be denied.**

As you are aware, Brookhaven Rail is seeking a “land use exemption” from the Washington, D.C.-based Surface Transportation Board (STB) to allow development of this site for its massive and unprecedented 6,000 tons-per-day solid waste transfer facility, without complying with the Town’s zoning, land use, and environmental review requirements. However, the STB has recently suspended its environmental review of this project. See STB Notice of Suspension, annexed as Exhibit A.

Now it appears that, due to the STB’s suspension of its review, Brookhaven Rail decided to try to *segment* its project into a series of smaller applications and seek the Town’s approval for some components of the project – like tree clearing – while at the same time, Brookhaven Rail continues to seek a “land use exemption” from STB for the rest of the project.

Brookhaven Rail’s strategy of segmenting a massive and unprecedented project into component parts and then *cherry-picking* which approvals to seek and not seek from the Town is improper, illegal, and threatens our environment, for each of the reasons set forth below.

First, the State Environmental Quality Review Act (SEQRA) prohibits “segmentation” of a project into smaller component applications specifically because this allows a project to evade and avoid a full environmental review that would be required for the entire project. Brookhaven Rail’s strategy of applying to the Town for tree clearing permits for thousands of trees, before it

seeks other required approvals from the Town (described below), and at the same time continuing to seek approval from STB for its “land use exemption,” constitutes clear “segmentation” of the environmental review of this project – which is prohibited by law.

Second, Town Code prohibits the issuance of any tree clearing permits without site plan review and approval and/or building permit review and approval; however, Brookhaven Rail has not undergone any such site plan review from the Town – thus, tree clearing permits would be wholly premature and improper.

Third, Town Code prohibits solid waste transfer stations in the L Industrial 1 zone, and the Brookhaven Rail Terminal site is located in an L Industrial 1 zone; however, Brookhaven Rail has not even applied to the Town for a zone change – thus, tree clearing permits would be wholly premature and improper.

Fourth, Town Code prohibits solid waste transfer stations without a special permit; however, Brookhaven Rail has not even applied to the Town for a special permit – thus, tree clearing permits would be wholly premature and improper.

Fifth, Town Code considers solid waste transfer stations to be “Type I” under SEQRA, for which a full “environmental impact statement” (EIS) is ordinarily required; however, Brookhaven Rail has not even filed a draft EIS with the Town – thus, tree clearing permits would be wholly premature and improper.

Sixth, the Town’s own Division of Environmental Protection (DEP) has previously recognized that this project is “likely to have a significant adverse impact on the environment.” See DEP’s July 31, 2020 letter to STB Office of Environmental Analysis annexed as Exhibit B, p. 1.

Indeed, DEP identified numerous and serious concerns over the environmental impacts of this project – including, specifically, the environmental impacts from Brookhaven Rail’s proposed clear-cutting of trees -- such as “noise and vibration” impacts from the “loss of the vegetative areas” (p. 5); impacts to “significant drinking water resources [that] exist below the property” (p. 4); “groundwater contamination” (p. 4); “air quality impacts” (p. 5); and potential impacts to wildlife and “endangered/threatened species” in the area, including the eastern box turtle and northern long eared bat (pp. 6-7).

In addition, I am abundantly aware of your disfavor of clearing trees on green spaces in Brookhaven Town. You championed protection of green spaces and tree preservation even when the impetus was to site a solar farm. Clearly tree cutting to site a waste management facility would not be congruent with your past statements and positions on this important matter.

For all such reasons, CCE respectfully requests that Brookhaven Rail’s tree clearing permit applications be denied unless and until such time as all required zoning, planning, and environmental reviews and approvals have been lawfully completed by the Town, including, but not limited to, an EIS of the whole project.

As you know, CCE does not necessarily oppose this project from ultimately being approved by the Town, but CCE does oppose a process that disregards the Town's review and approval procedures required for this project.

CCE also respectfully requests that any and all documentation regarding the site that has been filed with the Town by Brookhaven Rail, NP/Winters, and/or any affiliates, including site plan applications, building permit applications, and/or tree clearing permit applications, be disclosed.

As I know you recognize, this unprecedented facility – in terms of its nature, scope, and size – has the potential to affect the lives of thousands of Brookhaven residents and thus, full transparency and adherence to all legal and environmental safeguards is essential.

Thank you.

A handwritten signature in cursive script, appearing to read "Adrienne Esposito".

Adrienne Esposito
Executive Director

cc:

US Senator Schumer
US Senator Gillibrand
US Representative Rice
US Representative Suozzi
US Representative Zeldin
Suffolk County Executive Steve Bellone
Suffolk County Planning Director Sarah Landsdale
NYS DEC Commissioner Basil Seggos
NAACP New York Conference President Hazel N. Dukes
Long Island NAACP Director, Tracey Edwards
Brookhaven Town Board Members

From: Lang, Jaime P (DEC)
Sent: Thursday, February 9, 2023 10:40 AM
To: Tom Vetri; Elisabeth Barrows; Frank Roethel; Stefanie Massucci
Cc: Vitale, David (DEC); cfetten@brookhavenny.gov; Clarkson, Richard (DEC); O'Connell, Joseph M (DEC); Munar Moreno, Paola A (DEC); Mazurek, Sheri A (DEC); Rahman, Syed (DEC)
Subject: RE: Solid Waste Management Document

Good morning,

The status of the contract in the Gateway has been changed to "Contract Information Requested", which means you can now enter your workplan and budget, as well as upload any other necessary documentation. We will send a follow-up email with instructions for the Gateway.

Please let us know if you have any questions.

Thanks,

Jaime

From: Tom Vetri <tvetri@townofbabylon.com> **Sent:** Wednesday, February 8, 2023 2:54 PM
To: Lang, Jaime P (DEC) <jaime.lang@dec.ny.gov>; Elisabeth Barrows <elisabeth.barrows@stonybrook.edu>; Frank Roethel <frank.roethel@stonybrook.edu>; Stefanie Massucci <stefanie.massucci@stonybrook.edu>
Cc: Vitale, David (DEC) <david.vitale@dec.ny.gov>; cfetten@brookhavenny.gov; Clarkson, Richard (DEC) <richard.clarkson@dec.ny.gov>; O'Connell, Joseph M (DEC) <joseph.oconnell@dec.ny.gov>; Munar Moreno, Paola A (DEC) <Paola.MunarMoreno@dec.ny.gov>; Mazurek, Sheri A (DEC) <sheri.mazurek@dec.ny.gov>; Rahman, Syed (DEC) <syed.rahman@dec.ny.gov>
Subject: RE: Solid Waste Management Document

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Good afternoon Ms. Lang,

With respect to the above, the Project Management Team confirms an eighteen month Contract term from the date of Contract Execution. If for any reason that is unacceptable, February 8, 2023 and August 8, 2024 may be considered the start and end dates.

Thank you for your assistance in this matter.

We look forward to working on the Study.

Thomas Vetri Chritine Fetten Dr. Frank Roethel
Commissioner Commissioner Stonybrook University

From: Lang, Jaime P (DEC) <jaime.lang@dec.ny.gov> **Sent:** Wednesday, February 8, 2023 11:16 AM
To: Elisabeth Barrows <elisabeth.barrows@stonybrook.edu>; Frank Roethel <frank.roethel@stonybrook.edu>; Stefanie Massucci <stefanie.massucci@stonybrook.edu>
Cc: Vitale, David (DEC) <david.vitale@dec.ny.gov>; cfetten@brookhaven.ny.gov; Tom Vetri <tvetri@townofbabylon.com>; Clarkson, Richard (DEC) <richard.clarkson@dec.ny.gov>; O'Connell, Joseph M (DEC) <joseph.oconnell@dec.ny.gov>; Munar Moreno, Paola A (DEC) <Paola.MunarMoreno@dec.ny.gov>; Mazurek, Sheri A (DEC) <sheri.mazurek@dec.ny.gov>; Rahman, Syed (DEC) <syed.rahman@dec.ny.gov>
Subject: RE: Solid Waste Management Document

 This message has originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email. 

Thank you for sending the scoping document, budget and management flow chart. We set up a contract in the Grants Gateway, but before we can send it to you we need to firm up the contract term dates. The scope of work and budget indicate a 12-month contract term with the final report being submitted in the fourth quarter of 2023. During our phone call, an 18-month term was discussed. Please confirm the contract start and end date.

