

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
ADOPTED FEBRUARY 27, 2025



STATE FISCAL YEAR 2025-2026
UNIFIED PLANNING
WORK PROGRAM
APRIL 1, 2025 - MARCH 31, 2026

Disclaimer

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PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #593

**RECOMMENDATION OF THE DRAFT STATE FISCAL YEAR (SFY) 2025-2026
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, 2025 through March 31, 2026 identifies planning activities proposed for federal and other funding; and

WHEREAS, NYMTC's staff has determined that sufficient funds will be available to undertake the planning projects specified in this draft SFY 2025-2026 UPWP during the upcoming program year.

NOW, THEREFORE, BE IT RESOLVED that PFAC recommends that the Council adopt the draft SFY 2025-2026 UPWP.

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

ADOPTION: February 13, 2025

"I hereby certify that the above is a true copy of Resolution #593 – Recommendation of the SFY 2025-2026 Unified Planning Work Program for Council Adoption, and was motioned by Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."


Debra Nelson, PFAC Chair



**RESOLUTION #2025-1
COUNCIL ADOPTION OF STATE FISCAL YEAR (SFY) 2025-2026
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) 2025-2026 UPWP, for the program year April 1, 2025 through March 31, 2026, 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 2025-2026 UPWP during the upcoming program year; and

WHEREAS, NYMTC's Program, Finance and Administration Committee, at its February 13, 2025 meeting, recommended that this SFY 2025-2026 UPWP be adopted by the Council.

NOW, THEREFORE, BE IT RESOLVED that the New York Metropolitan Transportation Council adopts the SFY 2025-2026 Unified Planning Work Program.

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

ADOPTED: February 27, 2025

"I hereby certify that the above is a true copy of Council Resolution #2025-1, Council Adoption of State Fiscal Year 2025-2026 Unified Planning Work and was motioned by Westchester County Executive Kenneth Jenkins, Esq., and seconded by Robert DiCarlo representing Nassau County Executive Bruce Blakeman. This Resolution was adopted and passed unanimously."

Lance MacMillan

Lance Macmillan
Acting Council Secretary

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Abbreviations and Acronyms

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

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

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

Executive Summary

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

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

One of NYMTC's responsibilities is developing and adopting an annual Unified Planning Work Program (UPWP). The work program proposed for April 1, 2025, through March 30, 2026, identifies planning activities, such as transportation planning studies and technical analyses, proposed for federal and other funding.

NYMTC's Shared Goals, and Strategic Framework

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

Moving Forward is built around the member agencies' Shared Vision for Regional Mobility, which recognizes the critical importance of mobility to people's lives and aspires to:

Ensure that the mobility provided through our transportation systems reaches everyone in a sustainable, healthy, and equitable manner;

Invest efficiently for these transportation needs; and,

Respond effectively to the transportation challenges of tomorrow.

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



SAFETY AND SECURITY

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



RELIABLE AND EASY TRAVEL

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



PLANNING FOR CHANGING DEMAND

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



REDUCING ENVIRONMENTAL IMPACTS

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



RESILIENCY

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

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

Developing the Work Program

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

Core Program

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

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

Completing the individual planning projects that develop and maintain these required products and analyses is NYMTC's 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.
- Supplemental financing strategies.
- Congested links, corridors, or bottlenecks in the 2021 CMP Status Report

NYMTC's Work Program

The NYMTC's draft work program for State Fiscal Year (SFY) 2025-2026 presents the planning activities proposed for federal funding. Highlights from the Core Program include:

- Development and adoption of NYMTC's next Regional Transportation Plan, "Moving Forward 2055".
- Development and adoption of NYMTC's FFYs 2026-2030 TIP.
- The anticipated start of the next Regional Household Travel Survey.
- Adoption of a Transportation Conformity Determination for Moving Forward 2055 and the FFYs 2026-2030 TIP.
- Release of the 2024 Hub Bound Report.
- Adoption of a new annual work program.

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 location of those projects, which can be accessed through the link below.

<https://nymtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=7b3faa1adf5a4c10bac56868567df44c>

This year's work program identifies \$67 million in federal and non-federal funding for these efforts.

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, 2024 through March 30, 2025 identifies planning activities proposed for federal and other funding.

New York Metropolitan Transportation Council

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

In recognition of the complexity of its region, NYMTC is comprised of three committees organized by geographic area. These Transportation Coordinating Committees (TCCs) provide subregional forums within the regional context which can be more responsive to localized situations and concerns. NYMTC maintains three TCCs: Mid-Hudson South TCC (MHSTCC) covering the lower Hudson Valley; New York City TCC (NYCTCC) covering the five boroughs of NYC, and Nassau/Suffolk TCC (N/STCC) covering suburban Long Island. NYMTC provides staff resources to operate each of these TCCs and maintains a Central Staff which supports planning and related activities at the regional level and assists the TCCs.

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

NYMTC's Mission, Shared Goals and Strategic Framework

Along with the national transportation goals specified in current federal transportation legislation (see below), NYMTC's annual program is built around the organization's mission and its shared vision of the region's future as presented in its FFYs 2022-2050 RTP *Moving Forward*.

NYMTC's mission is fourfold:

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

NYMTC seeks to achieve its mission by:

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

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

Ensure that the mobility provided through our transportation systems reaches everyone in a sustainable, healthy, and equitable manner;

Invest efficiently for these transportation needs; and,

Respond effectively to the transportation challenges of tomorrow.

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

Moving Forward: Your Region, Connected - Goals and Objectives

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



SAFETY AND SECURITY

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

Objectives:

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



RELIABLE AND EASY TRAVEL

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

Objectives:

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



PLANNING FOR CHANGING DEMAND

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

Objectives:

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



REDUCING ENVIRONMENTAL IMPACTS

A transportation system that minimizes its Green House Gas (GHG) emissions and other impacts on the environment, especially the effects of climate change.

Objectives:

1. Encourage alternatives to single-occupant vehicle trips.
2. Encourage alternatives to trucking freight.
3. Modernize fleets to higher-standard and lower-emissions vehicles.
4. Efficiently manage limited roadway capacity to mitigate congestion and vehicular emissions.
5. Promote responsible environmental stewardship in transportation projects.
6. Address unequal impacts of transportation emissions on communities.



RESILIENCY

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

Objectives:

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

National Performance Goals

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

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

Federal Planning Factors

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

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

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

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

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

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

NYMTC's Core Program Planning Priorities

The federal regulations which govern the metropolitan transportation planning process establish the mandated products and analyses which constitute the process. Under these regulations, NYMTC is required to produce a long-range RTP and a medium-range TIP at least every four years. In addition, NYMTC must also develop and adopt an annual UPWP. Beyond these three core products, NYMTC is mandated to produce a regional emissions analysis of its Plan and TIP for transportation conformity under the Clean Air Act Amendments of 1990 (CAAA-1990) and an analysis of regional traffic congestion for the CMP. NYMTC is also required to develop, maintain and execute a Public Involvement Plan (PIP), as well as a Title VI Program.

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

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

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

NYMTC's Discretionary Program Planning Priorities

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

Moving Forward was adopted in September 2021 and is an integral part of the transportation planning process in NYMTC's ten-county planning area. It is a product of extensive coordination and collaboration among member agencies, NYMTC's partners in the public and private sectors, the public, and various stakeholders. It includes the following major components:

- *Moving Forward* contains the members' Shared Vision for Regional Mobility, which provides a strategic framework for the metropolitan transportation planning process. The Shared Vision includes goals and objectives, guiding principles, and recommended strategies and actions.
- *Moving Forward* lays out the region's transportation needs and desires from a regional perspective, including highways, streets, public transit, ridesharing and demand management, bicycles, pedestrian facilities, goods movement and special needs transportation.
- *Moving Forward* proposes projects, programs and studies which are consistent with the members' shared vision.
- *Moving Forward* defines key priorities for NYMTC's UPWP within this framework and it establishes the preeminence of maintaining and operating the vast and aging transportation infrastructure in NYMTC's planning area while defining subregional planning needs in each of NYMTC's ten constituent counties.

NYMTC's discretionary program priorities, drawn as they are from both *Moving Forward* and the national performance goals, are as follows:

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

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

UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2050									
	Support Economic Vitality	Increase Safety & Security	Increase Accessibility and Mobility	Improve Efficiency	Improve the National Freight Network	Protect and Enhance the Environment	Enhance Integration & Connectivity	Emphasize System Preservation	Improve Resiliency & Reliability	Enhance Travel & Tourism
September 11 th Memorial Program	•	•	•	•	•	•	•	•	•	•
Palisades Shared Use Path Feasibility Study	•		•			•	•			•
Northern Westchester East-West Corridors Study	•		•	•	•	•				•
MTA Wide Non-Revenue Fleet Electrification Infrastructure Study						•				
MTA Customer Satisfaction Sampling Efficiency Study			•	•						
MTA Second Avenue Subway West Feasibility Study	•	•	•	•		•	•		•	•
MTA Geospatial Mobility Database - Replica Access	•		•	•		•				
MTA Regional Rail Network Strategy Study - Scan			•				•			•
MTA Regional Rail Network Strategy Study - Project Feasibility & Option Development			•				•			•
MTA NYCT Platform Barriers Study		•								•

UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2050									
	Support Economic Vitality	Increase Safety & Security	Increase Accessibility and Mobility	Improve Efficiency	Improve the National Freight Network	Protect and Enhance the Environment	Enhance Integration & Connectivity	Emphasize System Preservation	Improve Resiliency & Reliability	Enhance Travel & Tourism
Land Use-Transportation Element of Comprehensive Plan	•	•	•	•		•	•	•	•	•
Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury	•	•	•	•		•	•			
Nassau County Traffic Signal Progression and Optimization Study II - Oceanside	•	•	•	•		•	•			
Nassau County Traffic Signal Progression and Optimization Study III - Hewlett and Lynbrook	•	•	•	•		•	•			
Roadway Sustainability and Compliance Study	•		•	•		•	•			
Lido Beach Multi-Use Trail Planning Study	•	•	•	•		•	•	•	•	•
Nassau-Queens Interface Transportation Study - Project Support	•	•	•	•		•	•			
Nassau County Transportation Alternatives Plan	•	•	•	•			•			•
Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan			•	•		•	•			
Nassau County Micro-Planning	•	•	•	•	•	•	•	•	•	•
Off-Street Parking	•				•	•				
Last-Mile Facilities and the Package Delivery Industry		•			•	•				
Industrial Freight and Land-Use Planning	•				•	•				
Neighborhood and Community Planning	•	•	•			•	•		•	
Work from Home Trends	•						•			

UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2050									
	Support Economic Vitality	Increase Safety & Security	Increase Accessibility and Mobility	Improve Efficiency	Improve the National Freight Network	Protect and Enhance the Environment	Enhance Integration & Connectivity	Emphasize System Preservation	Improve Resiliency & Reliability	Enhance Travel & Tourism
Red Hook Traffic & Truck Study	•	•	•	•		•	•			
Brooklyn College Flatbush Ave Transportation Study	•		•	•		•				
Coney Island Alternative Access – Congestion Study	•	•	•	•	•	•	•			
Morris Park East Bronx Transportation Study	•	•	•	•	•	•	•			
Microhubs Program Evaluation	•	•	•	•	•	•	•			
Increase Truck Safety Through Access to Better Vehicle Design Study	•	•					•			
Freight Hub and Flow Analysis	•		•	•	•	•				
NYC Urban Freight Consolidation Center Feasibility Study	•	•	•	•	•	•	•	•	•	•
NYC Good Neighbors Safety Coordination Study		•	•	•		•	•			
Secure Bike Parking Program Planning Activities	•	•	•	•		•	•	•	•	•
NYC Pedestrian Improvement Studies	•	•	•	•		•				
Public Realm Neighborhood Planning	•	•	•	•		•	•			
York Avenue Transportation Study	•		•	•		•	•			
Economic Benefits of Sustainable Streets Study	•		•	•	•		•			•
Taxi & For-Hire Vehicle Curb Regulations Study	•	•	•	•		•	•		•	•
Sight Seeing Bus Data Planning Study	•	•		•		•	•			•
Micromobility Data Study and Dashboard	•	•	•	•		•	•		•	•
Bike Infrastructure Before and After Evaluation Study	•	•	•	•		•	•		•	•

UPWP Discretionary Program	Planning Factors from Moving Forward Plan 2050									
	Support Economic Vitality	Increase Safety & Security	Increase Accessibility and Mobility	Improve Efficiency	Improve the National Freight Network	Protect and Enhance the Environment	Enhance Integration & Connectivity	Emphasize System Preservation	Improve Resiliency & Reliability	Enhance Travel & Tourism
Putnam County Public Transit System Study		•	•	•		•	•	•	•	•
Clarkstown Safety and Sustainability Study for Route 303 & Route 304	•	•	•	•		•				
County Mobility and Redesign Study	•		•	•		•	•			•
Transit Fare Policy and Transit Fare Structure Analysis Study	•		•	•		•	•			•
Transportation Section of Comp Plan	•	•	•			•	•		•	
Improving Mobility for the Aging Population	•	•	•	•		•	•	•	•	•

Building NYMTC's UPWP

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

Assembling the UPWP: Program Building

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

Assessing the UPWP: Peer Review

After program building, the preliminary program was peer reviewed among the NYMTC member agencies, considering relevance to the planning priorities, the coordination aspects of strategic performance project proposals, and estimated project costs in the context of anticipated resources for the program. The result of the peer review process was an agreement on a final draft program, pending federal review and public comment.

Assessing the UPWP: Public Review

The draft program is released for a thirty-day public comment period, and on-line public review sessions are organized to explain the UPWP and gather additional comments. All comments are considered by NYMTC relevant member agencies prior to finalizing the UPWP for adoption.

Major Expected Milestones for the Program

April – June

- NYMTC's next Regional Household Travel Survey project is expected to be underway.

July – September

- Up to six new students selected for the 2025-2026 academic year 9/11 Memorial Program
- Transportation Conformity for Plan 2055 and FFYs 2026-2030 TIP adopted.
- Plan 2055 adopted
- FFYs 2026 - 2030 TIP adopted

October – December

- Annual Listing of Obligated Projects released

January – March

- 2024 Hub-Bound report released.
- SFY2026-2027 UPWP adopted by NYMTC's Council and their Annual Meeting

Five (5) Year Planning Projection

	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY 2029-2030
PROGRAM SUPPORT AND ADMINISTRATION					
Administration	Support functions related to the 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 the development, management, and administration of the organization's activities, facilities, and equipment; liaison with NYSDOT as NYMTC staff's administrative host				
Federal Certification Reviews	Prepare for 2026-2027 Certification Review	Participate in the 2026-2027 Certification Review	Address recommendations from 2026-2027 Certification Review	Address recommendations from 2026-2027 Certification Review	Prepare for 2030-2031 Certification Review
Public information	Enhance website capabilities, public affairs, fulfillment, social media maintenance, and expansion				
Public Involvement Plan (PIP)	Evaluate the 2022 PIP and develop the 2026 PIP	Adopt and implement 2026 PIP	Consider updates to 2026 PIP	Evaluate the 2026 PIP and develop the 2030 PIP	Adopt and implement 2030 PIP
Title VI/Non-Discrimination Program	Evaluate the 2022 program and develop the 2026 program	Adopt and implement 2026 program	Implement 2026 program	Implement 2026 program	Evaluate the 2022 program and develop the 2030 program
Language Access	Continue language access support services				
Transportation Information Gateway (TIG)	Maintain, update and enhance TIG as necessary				
Annual UPWPs	Maintain current UPWP and develop a program for the next SFY.				
UPWP Reporting	During each year, complete quarterly UPWP progress reports; UPWP annual performance and expenditure report and annual/biennial Title VI reports				

	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY 2029-2030
Socioeconomic & Demographic (SED) Forecasts	Begin development of 2065 SED forecasts for PLAN 2060.	Continue development of 2065 SED forecasts for Plan 2060	Continue development of 2065 SED forecasts for Plan 2060. 2065 SED forecasts to be adopted by 10.1.28	Maintain/update the 2065 SED forecasts for Plan 2060.	Begin development of 2070 SED forecasts for PLAN 2065.
LONG-RANGE TRANSPORTATION PLANNING					
Plan 2050	Conclude Plan 2050 maintenance on 9.30.25	N/A	N/A	N/A	N/A
Plan 2055	Continue Plan 2055 development cycle toward adoption by 10.1.25. Begin Plan 2055 maintenance	Continue Plan 2055 maintenance	Continue Plan 2055 maintenance	Continue Plan 2055 maintenance	Conclude Plan 2055 maintenance on 9.30.29
Plan 2060	Begin initial preparation for Plan 2060 development	Begin Plan 2060 development cycle toward adoption by 10.1.29	Continue Plan 2060 development cycle toward adoption by 10.1.29	Continue Plan 2060 development cycle toward adoption by 10.1.29	Adopt Plan 2060 development cycle by 10.1.29
CMP Status Report	Adopt CMP Status Report to accompany Plan 2055 by 10.1.25	Maintain/update CMP Status Report if needed	Begin CMP Status Report development cycle for Plan 2060 toward adoption by 10.1.29	Continue CMP Status Report development cycle for Plan 2060 toward adoption by 10.1.29	Adopt CMP Status Report for Plan 2060 by 10.1.29

	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY 2029-2030
Coordinated Public Transit- Human Services Transportation Plan (Coordinated Plan)	Adopt Coordinated Plan to accompany Plan 2055 by 10.1.25	Maintain/update Coordinated Plan if needed	Begin initial preparation for development of Coordinated Plan as part of Plan 2060	Continue development of Coordinated Plan as part of Plan 2060	Adopt Coordinated Plan to accompany Plan 2060 by 10.1.29
Freight Plan	Adopt Freight Plan as part of Plan 2055 by 10.1.25	Maintain/update Freight Plan if needed	Begin initial preparation for development of Freight Plan as part of Plan 2060	Continue development of Freight Plan as part of Plan 2060	Adopt Freight Plan as part of Plan 2060 by 10.1.29
Transportation Performance Management (TPM) System Performance Report	Complete development of TPM System Performance Report. Adopt Report for inclusion in Plan 2055 by 10.1.25	Update TPM System Performance report as needed	Begin development of TPM System Performance Report for inclusion in Plan 2060 by 10.1.29	Continue development of TPM System Performance Report for inclusion in Plan 2060 by 10.1.29	Complete development of TPM System Performance Report. Adopt Report for inclusion in Plan 2060 by 10.1.29