Once we have the contract term dates, we will change the status of the contract in the Gateway to Contract Information Requested so you may enter your workplan and budget, as well as upload any other necessary documentation. We will also send a follow-up email with instructions for the Gateway.

Thanks,
Jaime

From: Elisabeth Barrows <elisabeth.barrows@stonybrook.edu> **Sent:** Thursday, January 19, 2023 2:37 PM
To: Frank Roethel <frank.roethel@stonybrook.edu>; Stefanie Massucci <stefanie.massucci@stonybrook.edu> **Cc:** Lang, Jaime P (DEC) <jaime.lang@dec.ny.gov>; Vitale, David (DEC) <david.vitale@dec.ny.gov>;
cfetten@brookhavenny.gov; tvetri@townofbabylon.com; Clarkson, Richard (DEC) <richard.clarkson@dec.ny.gov>;
O'Connell, Joseph M (DEC) <joseph.oconnell@dec.ny.gov>; Munar Moreno, Paola A (DEC)
<Paola.MunarMoreno@dec.ny.gov>; Mazurek, Sheri A (DEC) <sheri.mazurek@dec.ny.gov>; Rahman, Syed (DEC)
<syed.rahman@dec.ny.gov>
Subject: Re: Solid Waste Management Document

You don't often get email from elisabeth.barrows@stonybrook.edu. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Nice to meet you all - I'm also adding Stefanie Massucci, Sr. Assistant Dean of SoMAS (and my manager) to this distribution list.

-Betsy Barrows

--

Elisabeth Smolski Barrows, PMP
Sr. Staff Assistant/MOU Administrator
School of Marine and Atmospheric Sciences
Stony Brook University Office: 631.632.3952
elisabeth.barrows@stonybrook.edu



On Thu, Jan 19, 2023 at 2:24 PM Frank Roethel <frank.roethel@stonybrook.edu> wrote:

Good afternoon everyone,

Thanks for taking time from your day to discuss this important matter. I've attached the scoping document, budget and management flow chart. I've copied Betsy Barrows as she handles all the MOU's between SoMAS and the DEC. Like everyone, I'm excited to get this study started as the landfill closure, scheduled for Dec 2024 is closing in.

Enjoy the remainder of your day,

Frank

--

Frank Roethel

Director, Waste Reduction and Management Institute

School of Marine and Atmospheric Sciences

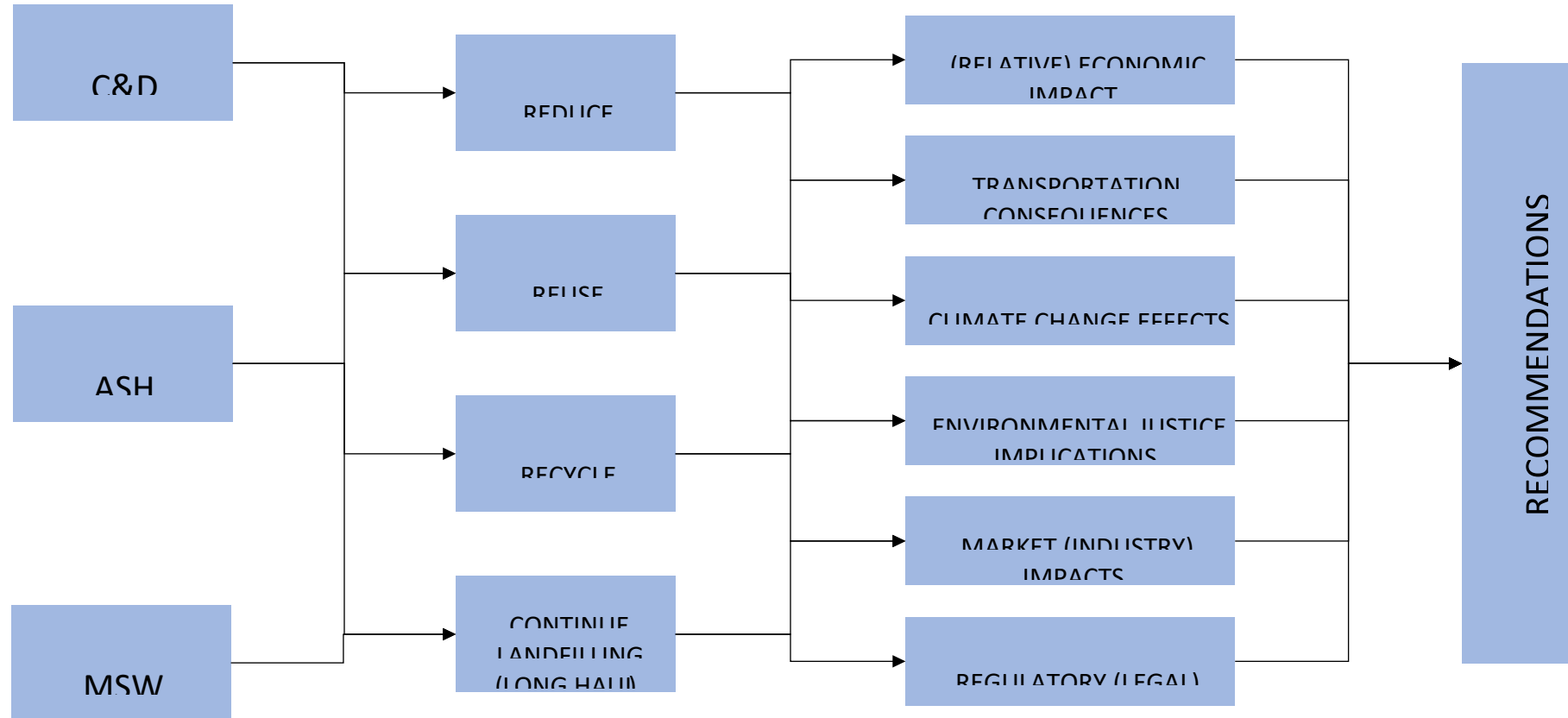
Stony Brook University phone: 631-632-8732 frank.roethel@stonybrook.edu

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**CURRENT
TYPES OF SOLID**

**MANAGEMENT
WASTE MANAGED
STRATEGIES**

ASSESSMENT BY THE STUDY



*CONTAINER, BOTTLE, AND PAPER RECYCLING NOT INCLUDED IN MATRIX AS THERE ARE EXISTING FACILITIES AND REGULATORY PATHWAYS ESTABLISHED



January 16, 2026

Javier Lojan, Acting Commissioner
New York City Department of Sanitation
Central Correspondence Unit
59 Maiden Lane, 5th Floor
New York, NY 10038
SWMP26comments@dny.nyc.gov

RE: NYC Draft SWMP26 Comment

Dear Acting Commissioner Lojan:

On behalf of the Manhattan, Brooklyn, Bronx, and Queens Solid Waste Advisory Boards, we extend our congratulations on the release of the Draft New York City Solid Waste Management Plan for 2026 (SWMP'26). We appreciate both the substantial effort reflected in the Draft Plan and the extended opportunity provided to submit comments for the Department of Sanitation's consideration.

Enclosed please find the Solid Waste Advisory Boards' formal comments on the Draft SWMP'26. These comments reflect the collective input of the four borough boards and are informed by public hearings, stakeholder engagement, and extensive review of the Draft Plan and its supporting materials.

For your reference, we are also providing a link to the public hearings convened by the Solid Waste Advisory Boards in connection with SWMP'26, which we respectfully request be reviewed and considered as part of the Department's evaluation of public input.

Brooklyn & Manhattan SWABs public hearing:

https://docs.google.com/document/d/1I7T4wgEdTpGDWaO_CSooiwE9XxSpDnxCdn25uVN5doU/edit?usp=sharing

Queens SWAB public hearing:

<https://docs.google.com/document/d/1DcdBQbmMwfeQCO28HUvII1QYNcHdUhdO-Ym6RRKbkdw/edit?usp=sharing>

Bronx SWAB public hearing: *Coming directly from the Bronx SWAB*

We look forward to DSNY's responses to the issues raised and to continued engagement as the City works toward finalizing the 2026 Solid Waste Management Plan. Sincerely,



Matthew M. Civello

Chair Manhattan Solid Waste Advisory Board

cc: Jen McDonnell, Deputy Commissioner, Solid Waste Management; Kate Kitchener,
Director of

Resource Recovery, DSNY

Introduction

The Manhattan, Brooklyn, Queens, and Bronx Solid Waste Advisory Boards have reviewed the New York City Department of Sanitation's Draft 2026 New York City Solid Waste Management Plan (the Draft), which proposes a pathway for New York City's waste system and associated diversion outcomes through 2036.¹⁰ Our review included the Draft Plan and supporting documents; the 1992 and 2006 Solid Waste Management Plans; relevant NYC OpenData data sets; multiple public hearings convened by the SWABs; interviews with stakeholders; and a review of City budget documents from 2011 through 2025. Based on this body of material, we have identified a set of substantive issues that warrant thorough and detailed responses.