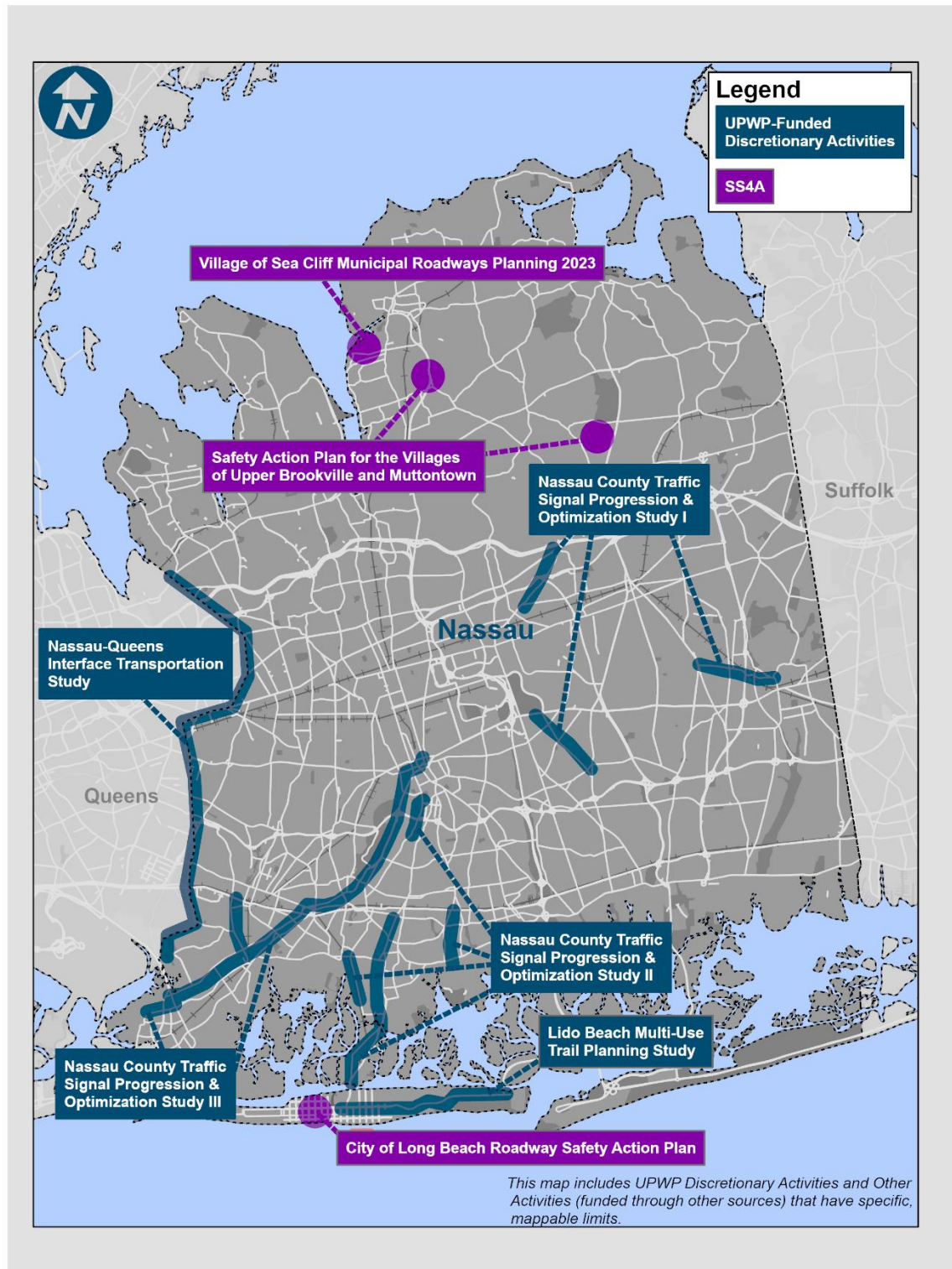
	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY 2029-2030
TPM Analytics & Performance Periods	Complete TIP documentation as part of adoption of the 2026-2030 TIP by 10.1.25; adopt targets as needed for the 2022-2026 performance period	Begin development TIP effects documentation toward adoption of 2029-2033 TIP by 10.1.28; adopt targets and submit analytics for the conclusion of the 2022-2026 performance period	Continue TIP documentation toward adoption of 2029-2033 TIP by 10.1.28; adopt targets as needed for 2027-2030 performance period	Complete TIP documentation as part of adoption of the 2029-2033 TIP by 10.1.28; adopt targets and submit analytics for midyear of 2027-30 performance period	Adopt targets as needed 2027-2030 performance period
Regional Designations	N/A	N/A	N/A	N/A	N/A
New York Best Practice Model Base Year (NYBPM BY) development	Make NYBPM 2019 enhancements. Begin contractual process for NYBPM 2026 update	Contract awarded for NYBPM 2026. Begin development of NYBPM 2026 updates	Continue development of NYBPM 2026.	Release NYBPM 2026; Maintain & enhance NYBPM 2026	Maintain & enhance NYBPM 2026
NYBPM Software	Maintain and update the Project Information Management Systems (PIMS) and the Post Processor Software for Air Quality (PPS-AQ) and the Post Processor Software for the CMP (PPS-CMP) for conformity and planning analyses				
Model Applications	Run model applications at members' request and respond to data requests				

	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY 2029-2030
Regional Survey	Complete the RHTS;	Begin developing the scope & implement RHTS supplemental biennial survey	Finalize implementing RHTS supplemental biennial survey. Begin developing the scope of the next RHTS supplemental biennial survey	Finalize scope for RHTS biennial survey, & implement biennial survey	Continue to implement biennial survey
Data Collection	Annual data collection for the NYBPM and for TPM				
TRANSPORTATION IMPROVEMENT PROGRAM					
FFYs 2023-2027 TIP	Conclude FFYs 2023-2027 TIP maintenance on 9.30.2025	N/A	N/A	N/A	N/A
FFYs 2026-2030 TIP	Continue development of the FFYs 2026-2030 TIP for adoption by 10.1.25. Begin maintenance of the FFYs 2026-30 TIP after adoption	Continue FFYs 2026-2030 TIP maintenance until 9.30.28	Continue FFYs 2026-2030 TIP maintenance until 9.30.28	Continue FFYs 2026-2030 TIP maintenance until 9.30.28	N/A
FFYs 2029-2033 TIP	N/A	N/A	Begin development of the FFYs 2029-2033 TIP for adoption by 10.1.28	Continue development of the FFYs 2029-2033 TIP for adoption by 10.1.28	Continue FFYs 2026-2030 TIP maintenance until 9.30.31

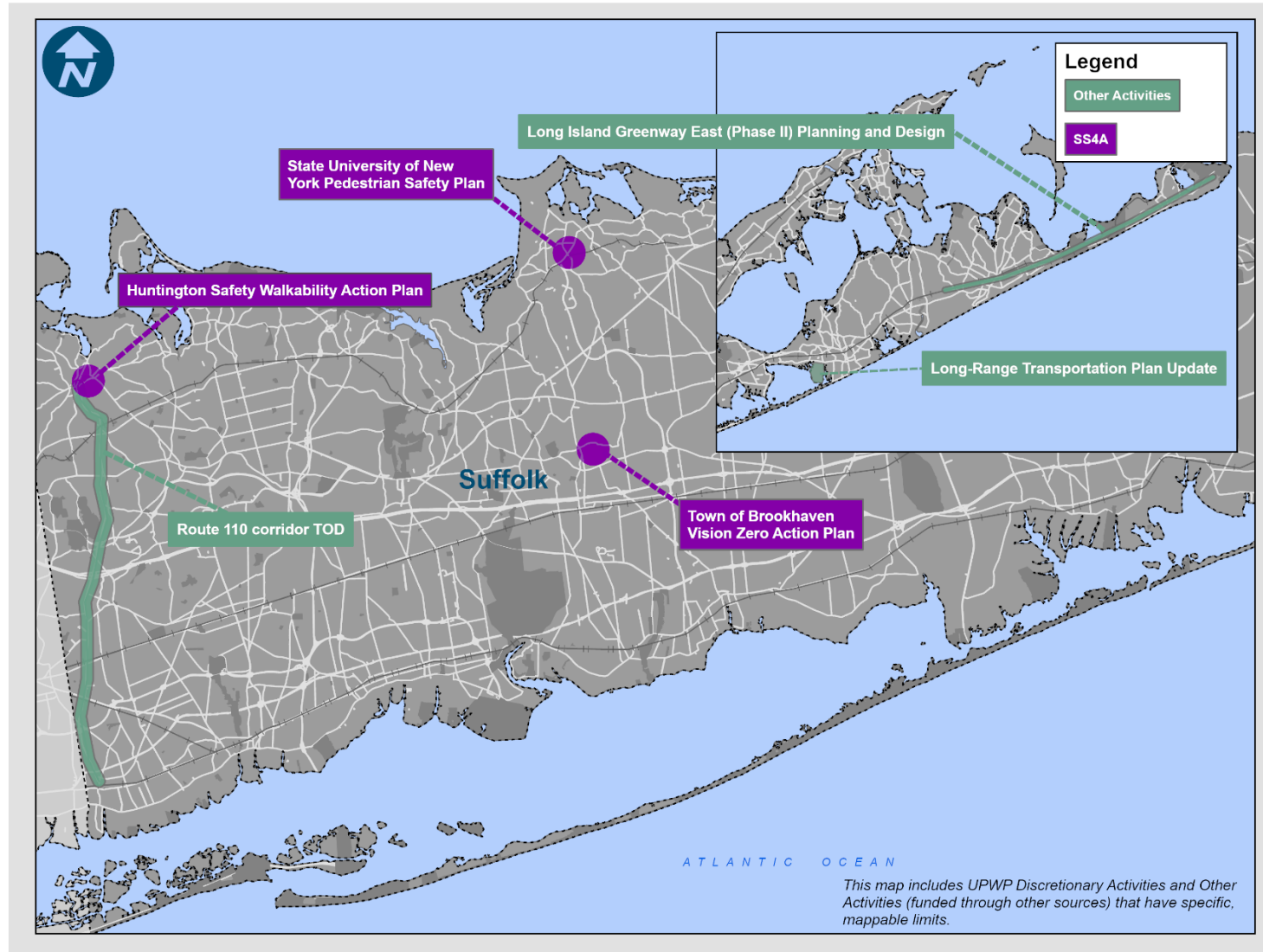
	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028	SFY 2028-2029	SFY 2029-2030
FFYs 2032-2036 TIP	N/A	N/A	N/A	N/A	Begin development of the FFYs 2032-2036 TIP for adoption by 10.1.31
Grant Program Solicitations	Carry out program solicitations for Congestion Mitigation/Air Quality (CMAQ) program, Transportation Alternatives Program (TAP) and enhanced Section 5310 programs as needed; provide support for Highway Safety Improvement Program (HSIP), Better Utilizing Investments to Leverage Development (BUILD) Notice of Funding Opportunity and Infrastructure for Rebuilding American (INFRA) solicitations, as well as other discretionary and pilot programs under the IIJA				
CMAQ Performance Plan	Start development of a new CMAQ Performance Plan	Complete new CMAQ Performance Plan by 9.30.26	N/A	N/A	Start development of a new CMAQ Performance Plan
Transportation Conformity Determinations	Develop and adopt Transportation Conformity Determinations as needed				
DISCRETIONARY PROGRAM					
Discretionary Projects	Planning activities related to the Moving Forward’s Shared Vision for Regional Mobility, CMP-related activities, near-term activities and other specifically identified activities in the Plan, subarea planning studies, ongoing sustainable community activities, including community planning workshops, ongoing September 11 memorial program				