The Draft evaluates two primary scenarios for managing New York City's approximately ~13 million tons per year of DSNY-managed and commercially managed solid waste, the majority of which is exported outside the City. These scenarios consist of a Business as Usual scenario, under which diversion of DSNY-managed waste is projected to remain at approximately 19.6%; and an Implementation of Proposed Programs scenario, under which diversion is projected to increase to

¹⁰ References to the Draft 2026 Solid Waste Management Plan as a "framework" appear to reflect informal usage rather than a defined regulatory category. Neither the Environmental Conservation Law nor DEC's implementing regulations characterize local solid waste management plans in this manner. Article 27 of the Environmental Conservation Law and 6 NYCRR Part 366-3 require the preparation of a solid waste management plan that evaluates existing conditions, projects future waste management needs, and identifies mechanisms sufficient to achieve the State's solid waste management objectives. Although Part 366-3 establishes minimum procedural requirements for public participation—such as a public comment period and public meeting—it does not contemplate submission of a purely conceptual or non-operational document.

30.5% by 2036. For commercially managed waste, diversion is projected to remain at 28.1% under Business as Usual and to increase to 54.1% under successful Implementation of the Proposed Programs.

To achieve the targets under the Implementation of Proposed Programs, the Draft covers a total of eight areas for which programs are proposed for implementation: 1. Waste Prevention and Reuse 2. Organics Diversion and Recovery 3. Residential Recycling 4. Residential Municipal Solid Waste (MSW) 5.

Commercial Waste 6. Construction and Demolition (C&D) Waste 7. Special Waste 8. Education and Outreach. Many of these programs have existed for decades, and have had varying degrees of success.

A central factor shaping both scenarios is New York City's legacy waste management infrastructure, much of which predates the 1992 Solid Waste Management Plan. Following the closure of the Fresh Kills landfill in 2001, this system evolved by design to prioritize the integration of collection, transfer, and long-distance transportation for disposal outside New York City, primarily by rail, through landfilling and incineration.

Excluding DSNY's collection operations, this export-oriented system costs the City approximately \$500 million annually, and ***this cost will not be reduced or eliminated by increased diversion to reuse, repair, recycling, and composting.*** What increased diversion will do is reduce — or eliminate — the negative externalities associated with each ton of material shifted away from export and disposal, including environmental harm, public health impacts, and disproportionate community burdens, while also creating the potential for positive externalities through local reuse, repair, recycling, and composting businesses and activities.

In parallel with the waste export system, New York City also has a substantial recycling and organics processing infrastructure for metals, glass, paper, and organic materials. Portions of this infrastructure were planned and developed with City support, while other elements emerged in response to market forces. As noted in the Draft, exact processing capacity is unavailable for some recycling facilities. However, available evidence suggests that a significant share of existing capacity may currently be underused, reflecting not a lack of processing capability but limitations in capture, participation, and contamination resulting from how programs are applied and implemented, rather than from downstream infrastructure constraints.

Although infrastructure is a significant factor in any solid waste management planning exercise, we do not believe infrastructure or the maximization of built infrastructure on its own should drive or hinder sustainability efforts.

Pursuant to regulations promulgated by the New York State Department of Environmental Conservation, the city’s DSNY must prepare a Local Solid Waste Management Plan to describe existing waste management practices, evaluate future options, identify implementation steps, project waste generation and reduction, and consider a wide range of policy and programmatic topics spanning waste reduction, recycling and organics recovery, market development, enforcement, incentives, education, data, hauler regulation, flow control, construction and demolition debris, private-sector coordination, thermal treatment, and disposal.

In our estimation, the Draft does meet these procedural requirements, though with varying levels of depth and specificity. While the Draft meets the baseline operative regulatory standards of requiring a plan to “describe” and to “consider,” the Draft falls short in consistently linking its programmatic elements to clear, credible, and measurable outcomes. This failure to connect programs to results — the essential function of a solid waste management plan — is the Draft’s central weakness.

We believe a successful plan must realistically assess and leverage DSNY’s core operational strengths, recognize the limits of regulatory and legislative tools, identify and mitigate the externalities of disposal choices, and connect specific actions to measurable diversion outcomes. And, importantly, the Draft does not help the State’s ability to meet the statutory GHG limits and CLCPA’s environmental-justice mandates and New York City Local Laws. Though DSNY is well positioned to support sustainability through implementation, it is not institutionally designed to drive sustainability outcomes on its own.

The comments that follow reflect this distinction and focus on areas where the Draft’s approach limits its ability to move from a “**Business as Usual**” trajectory to the outcomes projected under “**Implementation of Proposed Programs**”. We keep our comments focused only on what can reasonably move the City to the plan’s 30.5% DSNY Managed Waste Diversion target, why the targets should be met and how to effectively monitor progress toward those goals.

1. Public Engagement

Public engagement for the Draft 2026 Solid Waste Management Plan commenced on October 1, 2025, the date of its public release. At that time, the public comment period was scheduled to close on

November 14, 2025, providing a total of 45 days for review and comment.¹¹ On October 6, 2025, the Solid Waste Advisory Boards submitted a request to the Department of Sanitation for a 120-day extension of the comment period, which was denied the following day in a response dated October 7. After sustained advocacy by the SWABs and other organizations and stakeholders within and outside New York City, DSNY granted an extension on November 14, establishing a revised comment deadline of January 16, 2026.

From the public release of the Draft through the New York City Council Committee on Sanitation and Solid Waste Management oversight hearing held on December 9, 2025—a period of 47 business days, excluding Columbus Day, Veterans Day, and Thanksgiving Day—DSNY reported receiving a total of 18 public comments on the Draft Plan.

This level of engagement occurred in the context of a city of nearly nine million residents and a Draft Plan that has been under development since 2022, at a reported cost exceeding \$1 million in consultant services. Once finalized, the Plan will guide New York City’s solid waste policy and infrastructure decisions through 2036.

If the City is to achieve the Draft’s projected residential diversion rate of 30.5 % by 2036, substantial, consistent, and sustained public engagement—both during plan development and throughout implementation—will be required. For this reason, our concerns regarding public engagement merit a meaningful and substantive response.

We recognize that additional opportunities for public engagement may arise as the Plan moves from adoption into implementation over the next decade. However, based on the public engagement process to date, we have significant concerns that warrant clear explanation and corrective action.

Guidance from the U.S. Environmental Protection Agency on public participation emphasizes that not all public engagement is equivalent, and that agencies must determine at the outset of a planning process the degree of influence the public will have on decision-making. EPA further

¹¹ While 6 NYCRR Part 366-3 establishes the minimum procedural requirements for public participation—such as a forty-five-day comment period and at least one public meeting—ECL § 27-0107 articulates the broader legislative intent that local solid-waste plans be developed in a manner consistent with the State Solid Waste Management Policy, including meaningful public participation and intergovernmental coordination. In this context, the forty-five-day period represents only a regulatory floor, not a ceiling, and the Department and City alike retain discretion to extend the period when warranted to ensure that the statutory purpose of informed, substantive public review is fulfilled.

notes that failure to clearly define the public’s role in advance frequently undermines the effectiveness of public participation efforts and the success of the resulting plan.¹²

Role and Influence of the Public

How specifically did DSNY define, in advance, the intended role and level of influence of the public in both:

1. the development of the Draft 2026 Solid Waste Management Plan; and 2. the implementation of the Plan over its full 2026–2036 planning horizon?

In particular, please clarify:

What decisions during development of the Draft Plan DSNY intended to be meaningfully influenced by public input;

What decisions during implementation of the Plan (2026–2036) DSNY intends to be meaningfully influenced by public input, including program design, prioritization, course corrections, and performance adjustments;

Whether public engagement during both the drafting and implementation phases is intended to be informational, consultative, advisory, or participatory; and

How the scale, timing, and structure of public engagement activities were designed — or will be designed — to match the intended level of public influence at each stage?

EPA guidance further cautions that when agencies do not clearly define the public’s role, stakeholders may reasonably believe they will have meaningful input into decisions, only to later discover that little or no influence was intended. EPA notes that this mismatch frequently leads to dissatisfaction with outcomes regardless of how many engagement activities occur.¹³

¹² U.S. Environmental Protection Agency, *EPA Evaluation Glossary*, accessed January 12, 2026, <https://www.epa.gov/esam/glossary>

¹³ U.S. Environmental Protection Agency, *Principles for Evaluating Environmental Programs*, EPA 240-R-98-007 (1998), <https://www.epa.gov/evaluate>

Given the limited number of public comments received on the Draft Plan, it is unclear whether the level of engagement reflects public unawareness, public disinterest, barriers to participation, or a participation process that did not clearly communicate how public input would be used.

Definition of “the Public”

How does DSNY define “the public” for purposes of engagement related to the Draft and Final 2026 Solid Waste Management Plan?

Specifically, please clarify whether DSNY’s definition of the public includes:

Residents of New York City;

Communities and stakeholders located outside the City that host, receive, or are otherwise directly affected by New York City’s waste export, processing, or disposal activities; and

Organizations, workers, and municipalities impacted by implementation of SWMP’26 policies over the 2026–2036 planning horizon.

Given that New York City’s solid waste system relies extensively on facilities, infrastructure, and transportation routes located outside the City’s boundaries, the impacts of SWMP’26 are not confined to New York City residents alone. Clarifying the scope of “the public” is therefore necessary to understand whose perspectives DSNY intends to consider during both plan development and implementation.

Recommendation

For the Final 2026 Solid Waste Management Plan, we recommend that DSNY clearly state — prior to adoption — the intended level of public participation and influence, consistent with EPA’s public participation framework. This should include:

A clear statement of which elements of the Plan are open to public influence;

The role public input is expected to play in decision-making; and

How DSNY will demonstrate whether and how public input affected the final Plan and its implementation.

Absent such clarification, it will not be possible to evaluate whether the public engagement process associated with SWMP'26 was appropriately designed for the scale, cost, and long-term consequences of the Plan.

The number of engagement activities, the length of the comment period, and the existence of a public hearing do not, by themselves, constitute meaningful public participation—particularly where the agency has not articulated the degree of influence it intended the public to have over resulting policy decisions.

2. Reporting on Outcomes and Improved Data

EPA's *Evaluation and Evidence-Building Policy* defines program evaluation as a systematic, evidence-based process that assesses how well a program is achieving its intended outcomes, using measurable performance indicators, data collection, analysis, and public dissemination of results. According to EPA, credible evaluation requires clearly defined goals, performance measures, appropriate data collection methods, and an evidence-building approach that supports program improvement and accountability.

Recommendation: Program Evaluation Framework

The Draft SWMP'26 articulates an “**Implementation of Proposed Programs**” scenario under which a 30.5% diversion rate is projected for DSNY-managed waste. However, the Draft does not clearly state how the effectiveness of these programs will be evaluated.

Consistent with EPA's Evaluation and Evidence-Building Policy (May 2022), we recommend that DSNY define *in advance* how it will evaluate each major program component, including:

Clearly stated goals and logic models for each initiative;

Defined performance indicators and outcome measures;

Data collection and quality assurance methods;

Analytic approaches to determine whether—and how—outcomes are being achieved; and • A public reporting schedule for evaluation results and associated data.

We request that the Final SWMP'26 include a **Program Evaluation Framework**, informed by EPA's Evaluation and Evidence-Building Policy, that:

Identifies the performance indicators and outcome measures for each major initiative;

Describes how performance and outcome data will be collected, validated, and analyzed;

Commits to making evaluation findings publicly available on a regular and predictable schedule; and

Explains how evaluation findings will be used to refine, adjust, and improve SWMP implementation over time.

Data Integrity, Consistency, and Public Availability

Effective program evaluation depends on datasets that are clearly defined, maintained consistently over time, and made publicly available on a predictable schedule. Historical consistency in reporting is essential to assessing trends, outcomes, and program effectiveness.

In this context, there are significant data issues that must be addressed prior to finalizing SWMP’26.

The changes made to the DSNY Monthly Tonnage Data in or around June 2025, now seven months old, have materially reduced the usability of that dataset for evaluation and public accountability. This issue is currently under review with DSNY, but it must be reiterated here given its direct relevance to program evaluation under SWMP’26.

Prior to June 2025, the Refuse category included only curbside collections. It now combines curbside, school, and containerized/other collections into a single figure. We request that these streams be disaggregated into separate columns for:

Curbside refuse (code 1),

School refuse (code 81), and

Containerized/other refuse (codes 2, 14, 15, 24, 25, 26, 80, and 96).

The same issue applies to Paper and Metal, Glass, and Plastic (MGP). Prior to June 2025, reported figures reflected curbside collections only; after June 2025, the figures include school and containerized/other collections. We therefore request that Paper and MGP data likewise be disaggregated into columns for:

Curbside paper (code 31)

School paper (code 48)

Containerized/other paper (codes 27, 32, 38, and 97)

Curbside MGP (code 33)

School MGP (code 78)

Containerized/other MGP (codes 28, 29, 37, 39, and 98)

Organics categories are already disaggregated and require no change.

Making these adjustments will allow users to recombine categories as needed for comparison with previously published datasets and other DSNY reporting, while preserving alignment across data sources. These changes would not interfere with consistency between Open Data reporting and DSNY metrics published elsewhere.

Having this dataset disaggregated as described is essential to meaningful program evaluation and review under SWMP'26.¹⁴

Capture and Diversion Rate Reporting

Separately, we request that DSNY resume publication of **capture and diversion rate data**, which DSNY previously made available for Paper and MGP through February 2020.

(See:

https://data.cityofnewyork.us/Environment/Recycling-Diversion-and-Capture-Rates/gaq9-z3hz/about_data)

This reporting should be reinstated and expanded to include organics capture rates, and should be published monthly, reported separately for:

Curbside collections (approximately 90% residential and 10% non-school institutional); and • School programs.

We emphasize that this request—for monthly capture and diversion rates—is distinct from, and in addition to, the request currently under review regarding disaggregated tonnage reporting by stream and program type. That distinction should be made explicit in the Final SWMP'26.

Without clear evaluation frameworks and consistent, disaggregated, publicly available data, it will not be possible to determine whether SWMP'26 programs are achieving their stated outcomes, to understand how and why outcomes are or are not being achieved, or to make evidence-based adjustments over the 2026–2036 planning horizon.

Will the DSNY commit to meeting two to four times annually with SWAB data and analytics team members to review data metrics to ensure data understanding is aligned?

The Draft SWMP'26 projects increased diversion outcomes over the 2026–2036 planning horizon, but provides limited publicly available information regarding the design capacity, contracted capacity, and current utilization rates of recycling and organics processing facilities serving New York City.

Available data indicate that downstream processing capacity is unlikely to be the binding constraint on improved diversion of residential recyclables. The Pratt paper recycling facility in Staten Island processes approximately 450,000 tons per year, while New York City residential paper diversion totaled approximately 297,436 tons in 2023 and 293,890 tons in 2024.^{15 7} Similarly, residential metal, glass, plastic, and cartons (MGPC) diversion totaled approximately 285,752 tons in 2023 and 283,797 tons in 2024^{16 9}—volumes below the estimated annual design throughput capacity of approximately 500,000 tons at Sims Municipal Recycling's Brooklyn facility.

¹⁴ December 9th, 2025 DSNY testimony

¹⁵ Draft Solid Waste Management Plan 2026, 3. Residential Recycling Program, pg. 142 ⁷
<https://tracknyctrash.com/>

¹⁶ Draft Solid Waste Management Plan 2026, 3. Residential Recycling Program, pg. 142 ⁹
<https://tracknyctrash.com/>

DSNY has indicated that approximately 85% of this Brooklyn MGP capacity is currently utilized; however, Sims facilities in the Bronx, Queens, and New Jersey are also used to receive DSNY-collected recyclables, and publicly available data on the design capacity and utilization of those facilities is not provided.¹⁷ In informal discussions with recycling operators, some facilities have further indicated that they are capable of accepting substantially greater quantities of source-separated material and that New York City tonnage is currently supplemented with material imported from neighboring states to maintain efficient operations. Taken together, this evidence indicates that constraints on diversion performance are more plausibly driven by upstream capture, participation, contamination, and program design than by insufficient downstream processing capacity.