Planning Project Locations

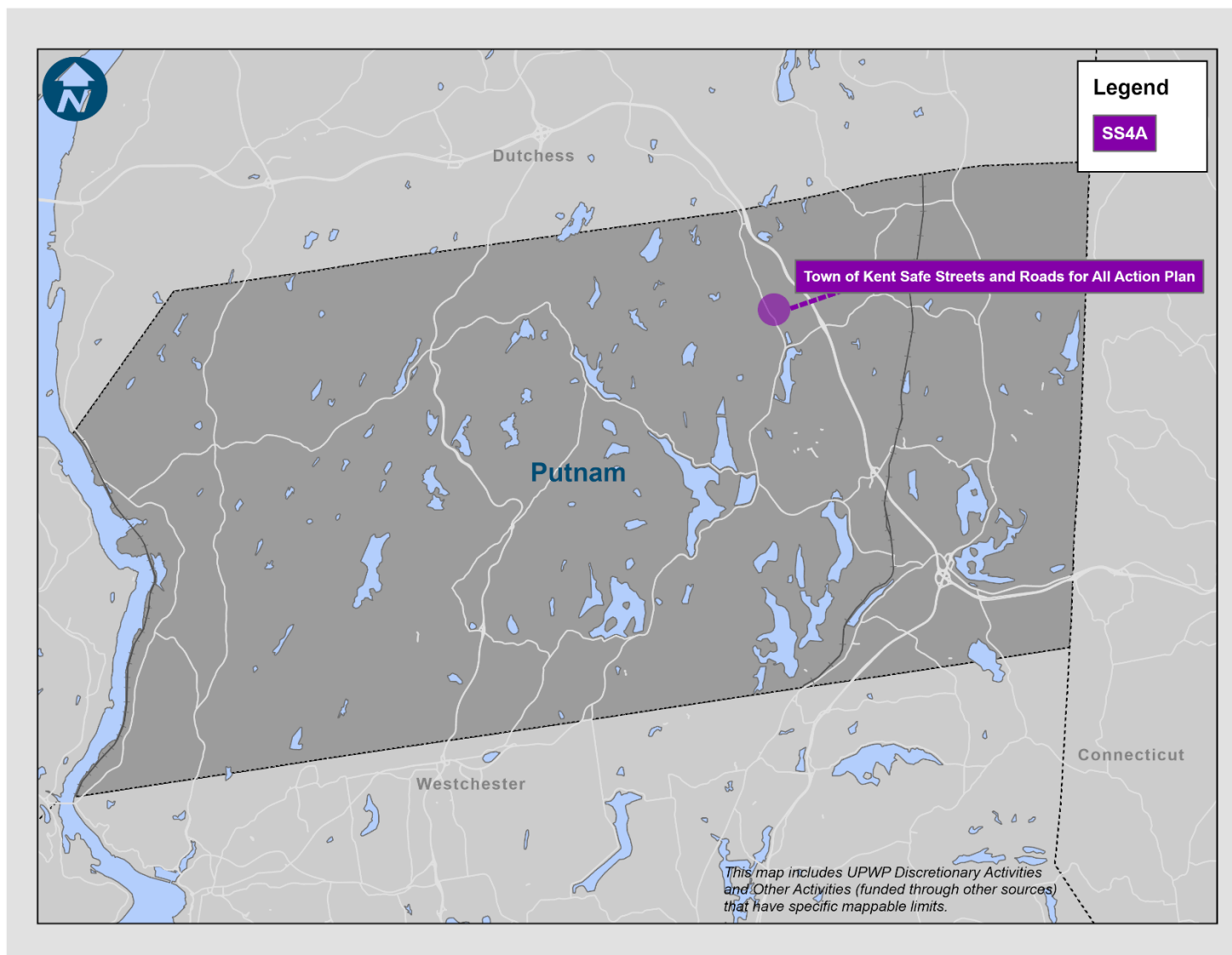
Long Island – Nassau County



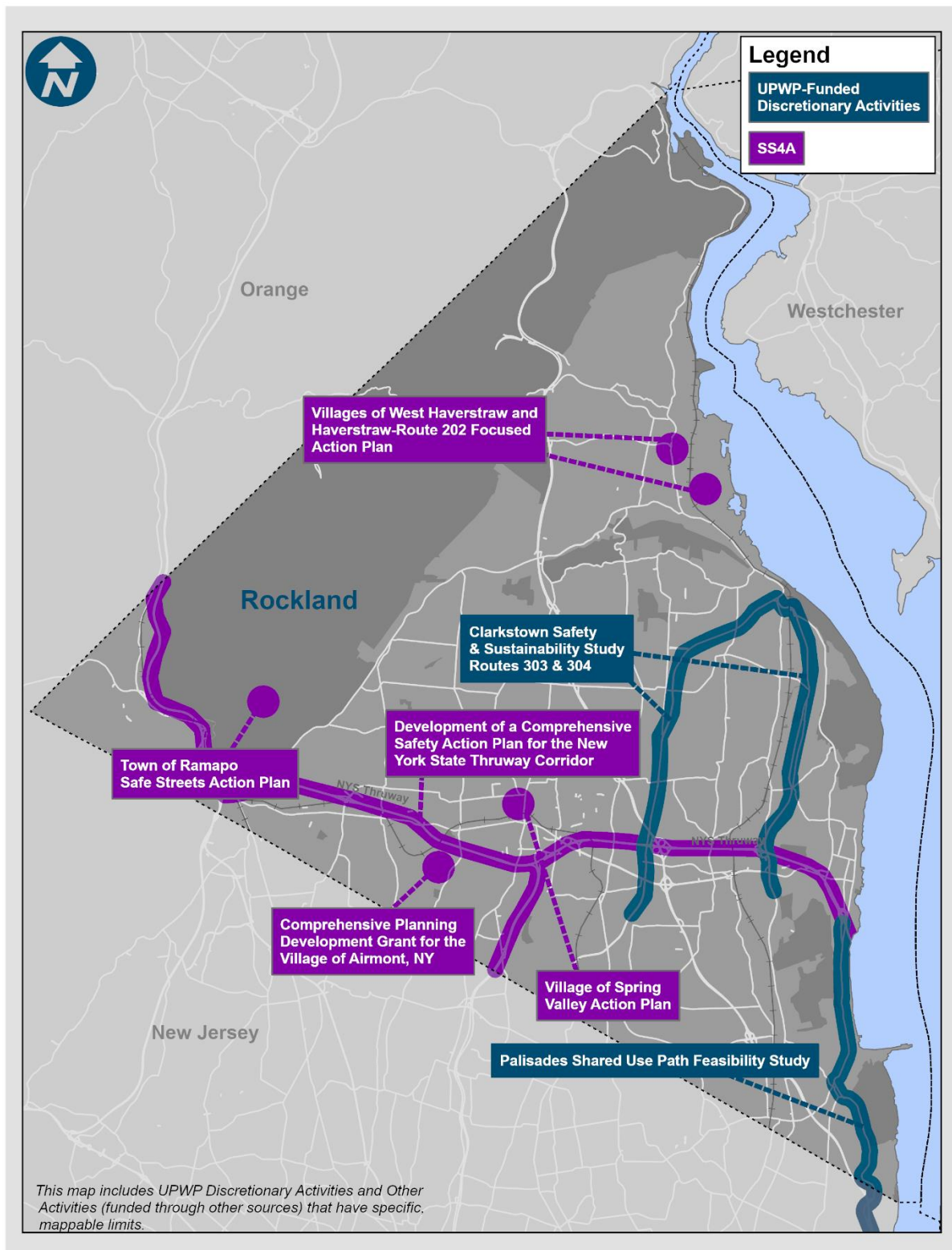
Long Island – Suffolk County



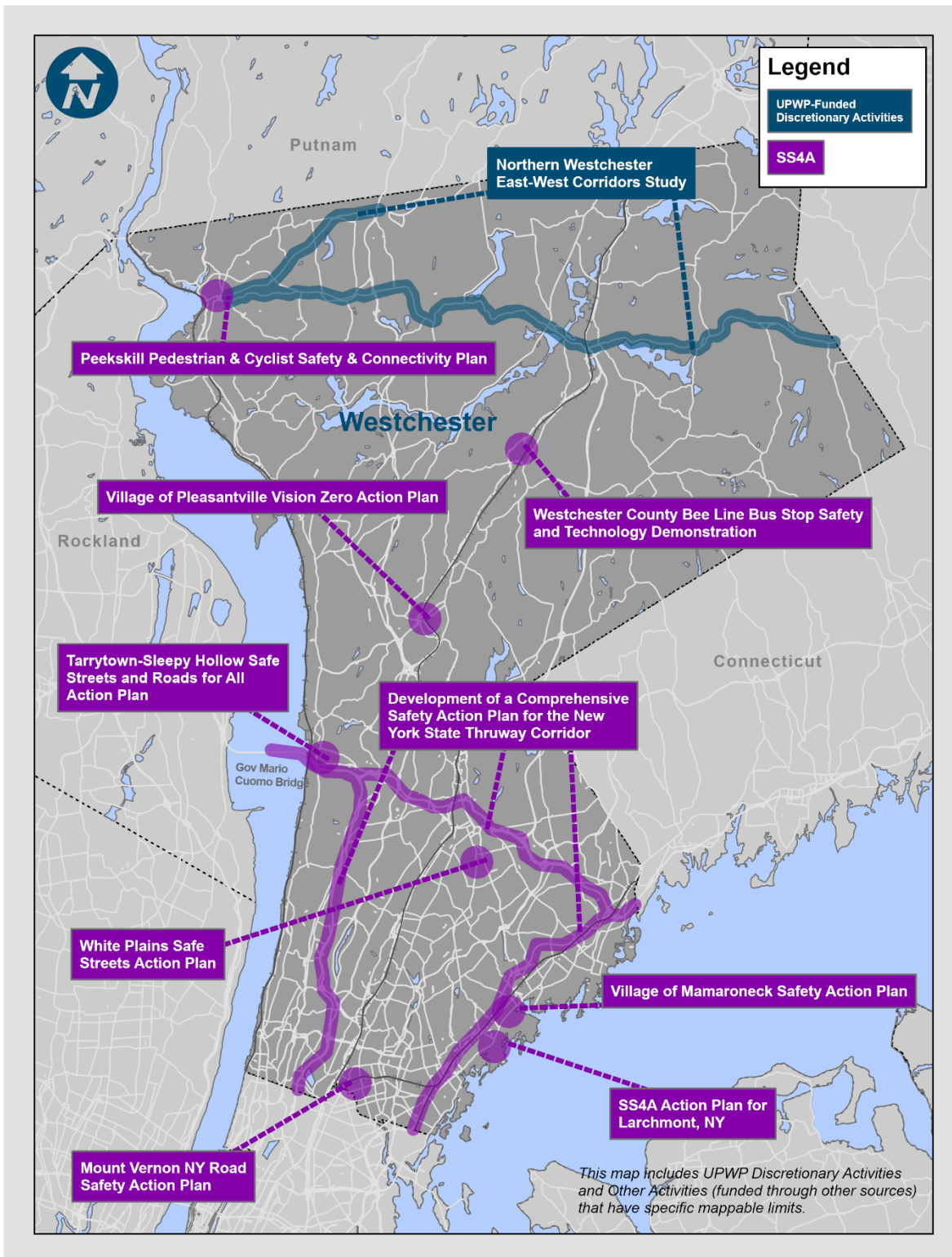
Mid-Hudson South – Putnam County



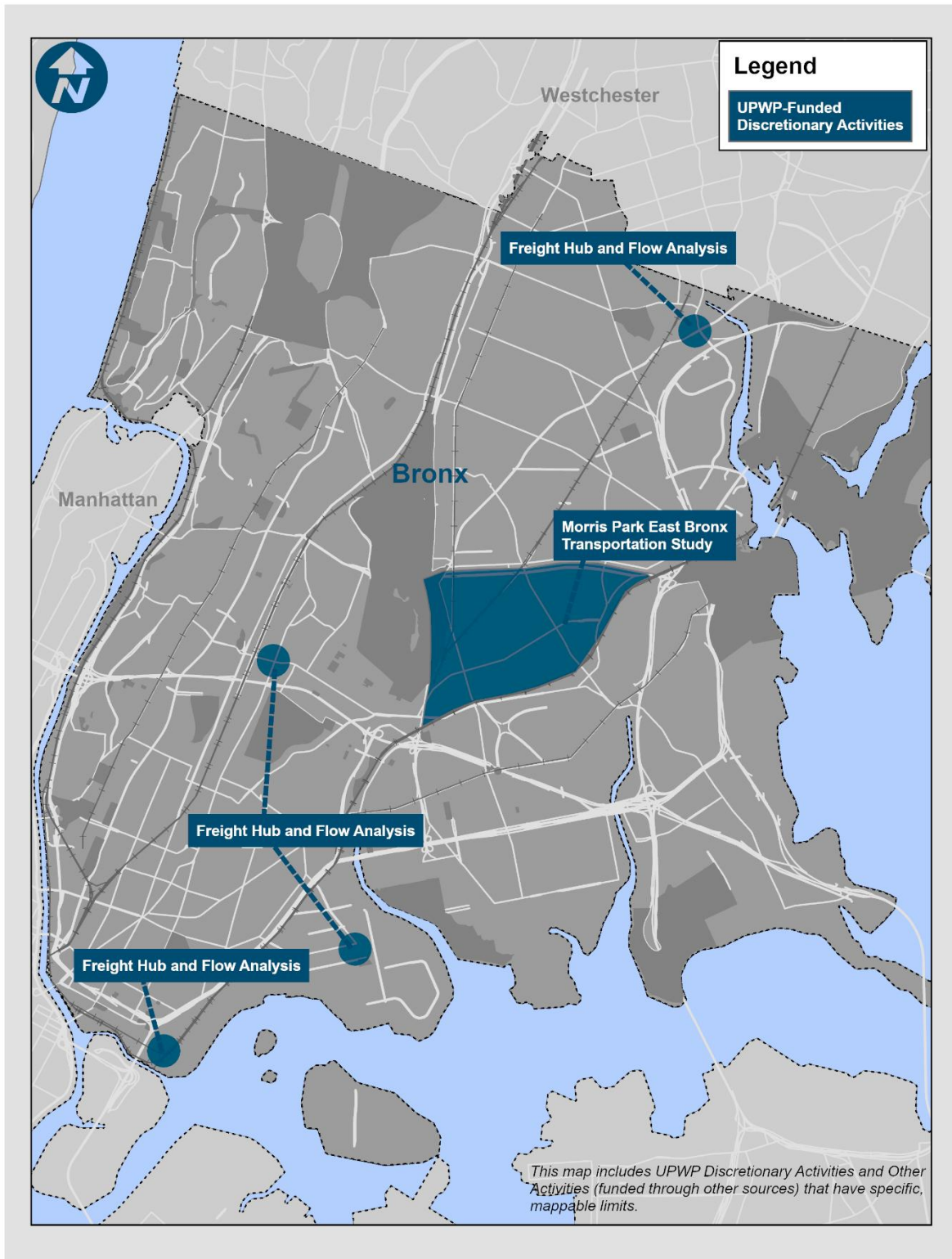
Mid-Hudson South – Rockland County



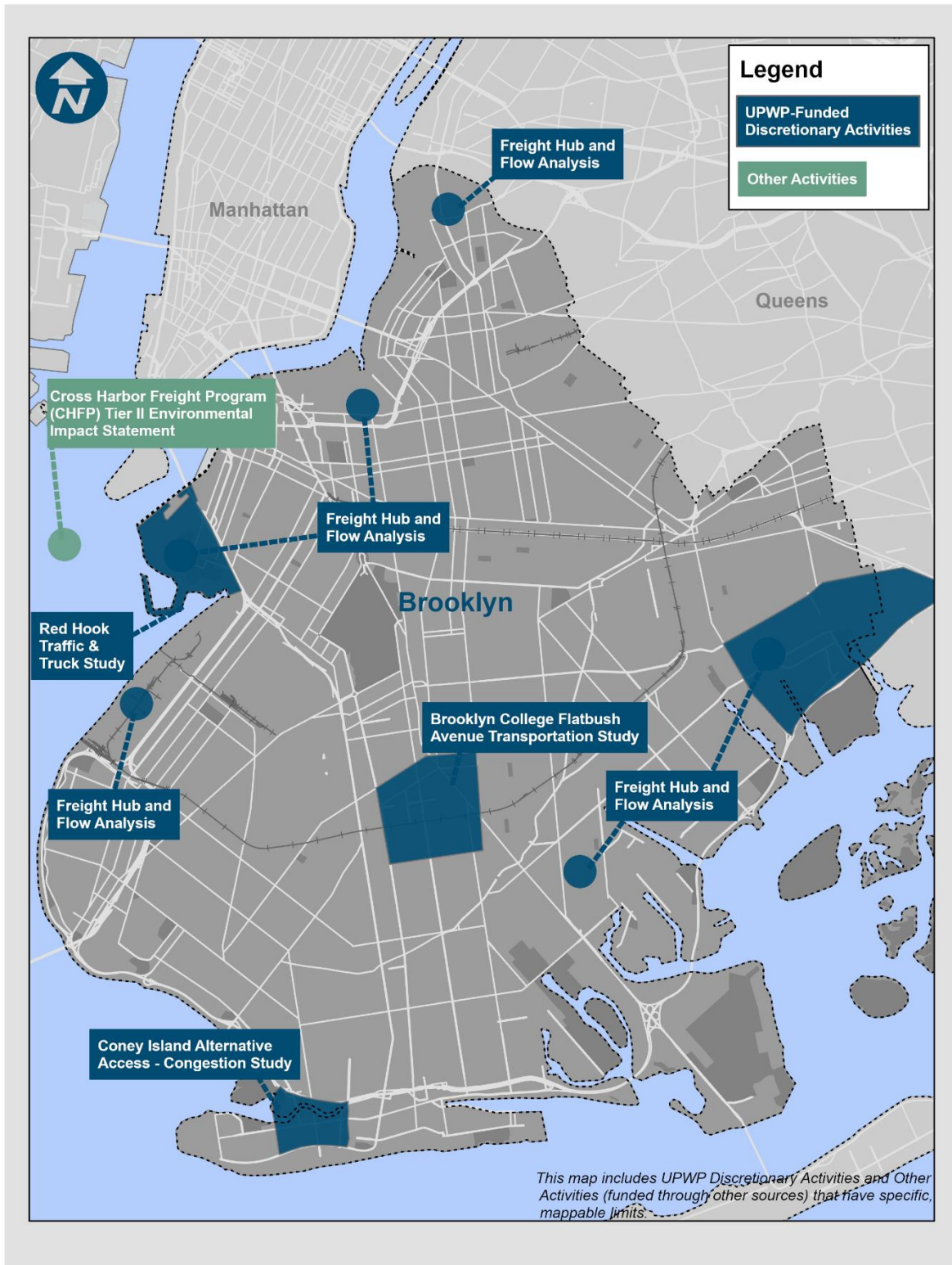
Mid-Hudson South – Westchester County



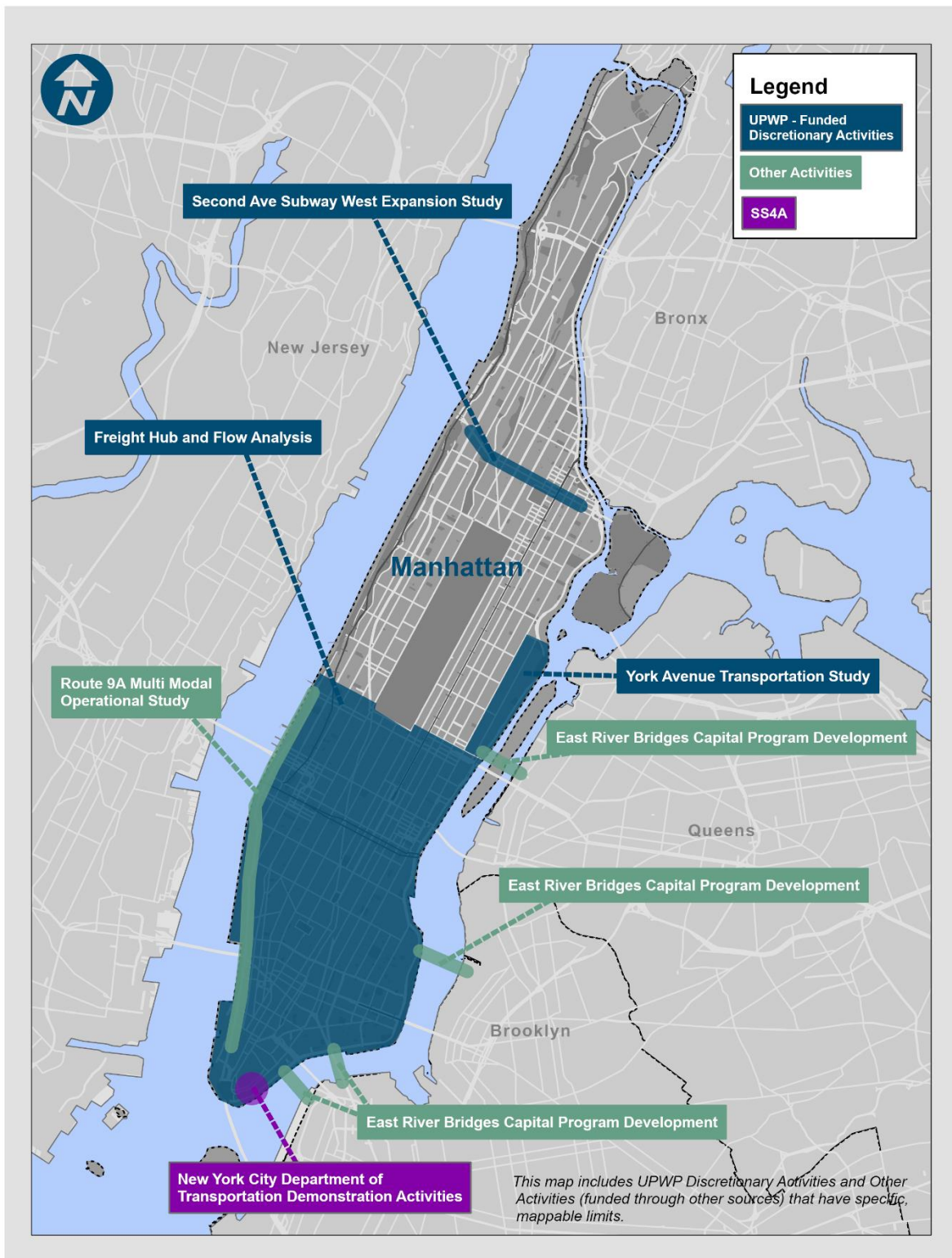
New York City – Bronx



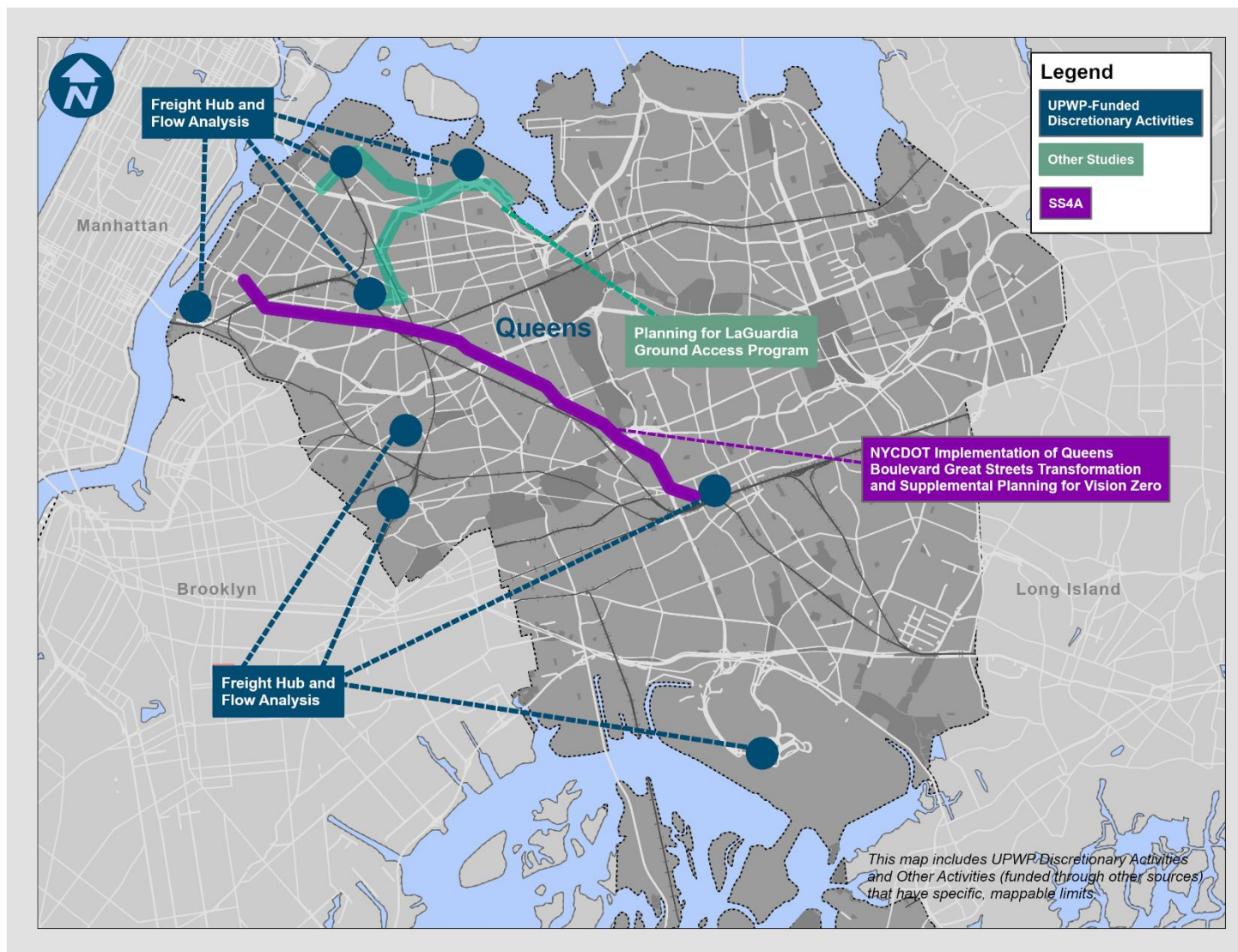
New York City – Brooklyn



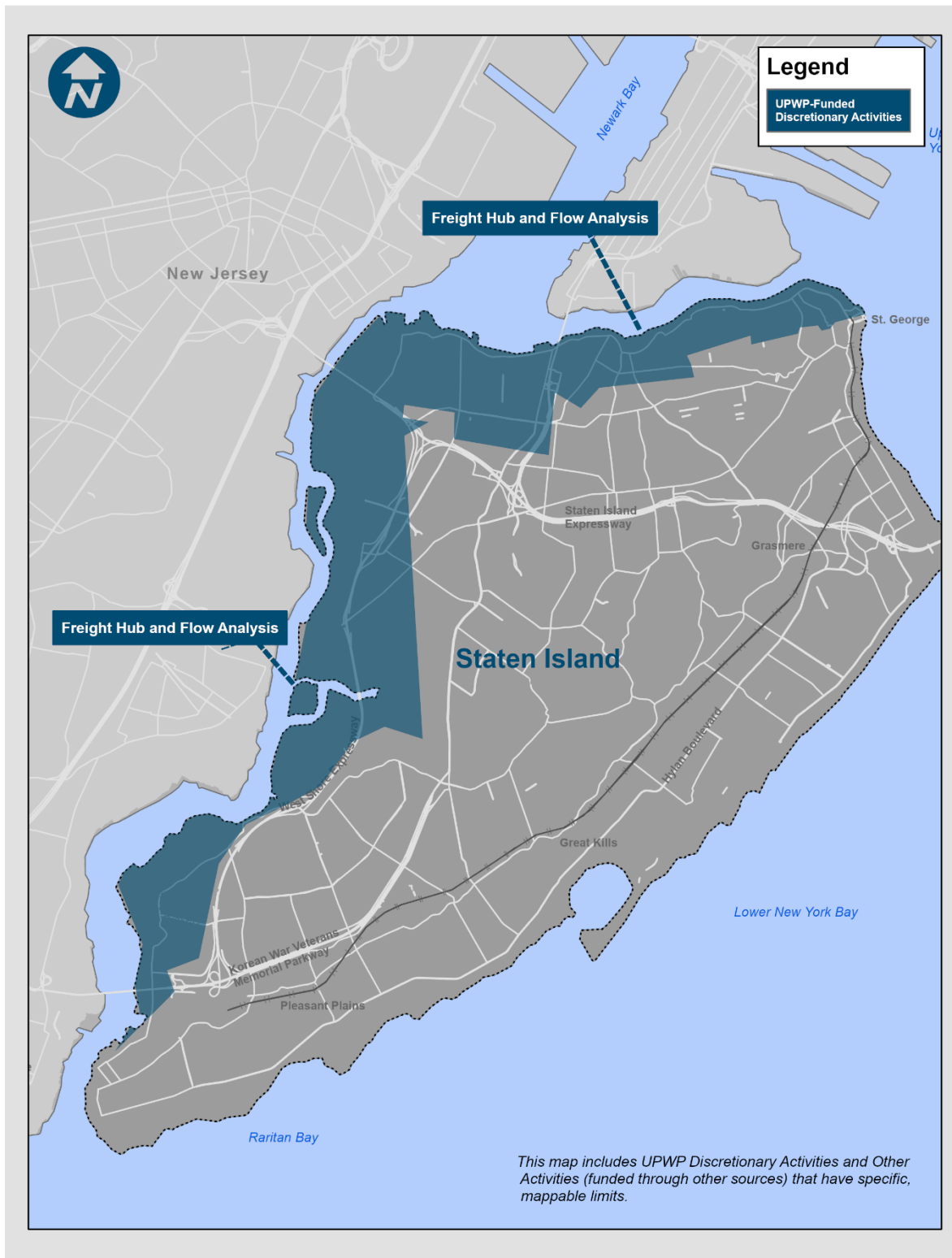
New York City – Manhattan



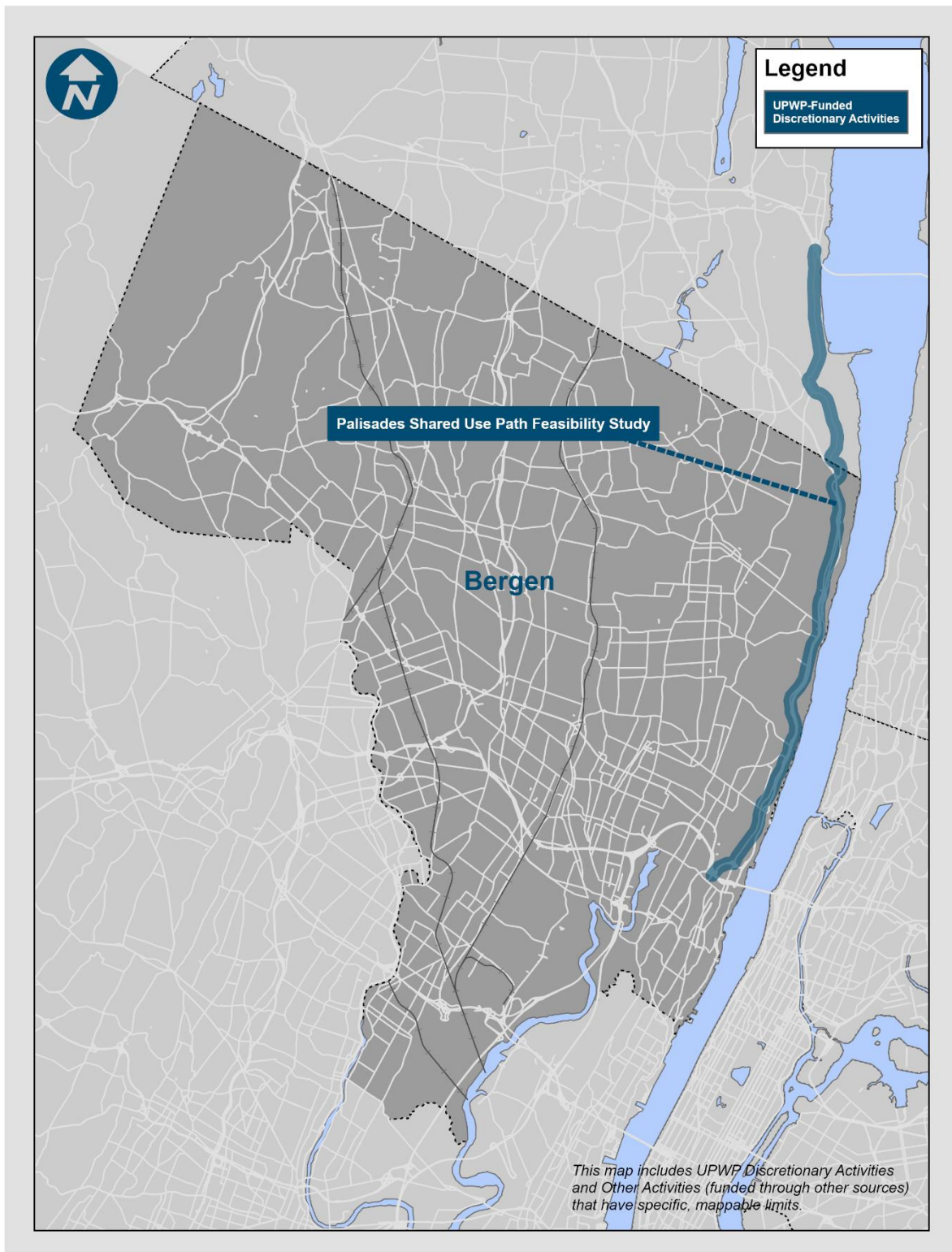
New York City – Queens



New York City – Staten Island



Northern New Jersey



Core Program Activities

Complete Streets

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 NYMTC's complete street planning activities for which programmed PL funds are expected to count against the 2.5 percent requirement.

Category: Complete Streets Planning Activities
Cost Summary

	<u>Funds programmed in SFY 2025-26</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$274,900	\$1,341,440	\$1,616,340
MHSTCC	\$0	\$0	\$0
NSTCC	\$0	\$0	\$0
NYCTCC	\$0	\$0	\$0
NYMTC Staff Subtotal	\$274,900	\$1,341,440	\$1,616,340
MTA	\$0	\$0	\$0
Nassau	\$0	\$0	\$0
NYCDP	\$0	\$0	\$0
NYCDOT	\$398,739	\$0	\$398,739
Putnam	\$0	\$0	\$0
Rockland	\$0	\$0	\$0
Suffolk	\$0	\$0	\$0
Westchester	\$295,273	\$0	\$295,273
Members Subtotal	\$694,012	\$0	\$694,012
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$968,912	\$1,341,440	\$2,310,352

Complete Streets Planning Activities

NYMTC Staff

Complete Streets Technical Assistance

Description and Objectives

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