Given the central role that downstream capacity plays in diversion planning, we request clarification on the following:

What is the current design and contracted processing capacity for DSNY-managed paper and MGP recycling?

What portion of that capacity is currently utilized by New York City material, and how has utilization changed over the past five years?

To what extent, if any, are facilities serving New York City supplementing throughput with material from outside the City?

Without transparent reporting on processing capacity and utilization, it is not possible to evaluate whether projected diversion outcomes are constrained by downstream infrastructure or by upstream capture, contamination, and participation.

Recommendation: Processing Capacity and Utilization Reporting

We recommend that DSNY include, as part of the Final SWMP'26 and its ongoing reporting framework, clear and consistent disclosure of recycling and organics processing capacity, including design capacity, contracted capacity, and annual utilization by material stream. Such reporting is necessary to distinguish between infrastructure constraints and programmatic performance issues and to ensure that future planning decisions are grounded in transparent, verifiable assumptions.

3. Consistency with CLCPA, the Scoping Plan, and City Law

A particularly important area of concern is the degree to which the Draft 2026 Solid Waste Management Plan operates within—and is consistent with—relevant New York State and New York City legislation.

At the State level, the Climate Leadership and Community Protection Act (CLCPA), codified in

¹⁷ Draft Solid Waste Management Plan 2026, Attachments: Attachment C: Accessible Capacity for New York City Waste Management, pg. 36

Environmental Conservation Law Article 75, establishes legally binding greenhouse gas emissions limits and environmental justice obligations applicable within New York State. Accompanying the CLCPA is the Climate Action Council’s 2022 Scoping Plan, which provides the State’s policy roadmap for achieving those statutory emissions limits and advancing equity goals across economic sectors, including waste management.

At the City level, Local Laws 86 and 87 of 2023 further clarify DSNY’s responsibilities with respect to waste diversion by establishing a citywide goal of diverting 100% of city-generated recyclable waste from landfills and incinerators by calendar year 2030. Where this goal is determined to be infeasible despite best efforts, DSNY is required to report that determination in its annual zero waste report and to make recommendations for meeting the diversion goal.

In addition, Local Law 152 of 2018 (the Waste Equity Law) — passed in 2018 and implemented in 2019 — was enacted to address disproportionate truck traffic and waste volumes in overburdened community districts, specifically Brooklyn Community District 1, Queens Community District 12, and Bronx Community Districts 1 and 2. Local Law 152 seeks to mitigate these impacts by reducing permitted transfer station capacity in the identified districts, preventing the overconcentration of waste management facilities and operations, and requiring DSNY to monitor waste flows and transfer station capacity and to submit annual implementation reports to the City Council.

CLCPA, the Scoping Plan, and Waste Export

Through the lens of this legislative context, we consider Table 1-4 from the Draft Plan, “Final Waste Destinations and Environmental Justice Communities,” which identifies the final disposal or processing facilities receiving New York City’s waste and presents selected demographic characteristics of the host communities.

Table 1-4 from the Draft Plan, “Final Waste Destinations and Environmental Justice Communities,

Facility Municipality	% of Community that is not White	% of Persons in Poverty	Landfill or Incinerator
Reworld/Chester Chester, PA	87.1%	30.8%	Incinerator
Reworld/Niagara Niagara Falls, NY	34.0%	23.7%	Incinerator
Atlantic Waste Disposal Waverly,	83.5%	7.9%	Landfill

VA			
Commonwealth Hegins, PA	38.3%	12.5%	Landfill
Fairless Hills Landfill Morrisville, PA	30.0%	9.0%	Landfill
High Acres Fairport, NY	8.0%	12.9%	Landfill
Keystone Sanitary Landfill Dunmore, PA	11.4%	11.4%	Landfill
Lee County Bishopville, SC	65.9%	23.3%	Landfill
Maplewood Landfill/Amelia Jetersville, VA	26.85%	11.1%	Landfill
Seneca Meadows Waterloo, NY	9.22%	11.3%	Landfill
Tullytown Tullytown, PA	17.59%	6.1%	Landfill
Westchester Resco Peekskill, NY	60.86%	10.0%	Incinerator
Reworld Essex Newark, NJ ¹⁸ ¹⁹	72.1%	26%	Incinerator

¹⁸ The SWABs added this row. Uncertain as to why DSNY did not include Reworld Essex, which is not on this chart.

¹⁹ <https://datausa.io/profile/geo/essex-county-nj#housing>, <https://ironboundcc.org/our-community/>

As presented in the Draft, Table 1-4 documents that a substantial portion of New York City’s waste is disposed of at landfills and incinerators²⁰ located in communities disproportionately comprised of people of color and/or higher poverty rates, including facilities located both within New York State and outside the State.

New York City’s current waste export–dependent system therefore creates a complex geographic pattern of impacts. Some of these impacts—particularly greenhouse gas emissions, truck traffic, and cumulative burdens experienced by environmental justice communities within New York City and New York State—fall squarely within the scope of the CLCPA and the Climate Action Council’s Scoping Plan. Other impacts occur outside New York State, where the CLCPA does not directly apply, but nonetheless represent foreseeable and material consequences of New York City policy choices.

Though the CLCPA’s regulatory authority is limited to New York State, New York City’s waste management decisions are a primary driver of emissions, pollution, and environmental burdens both within and beyond the State’s borders. New York City’s reliance on waste export externalizes environmental and public health burdens to communities beyond the City and the State, even though those burdens arise directly from in-state consumption and policy decisions.

The Climate Action Council’s 2022 Scoping Plan emphasizes emissions reduction at the source, avoidance of burden shifting, and prioritization of local solutions that reduce transportation-related emissions and cumulative impacts. Continued reliance on long-distance waste export runs counter to these principles by displacing emissions and environmental harms rather than reducing them.

The Scoping Plan further adopts an expanded approach to greenhouse gas accounting by including out-of-state emissions associated with imported electricity and the extraction and transmission of imported fossil fuels. This reflects a policy choice to account for emissions that occur outside New York State when they are the foreseeable result of in-state consumption. The Draft SWMP’26 does not apply a comparable analytical lens to emissions associated with New York City’s waste export system, despite the fact that waste disposal is an essential component of enabling in-state consumption.

This asymmetry raises a fundamental question of consistency: whether emissions resulting from New York City policy choices are being reduced, or merely shifted beyond the boundaries of state accounting.

Taken together, the CLCPA, the Scoping Plan, and relevant City laws establish both climate- and equity-based constraints on waste system design and make diversion performance the primary mechanism available to DSNY to reduce harm. The Scoping Plan’s decision to include imported emissions establishes a policy principle that, at a minimum, requires transparency and acknowledgment of exported emissions resulting from New York policy choices.

In light of the foregoing, the Draft SWMP’26 should address the following:

²⁰ In 2023 and 2024 1/3 of NYC’s residential waste component of DSNY Managed Waste exported was disposed via incineration and 2/3 disposed of via landfill.

How does the Draft SWMP'26 distinguish between waste-system impacts that fall within the scope of the CLCPA and those that occur outside New York State, and how does DSNY propose to address each category?

How does DSNY reconcile continued reliance on long-distance waste export with the Scoping Plan's emphasis on emissions reduction, avoidance of burden shifting, and minimization of transportation-related emissions?

What steps does DSNY propose to reduce in-state harms that are clearly subject to CLCPA requirements, regardless of where final disposal occurs?

How does DSNY reconcile the Scoping Plan's inclusion of out-of-state emissions associated with imported energy with the Draft SWMP'26's treatment of emissions associated with long-distance waste export, which similarly results from in-state policy decisions?

How does DSNY account for greenhouse gas emissions and other environmental impacts associated with New York City waste exported to out-of-state facilities, and how does this treatment align with the Scoping Plan's accounting framework?

Which components of the waste export system does DSNY consider within the scope of CLCPA-aligned planning (e.g., in-state transportation and in-state disposal), and which components does it treat as outside that scope—and why?

Local Laws 86 and 87 of 2023: Diversion Obligations and Consistency with SWMP'26

Local Laws 86 and 87 of 2023 further clarify DSNY's responsibilities with respect to waste diversion. These laws establish a citywide goal of diverting 100% of city-generated recyclable waste from landfills and incinerators by calendar year 2030. Where this goal is determined to be infeasible despite best efforts, DSNY is required to report that determination in its annual zero waste report and to make recommendations for meeting the diversion goal.

In light of the documented reliance on landfills and incinerators burdening environmental justice communities—both within and beyond New York State—these local laws underscore that diversion is not merely aspirational, but the primary mechanism available to DSNY to reduce the displacement of environmental and climate harms resulting from New York City's waste system.

Against this backdrop, the Draft SWMP'26's projection of a 30.5% diversion rate by 2036 raises a fundamental question of consistency. The Draft does not explain how this trajectory aligns with the City's stated goal of 100% diversion of recyclable waste by 2030 under Local Laws 86 and 87, nor does it articulate interim benchmarks, contingency measures, or a process for determining infeasibility, as required by those laws.

Accordingly, the Draft SWMP'26 should address the following:

How does DSNY reconcile the Draft SWMP'26's projected diversion trajectory with the diversion goals and reporting obligations established by Local Laws 86 and 87 of 2023?

What criteria will DSNY use to determine whether achieving 100% diversion of recyclable waste by 2030 is infeasible, and when will that determination be made?

How will DSNY's annual zero waste report be used to assess progress toward reducing reliance on the landfills and incinerators identified in Table 1-4, particularly those serving environmental justice communities?

If diversion targets are not met, what corrective actions does DSNY commit to implementing to prevent the continued displacement of environmental and climate harms through waste export?

We recognize that DSNY's direct enforcement authority with respect to private waste generators and downstream disposal facilities is limited. However, Local Laws 86 and 87 do not hinge on enforcement alone; they require goal-setting, performance measurement, public reporting, and recommendations for corrective action. SWMP'26 should therefore be explicit about how DSNY will meet these obligations through program design, contracting decisions, diversion investments, and transparent reporting.

Local Law 152 of 2018 and Waste Equity Outcomes

Local Law 152 of 2018 (the Waste Equity Law)—passed in 2018 and implemented in 2019—was enacted to mitigate the impacts of disproportionate truck traffic and waste volumes in overburdened community districts by reducing permitted transfer station capacity in the identified districts, preventing the overconcentration of waste management facilities and operations, and requiring DSNY to monitor waste flows and transfer station capacity and to submit annual implementation reports to the City Council.

Analysis of the annual Local Law 152 implementation reports published by DSNY indicates that the permitted capacity reductions established under the law remain well above current usage levels. As illustrated in the accompanying presentation and reflected in DSNY's published data, the practical effect of these capacity reductions on reducing truck traffic and waste volumes in the impacted community districts—Brooklyn Community District 1, Queens Community District 12, and Bronx Community Districts 1 and 2—has therefore been negligible to date.

As a result, Local Law 152 currently functions primarily as a guardrail against future overconcentration, rather than as an active mechanism for reducing existing waste volumes or truck traffic in overburdened communities.²¹

Interaction Between Local Law 152 and SWMP'26 Diversion Outcomes

The effectiveness of Local Law 152 going forward is highly dependent on whether the diversion targets projected under the Draft SWMP'26 are achieved.

If the projected diversion targets under the *Implementation of Proposed Programs* (IPP) scenario are not met for the DSNY-managed and commercial waste streams by 2036, total citywide waste volumes could increase by an estimated 152,129 tons annually under a reasonable worst-case

²¹ Local Law 152 2018 Slide Presentation:
https://docs.google.com/presentation/d/1n5h7dp_VBFS3xobDlzoPTvra3GDXPpY9Kf3EopyfOpl/edit?usp=sharing

scenario. While this additional volume would likely remain below the permitted capacity limits established under Local Law

152, it would nonetheless increase truck traffic and waste handling volumes, with potentially corresponding adverse impacts on the same overburdened community districts the law was intended to protect.

Conversely, if the projected diversion targets under the IPP scenario are achieved by 2036, total citywide waste volumes would be reduced by approximately 944,578 tons annually. Such a reduction would have the potential to produce meaningful and measurable decreases in truck traffic and waste volumes affecting Brooklyn Community District 1, Queens Community District 12, and Bronx Community Districts 1 and 2.

Implications for SWMP'26

This analysis underscores that Local Law 152 alone is insufficient to deliver waste equity outcomes in the absence of substantial diversion performance. While the law establishes important structural limits on facility concentration and permitted capacity, actual reductions in truck traffic and waste burdens in overburdened communities depend primarily on whether SWMP'26 achieves its projected diversion outcomes.

Accordingly, diversion targets under the Draft SWMP'26 are not only central to meeting climate and environmental justice objectives under the CLCPA and the Scoping Plan, but also to realizing the waste equity goals embodied in Local Law 152. Without achieving these diversion targets, the Draft Plan risks leaving the communities identified in Local Law 152 exposed to continued—and potentially increased—waste-related impacts, notwithstanding the existence of statutory capacity limits.

Given that permitted transfer station capacity reductions under Local Law 152 remain well above current usage levels:

How does DSNY intend to ensure that Local Law 152 produces meaningful reductions in truck traffic and waste volumes in the overburdened community districts it was enacted to protect, rather than functioning solely as a safeguard against future overconcentration?

If the Implementation of Proposed Programs (IPP) scenario achieves the projected diversion rates of 30.5% for DSNY-managed waste and 54.7% for commercial waste, what specific metrics will DSNY use to assess the resulting impacts on truck traffic, waste volumes, and cumulative burdens in the community districts identified under Local Law 152?

4. Senior Leadership for Recycling and Sustainability and Compatibility of Uniformed Personnel Configuration with Projected Diversion Outcomes

A further area of concern relates to whether DSNY's current organizational structure **and uniformed personnel configuration** provide sufficient capacity, authority, and operational alignment to deliver the recycling, waste reduction, and diversion outcomes projected under the Draft 2026 Solid Waste Management Plan.

In May 2012, the Bloomberg Administration announced the creation of a Deputy Commissioner of Recycling and Sustainability within DSNY, a role that subsequently evolved into the Bureau of Recycling and Sustainability (BRS). The establishment of this position and bureau reflected an explicit recognition that recycling, organics, waste prevention, and sustainability initiatives required dedicated executive leadership, strategic coordination, and sustained programmatic focus distinct from refuse collection and disposal operations.

A high-level DSNY organizational chart from 2021 showed the Bureau of Recycling and Sustainability as a distinct entity with a defined leadership structure, including a Deputy Commissioner, four directors, and two deputy directors. At that time, the bureau appeared positioned to provide centralized leadership across the City’s recycling, organics, and diversion programs.

Subsequent budgetary and organizational changes, however, appear to have materially altered this structure. The FY23 Departmental Estimates – Operating Budget (Agency 827, Unit of Appropriation 102: Cleaning & Collection), under Responsibility Center 1014: Waste Prevention, Reuse & Recycling (Budget Code 2991), reflect a reduction of approximately \$900,000 and an associated headcount reduction of twelve positions. At present, the functions formerly housed within the Bureau of Recycling and Sustainability appear to have been reorganized under the Bureau of Solid Waste Management as “Resource Recovery,” representing a shift away from a standalone, senior-level bureau dedicated specifically to recycling and sustainability.

This devolution raises questions about whether DSNY’s current senior leadership structure is appropriately aligned with the scale, complexity, and sustained performance required to achieve the Draft SWMP’26’s projected diversion outcomes, particularly given the Plan’s increased reliance on implementation, evaluation, public engagement, and interagency coordination over the 2026–2036 planning horizon.

In parallel, recent changes to DSNY’s uniformed workforce framework — including provisions adopted under the 2023 collective bargaining agreement covering uniformed sanitation workers — appear to have operational implications relevant to diversion performance. As described publicly, the agreement consolidates routing, performance metrics, and operational targets for refuse and recycling collection into a unified “all-materials” framework, replacing prior structures under which refuse and recycling were managed, routed, and evaluated as distinct operational streams.²²

While labor agreements appropriately reflect negotiated terms and conditions of employment, SWMP’26 relies on projected improvements in recycling and organics diversion that historically have required differentiated routing, performance measurement, and operational emphasis. The Draft does not address how changes in uniformed personnel configuration, routing flexibility, or performance incentives interact with — or support — the diversion gains projected under the Implementation of Proposed Programs scenario.