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

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

1. Technical memo describing how NYMTC will select the communities that will be provided with Complete Streets assistance
2. Technical memos summarizing provided assistance (SFY 2025-26: Q4)

Start Date: SFY2024-2025: Q2	End Date: Recurring Activity
Total Funds Programmed:	\$591,890
New FHWA/FTA Funds:	\$40,450
Previously Programmed Funds:	\$551,440
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$551,440
A consultant will support all aspects of this study.	

Community Planning Workshops

Description and Objectives

Moving Forward includes a Vision Goal to ensure a transportation system that efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods. Among the planning process recommendations for this goal are the following:

- Use *Moving Forward's* Coordinated Development Emphasis Areas (CDEAs) as a targeting mechanism for a continuing program of community planning activities that encourage development in centers and downtowns to reinforce walkable, aesthetically pleasing, and transit-accessible environments; encourage consideration of local transportation issues in comprehensive/master planning and community visioning processes.
- Make walking safer and more convenient through safety and streetscape improvements; support downtown development/ redevelopment; encourage walkability, Complete Streets, and remote parking in targeted centers; and
- Complete and distribute the MTA First Mile and Last Mile (FMLM) Station Access Toolkit.

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

1. Preliminary drafts, final drafts and final versions of up to ten written technical memoranda identifying and prioritizing key issues and concerns for each workshop location and describing the workshop topic, approach and structure for each location.
2. Preliminary draft, final draft and final copy of material for the webpage as well as visuals that illustrate the project and workshop locations.
3. Distribution lists for the relevant workshops in an Excel or CSV file format.
4. List of responses received to workshop outreach via community media, social media, emails, and website, with a subset of responses from residents, businesses, non-governmental organizations, stakeholders and local elected officials in identified communities of concern.
5. Preliminary drafts, final drafts and final versions of up to ten written technical memoranda identifying outreach programs for each workshop location consistent with 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 (SFY2026-2027: Q2).

Start Date: SFY2021-2022: Q1	End Date: SFY2026-2027: Q2
Total Funds Programmed:	\$1,024,450
New FHWA/FTA Funds:	\$234,450
Previously Programmed Funds:	\$790,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$790,000
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 necessitates 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 (BIDs), 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.

This study will build on the 2023/24 Smart Curbs project in Manhattan's Upper West Side. Smart Curbs will further the vision Moving Forward 2050 lays out for a transportation system that "ensures the safety and security of people and goods across all uses and modes" by identifying ways in which the curb lane can be programmed to improve safety for pedestrians, bicyclists, and drivers; for a transportation system that "is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided" by using the curb lane to make access to transportation easier for both people and goods; for a transportation system that "efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods" by identifying ways to reprogram the curb to accommodate changing transportation and delivery patterns; and for a transportation system that "minimizes its GHG emissions and other impacts on the environment, especially the effects of climate change" by identifying new curb programming that facilitates more sustainable transportation modes.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. Scope development and neighborhood selection (SFY2025-2026: Q1)
2. Data collection and community outreach findings (SFY2025-2026: Q3)
3. Evaluation of Smart Curbs programming (SFY2025-2026: Q3)
4. Draft final recommendations (SFY2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$398,739
New FHWA/FTA Funds:	\$398,739
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support will be required for this study.	

Description and Objectives

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Initial assessment of major corridors for Complete Streets opportunities
2. Select Corridors
3. Development of Complete Streets conceptual plans for selected corridors
4. Stakeholder and Public Engagement

Deliverables

1. Tech Memo #1: Assessment of Major Corridors and Selection
2. Tech Memo #2: Complete Streets Conceptual Plans
3. Final Report (SFY2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$240,889
New FHWA/FTA Funds:	\$240,889
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$150,000
Consultant will conduct Complete Streets design plans for selected corridors.	