²² <https://thechiefleader.com/stories/sanitation-union-city-reach-tentative-contract-agreement,51338>

In light of the Draft Plan’s reliance on substantial and sustained diversion performance, we request clarification on the following:

What senior leadership structure within DSNY is currently responsible for setting citywide recycling, organics, waste reduction, and diversion strategy under SWMP’26, and how is that authority exercised across bureaus and operational divisions?

How does DSNY assess whether the current organizational placement and staffing of Resource Recovery within the Bureau of Solid Waste Management provides sufficient authority, institutional focus, and cross-agency coordination to achieve the diversion outcomes projected in the Draft Plan?

How does DSNY evaluate the compatibility of its current uniformed personnel configuration — including routing structures, performance metrics, and operational incentives — with the Plan’s projected increases in recycling and organics diversion?

What evidence does DSNY rely on to conclude that diversion outcomes will materially improve under the current combined operational framework, given that prior diversion gains were pursued under a structure that distinguished between refuse and recycling operations?

How will DSNY ensure clear accountability, continuity of leadership, and sustained institutional focus on recycling and sustainability objectives throughout the 2026–2036 planning horizon under both the current leadership structure and labor framework?

5. Compost and Composting versus Co-digesting and Biosolids

The Draft SWMP’26 appears, in our view, to implicitly support the current direction of 80 % of New York City’s organics stream to anaerobic co-digestion, despite the fact that food scraps and biosolids are fundamentally different materials with materially different climate and environmental outcomes.²³ Co-digestion converts a large share of organic carbon into near-term greenhouse gas emissions — methane and carbon dioxide — and produces additional biosolids requiring downstream management, whereas composting food scraps preserves biological carbon, builds soil organic matter, and achieves direct carbon sequestration with substantially lower methane risk.

²³ https://citymeetings.nyc/meetings/new-york-city-council/2024-02-27-1000-am-committee-on-sanitation-and-solid-waste-manageme nt/?utm_source=chatgpt.com

Recent City planning efforts for biosolids management acknowledge the difficulty of identifying durable, beneficial end uses for biosolids and rely on blended, scenario-level assumptions to achieve carbon benefits²⁴, without properly accounting for and including upstream digestion-stage methane leakage or combustion emissions to the biosolids fraction. As a proposed solution, the Department of

Environmental Protection and the DSNY have engaged in the development of a “Biosolids Master Plan” which is referenced multiple times in the Draft 2026 SWMP starting on page 9 of the Draft 2026 SWMP Executive Summary. The Biosolids Master Plan touts gasification and or pyrolysis solutions²⁵ as the best approach for eliminating toxicants from biosolids or sewage sludge so that the sludge can be put to “beneficial use” instead of landfilled or disposed of via standard incineration. The beneficial use of biosolids produced via co-digestion will allow the DEP and DSNY to achieve GHG emissions / savings comparable to composting according to a Northern Tilth study²⁶. Without the beneficial use of biosolids (e.g. land application of biosolids), the GHG models show that co-digestion of food scraps with sewage cannot match the benefits as provided by composting. The economic justification for using millions of dollars to build a gasification or pyrolysis plant to eliminate PFAS from biosolids to facilitate beneficial use is not known. Additionally, as more communities pass laws to protect themselves from the PFAS, microplastics, and heavy metals in biosolids, it is not certain that biosolids that go through Advanced Thermal Treatment will be fit for beneficial use.

By contrast, composting food scraps avoids these upstream emissions entirely and yields a stable, land-applied product with demonstrated carbon sequestration benefits. Against this backdrop, the Draft SWMP’26 does not explain why a high-value, climate-positive feedstock is being routed into a system optimized for sewage waste treatment and high-cost energy recovery rather than soil carbon retention.

Additionally, Local Law 85 of 2023 (Section 16-308) requires DSNY, as a part of the SWMP ‘26, to “include a plan to maximize the usable composting of organic waste collected.”²⁷ The Draft Plan notes that 73% of separated organics collected by DSNY were “recovered for beneficial use,” however this number appears to include co-digestion in the calculation. Due to its environmental impacts, co-digestion + biosolids is not nearly as beneficial a use as traditional composting. To

²⁴ “Biosolids Master Plan”, WEF/IWA Residuals and Biosolids Conference 2023, Jane Gajwani (DEP) and Jen McDonnell (DSNY), AECOM, Hazen & Sawyer, SYLVIS, JK Muir, June 2023

²⁵ “Biosolids Master Plan”, WEF/IWA Residuals and Biosolids Conference 2023, Jane Gajwani (DEP) and Jen McDonnell (DSNY), AECOM, Hazen & Sawyer, SYLVIS, JK Muir, June 2023

²⁶ “Modeling GHG Emissions from Source Separated Organics”, Romy Carpenter and Andrew Carpenter, Bio-Cycle, May 6, 2024: <https://www.biocycle.net/modeling-ghg-emissions-from-source-separated-organics/>

²⁷ Local Law 85 for the Year 2023, New York City Council, <https://intro.nyc/local-laws/2023-85>

comply with the law, the Final Plan must “describe the amount of organic waste collected and sent to composting facilities to be processed into **usable compost**.”

Expansion of composting within New York City should not be dismissed as infeasible. The Intro 696 report clearly makes the case that composting is more environmentally beneficial as well as economically beneficial (green jobs, tax revenue, community cohesion, participation).²⁸ Additionally, the Intro 696 report outlines that adequate space for composting exists within New York City.

How does DSNY justify prioritizing codigestion over composting for the majority of New York City’s food scraps under SWMP’26, given the significantly different carbon, methane, and sequestration outcomes of these pathways under a 20-year greenhouse gas accounting framework, and on what evidence does DSNY rely to conclude that this approach is consistent with the CLCPA, the Climate Action Council’s Scoping Plan, and the City’s diversion and climate objectives?

Recent City Planning efforts for biosolids management explicitly evaluate downstream emissions, transport, end-use fate, and carbon sequestration using a system-level analytical framework. Why does the Draft SWMP’26 not apply a comparable lifecycle or system-boundary analysis to municipal solid waste export, including long-distance transport, landfill and incineration emissions, and cumulative environmental justice impacts, and how does DSNY justify this analytical inconsistency in light of the CLCPA and the Climate Action Council’s Scoping Plan?

On what evidence or rigorous economic analysis does the City show it is in the financial interests of the residents of NYC to direct their food scraps to high-cost processing (co-digestion) that produces GHG as fuel, when there are other more affordable energy sources? And what economic analysis does the City use to show that it is further financially beneficial to lock the city into building expensive processing capacity (advanced thermal treatment) for additional biosolids produced as a result of adding food scraps to sewage in the co-digestion process?

Our review of the Draft SWMP’26 and the accompanying attachments and endnotes indicates that biosolids management and anaerobic digestion are supported by a concentrated body of climate-, regulatory-, and infrastructure-focused analyses, while composting is referenced primarily through operational and programmatic sources, with little comparable lifecycle or climate evaluation. This

²⁸ “Expanding Composting in New York City: The Case for Passing & Implementing Intro 696-2024”, Brooklyn Borough President, Bronx SWAB, Brooklyn SWAB, Manhattan SWAB, and Queens SWAB, September 2025: <https://www.brooklynbp.nyc.gov/reports/>

imbalance in cited sources mirrors—and helps explain—the Draft’s apparent preference for co-digestion over composting as the primary destination for the City’s organics stream.

The Draft SWMP’26 relies on detailed lifecycle, transport-inclusive, and end-use carbon modeling to evaluate biosolids management pathways, drawing on DEP’s Biosolids Master Plan and related analyses. However, the Draft does not apply a comparable analytical framework to municipal solid waste export, composting, or organics diversion pathways—despite their well-documented climate, environmental justice, and public health implications.

On what technical or policy basis does the Draft SWMP’26 apply rigorous lifecycle carbon analysis to biosolids management while limiting composting and municipal solid waste export to largely descriptive treatment, without equivalent evaluation of downstream emissions, sequestration potential, or avoided impacts?

Recent State-level legislative ([A.6192B \(Kelles\)](#) / [S.5759A \(Harcckham\)](#)) developments further call into question the Draft SWMP’26’s reliance on codigestion as the primary destination for the City’s organics stream. Legislation currently under consideration in New York State would impose a moratorium on the land application of biosolids due to widespread PFAS contamination concerns, reflecting a rapidly shifting regulatory and public-health landscape. Moreover, the New York Farm Bureau has reversed their position and is now opposing the land application of “contaminated sewage sludge” and will encourage testing prior to spreading²⁹. (Dec 8, 2025 Press Release) These developments underscore that biosolids management pathways assumed to be viable over the planning horizon of SWMP’26 may, in fact, face significant legal, environmental, and political constraints. Yet the Draft does not evaluate how such constraints could affect the feasibility, risk profile, or long-term sustainability of directing municipal organics toward co-digestion rather than composting.

Given active New York State legislation proposing a moratorium on land application of biosolids due to PFAS contamination, and the increasing number of county-level restrictions already in place, how does DSNY assess the long-term viability and regulatory risk of directing a substantial portion of the City’s organics stream toward co-digestion, which necessarily increases biosolids production? How does the Draft SWMP’26 account for this legislative trajectory when comparing co-digestion to composting as organics management pathways?

6. Stated Commitment to Achieving Diversion Targets Under Implementation of Proposed Programs. After evaluation of the eight programs listed under the Implementation of Proposed Programs Scenario, across the eight SWMP’26 programs presented, DSNY relies predominantly on

²⁹ “New York Farm Bureau Concludes 2025 State Annual Convention, December 8, 2025, <https://nyfb.org/news/press-releases/nyfb-2025-stacon>

exploratory language—such as “study,” “explore,” “monitor,” “evaluate,” and “consider”—while using commitment-based terms such as “establish,” “require,” “implement,” or “achieve” far less frequently.

Given that SWMP’26 is intended to guide ten years of implementation and is relied upon to project diversion outcomes of 30.5 % for DSNY-managed waste and 54.7 % for commercial waste by 2036, how does DSNY distinguish between strategies that are merely investigatory and those that represent firm commitments with defined timelines, responsible parties, and performance metrics?

For each of the eight programs, which initiatives does DSNY consider binding implementation commitments, and which are contingent, exploratory, or aspirational—and how does this distinction factor into the diversion projections?

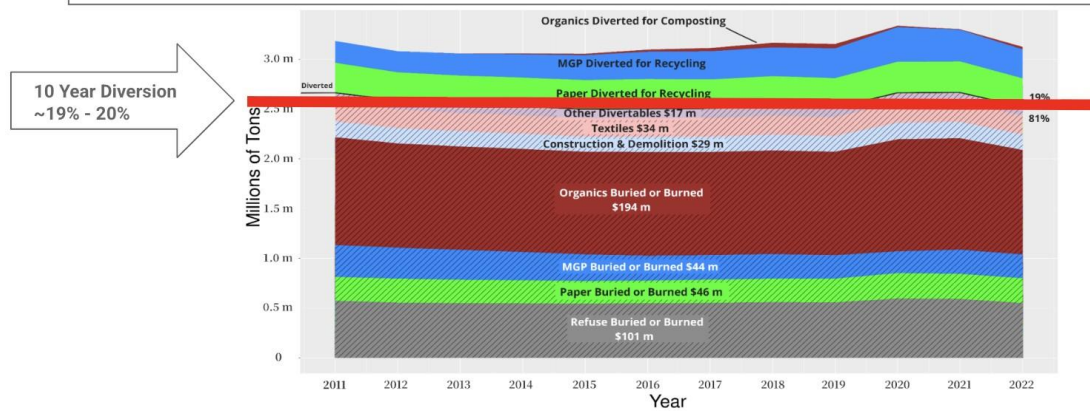
Concluding Remarks

Based on our review of the Draft Plan and its supporting documents, the areas we have identified require thorough and detailed responses. Taken together, these findings raise significant concerns about the Department of Sanitation’s ability, acting alone, to achieve the Implementation of Proposed Programs diversion targets of 30.5% for DSNY-managed waste and 54.1% for commercially managed waste. This concern is heightened by the fact that many of the programs proposed for implementation have existed for decades and have been supported by substantial institutional and structural resources intended to advance sustainability that are no longer in place.

As previously noted, the Bureau of Recycling and Sustainability operated for a full decade between 2012 and 2022. These efforts, which should have produced measurable increases in diversion, resulted in little to no sustained long-term improvement. As shown in Graph 1 (Ten-Year Diversion, 2012–2022), New York City began that period with an overall diversion rate of approximately 20% and ended it in 2022 at approximately 19%.³⁰

³⁰ https://data.cityofnewyork.us/City-Government/DSNY-Districts/i6mn-amj2/about_data

We have not moved the needle on diversion of Recyclables in 10 years.



Graph 1 Ten Year Diversion 2012 - 2022

We believe the Draft's ten-year diversion targets can be achieved and should be taken seriously. However, we have a low level of confidence that they will be achieved under the Draft 2026 SWMP as currently configured and with DSNY structured as it is today. At the same time, New York City's waste management infrastructure—ranging from waste export to recycling and composting—is extensive and the product of decades of planning, investment, and market response. That infrastructure should not be viewed as an obstacle to sustainability, but rather as a foundation that must be better aligned with effective programs, accountability, and outcomes. If the City is to meet both the requirements and the intent of the Climate Leadership and Community Protection Act and its Scoping Plan, as well as applicable local laws addressing zero waste and waste equity, these diversion targets, at a minimum, must be met.

Once again the SWABs extend our congratulations and thanks to the Department of Sanitation on the release of the Draft Solid Waste Management Plan for 2026. We as well view the 2026 SWMP as the beginning, not the end, of public engagement and collaboration and we too look forward to detailed and thoughtful responses to our comments on the Draft and to working together to make meaningful progress on the City's solid waste management goals.

Response from Suffolk County

The Suffolk County Transportation Division acknowledges CURES detailed and thorough comment on the proposed Regional Freight Rail Infrastructure Assessment and Implementation Plan. The proposed plan is expected to provide a comprehensive approach to assessing and analyzing the key infrastructure bottlenecks and limitations which result in only 2% of goods to and from Suffolk County moved by rail and 98% of goods moved over the roadways of Suffolk. We will evaluate existing and rail freight infrastructure and opportunities for additional rail freight infrastructure to encourage the movement of more goods by rail. The first task of this proposed study is expected to be a review and summary of previous available study findings and recommendations which bear upon the topic of regional freight movement, and an existing conditions analysis which will take updated land use and zoning information into consideration.

We also appreciate that the CURES comment highlights County Executive Ed Romaine's advocacy for expanded electrification of the Long Island Rail Road.

Thank you for your comment.

Comment Received from Brady Rice:

Dear NYMTC Staff,

I am writing in response to the freight-related studies included in the Draft SFY 2026–2027 Unified Planning Work Program, particularly the Freight Hub and Flow Analysis and the Urban Freight Consolidation Center Feasibility Study.

I appreciate that these efforts are focused on understanding freight movement and identifying ways to improve efficiency across the region. My comment is intended to build on this work by encouraging clearer connections between freight analysis and neighborhood-level outcomes, especially related to keeping through-truck traffic off residential streets.

[A recent Hell Gate article](#) describing illegal truck cut-through traffic on Clinton Street on the Lower East Side provides a helpful example of the kinds of problems that can arise when trucks divert from designated routes. I reference this only to illustrate the type of neighborhood impact that freight planning efforts are meant to address.

Low Traffic Neighborhoods are mentioned here as one possible framework for applying freight data and routing analysis to real-world conditions, by discouraging cut-through traffic while still allowing local deliveries. Approaches like this could help ensure that trucks remain on appropriate corridors identified through freight studies, while improving safety and quality of life on residential streets.

Clarifying this relationship in the UPWP would help show how these studies support safety, congestion reduction, and neighborhood livability.

Thank you for the opportunity to comment!

Respectfully,

Brady Rice

Response from NYCDOT:

The Freight Mobility team plans to continue leveraging the UPWP to show how our existing studies can support safety, congestion reduction, and neighborhood livability through existing initiatives including street design interventions and updates to the truck route network, application of our pilots/programs that help mitigate freight-related congestion including microhubs, LockerNYC, and the Off-Hour Deliveries Program, and exploratory initiatives which includes designation of low traffic neighborhoods.

Change Log

- Updated certain sections to ensure language consistency between the UPWP and Moving Forward 2055
- Added the following NYC DOT Discretionary Planning Activities:
 - Local Law 55 Parking Study
 - NYC Truck Route Network Planning and Evaluation Study
- Minor funding revisions to Suffolk County's and Westchester County's work programs
- Updated the "Other Studies" section.
- Added NYSDOT In-Kind Service Match

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