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 complete streets, 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 AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

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

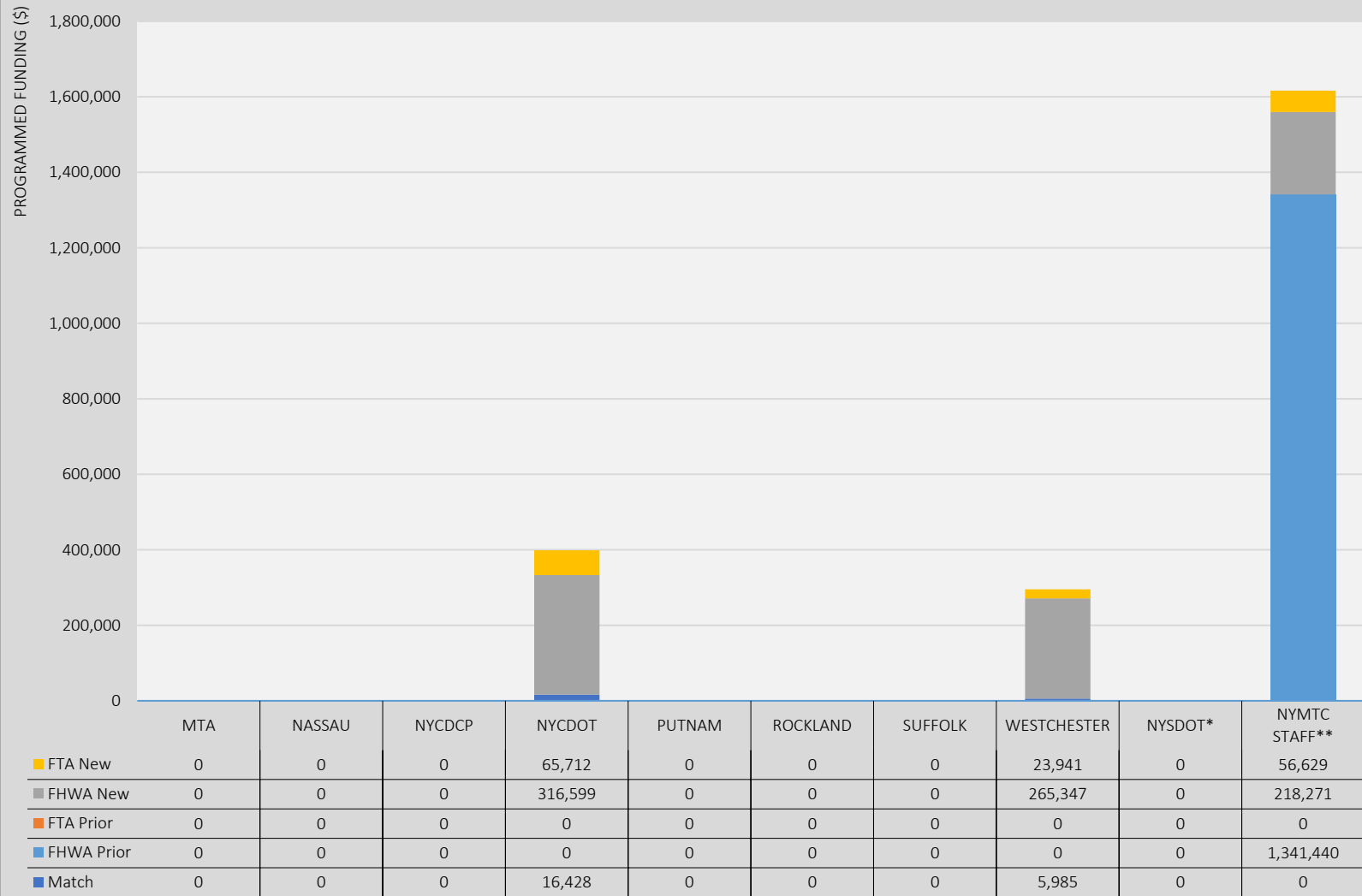
1. Tech Memo #1 summarizing data on all significant land use changes within half mile buffer of each Metro-North station
2. Geolocated database of development with constraints and environmental features identified
3. Interactive “TOD Explorer” around Westchester County’s Metro-North stations
4. Tech Memo #2 summarizing final analysis and recommendations for transit-oriented development throughout County, for coordination with Comprehensive Plan (SFY2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$54,384
New FHWA/FTA Funds:	\$54,384
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
Consultant will not be used for this study.	

Complete Streets
SFY 2025-2026

<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 2025-2026</u>	<u>Total Project Cost</u>
Central Staff	\$274,900	\$0	\$1,341,440	\$1,341,440	\$274,900	\$1,616,340
MHSTCC	\$0	\$0	\$0	\$0	\$0	\$0
NSTCC	\$0	\$0	\$0	\$0	\$0	\$0
NYCTCC	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$274,900	\$0	\$1,341,440	\$1,341,440	\$274,900	\$1,616,340
MTA	\$0	\$0	\$0	\$0	\$0	\$0
Nassau	\$0	\$0	\$0	\$0	\$0	\$0
NYCDCP	\$0	\$0	\$0	\$0	\$0	\$0
NYCDOT	\$398,739	\$0	\$0	\$0	\$398,739	\$398,739
Putnam	\$0	\$0	\$0	\$0	\$0	\$0
Rockland	\$0	\$0	\$0	\$0	\$0	\$0
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$145,273	\$0	\$150,000	\$0	\$295,273	\$295,273
Members Subtotal	\$544,012	\$0	\$150,000	\$0	\$694,012	\$694,012
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:						\$2,310,352

**Complete Streets
SFY 2025-2026
Total Project Funds: \$2,310,352**



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

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

Program Support and Administration

This category includes planning activities that support NYMTC's operations as an MPO and its outreach to the media, other agencies, stakeholders, and the public in its planning area. Activities include information exchange through visualization, storing and retrieving planning data, and day-to-day public outreach and coordination with media, the public, members, and government agencies. Activities include basic overhead, program support, and general administrative costs. Examples include direct program support, administration, interagency coordination, citizen participation, public information, local assistance, and UPWP development.

Highlights for this Category

- The day-to-day operations of NYMTC will be supported, administered, and managed.
- 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.
- Implementation activities related to the updated PIP, Title VI Program, and Language Access Program (LAP) will continue.
- The activities of the Metropolitan Area Planning (MAP) Forum, 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 National Association of Regional Councils and 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.
- Initial efforts to develop a new NYMTC website commenced.
- 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 2025-26</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$3,216,370	\$3,084,913	\$6,301,283
MHSTCC	\$246,780	\$0	\$246,780
NSTCC	\$289,097	\$0	\$289,097
NYCTCC	\$230,280	\$0	\$230,280
NYMTC Staff Subtotal	\$3,982,527	\$3,084,913	\$7,067,440
MTA	\$92,416	\$0	\$92,416
Nassau	\$37,172	\$111,517	\$148,689
NYCDCP	\$257,174	\$0	\$257,174
NYCDOT	\$307,034	\$0	\$307,034
Putnam	\$28,169	\$0	\$28,169
Rockland	\$83,654	\$0	\$83,654
Suffolk	\$0	\$0	\$0
Westchester	\$184,777	\$0	\$184,777
Members Subtotal	\$990,396	\$111,517	\$1,101,913
R08	\$55,458	\$0	\$55,458
R10	\$105,800	\$0	\$105,800
R11	\$166,262	\$0	\$166,262
MO	\$276,750	\$0	\$276,750
NYSDOT Subtotal	\$604,270	\$0	\$604,270
Category Total:	\$5,577,193	\$3,196,430	\$8,773,623

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

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

Planned Activities for NYMTC Staff

1. Implement and monitor the quadrennial 2023 federal Certification Review recommendations.
2. Support ongoing activities to implement 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, fulfillment services, and NYMTC's social media presence and public outreach.
4. Continue updating NYMTC's operating procedures, protocols, and business practices as appropriate and building a repository of relevant procedures, protocols, and business practices for the use of staff and member agencies.
5. Reorganize centralized record-keeping for the federally required products and analyses.
6. 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.
7. Coordinate procurement processes and developments as required.
8. Prepare reports as required by Title VI of the Civil Rights Act of 1964 and Executive EO 12898 on EJ, as well as the related guidance by the FTA.

Planned Activities for NYMTC Member Agencies

1. Participate in implementing the recommendations of the 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 Executive Order 12898, as well as the related guidance by the Federal Transit Administration.

Deliverables for NYMTC Staff

1. Expanded repository for NYMTC's operating procedures, protocols and business practices (SFY2025-2026:Q3)
2. Centralized repository for records related to the federally required products and analyses (SFY2025-2026:Q4)

Deliverables for NYMTC Staff and Member Agencies

1. Title VI reports (SFY2025-2026:Q4)

Related Professional Services Contracts

NYMTC Staff Contracts

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

Previously Programmed Funds

NYMTC Staff: \$3,084,913

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

Nassau County: \$59,016

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 2025-2026

Total Project Funds: \$7,141,987



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

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

MPO Operations and Management
SFY 2025-2026

<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 2025- 2026</u>	<u>Total Project Cost</u>
Central Staff	\$2,345,472	\$0	\$3,201,387	\$3,084,913	\$2,461,946	\$5,546,859
MHSTCC	\$198,855	\$0	\$0	\$0	\$198,855	\$198,855
NSTCC	\$217,937	\$0	\$0	\$0	\$217,937	\$217,937
NYCTCC	\$132,570	\$0	\$0	\$0	\$132,570	\$132,570
NYMTC Staff Subtotal	\$2,894,834	\$0	\$3,201,387	\$3,084,913	\$3,011,308	\$6,096,221
MTA	\$12,630	\$0	\$0	\$0	\$12,630	\$12,630
Nassau	\$78,688	\$0	\$0	\$59,016	\$19,672	\$78,688
NYCDCP	\$68,581	\$1,000	\$0	\$0	\$69,581	\$69,581
NYCDOT	\$114,220	\$0	\$0	\$0	\$114,220	\$114,220
Putnam	\$12,012	\$0	\$0	\$0	\$12,012	\$12,012
Rockland	\$44,333	\$0	\$0	\$0	\$44,333	\$44,333
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$108,832	\$1,200	\$0	\$0	\$110,032	\$110,032
Members Subtotal	\$439,296	\$2,200	\$0	\$59,016	\$382,480	\$441,496
R08	\$55,458	\$0	\$0	\$0	\$55,458	\$55,458
R10	\$105,800	\$0	\$0	\$0	\$105,800	\$105,800
MO	\$276,750	\$0	\$0	\$0	\$276,750	\$276,750
R11	\$166,262	\$0	\$0	\$0	\$166,262	\$166,262
NYSDOT Subtotal	\$604,270	\$0	\$0	\$0	\$604,270	\$604,270
Project Total:						\$7,141,987

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 (SFY2026-2027) will be developed through coordination with NYMTC's member agencies and staff.

Previously Completed Work

The current UPWP (SFY2025-2026) was developed and adopted by the Council in February 2025. The prior UPWP (SFY2024-2025) was amended during the program year, as needed.

Planned Activities for NYMTC Staff

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

Planned Activities for NYMTC Member Agencies

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

Deliverables for NYMTC Staff

1. Semi-annual report summarizing NYMTC activities (SFY2025-2026:Q4)
2. Annual Performance and Expenditure report (SFY2025-2026:Q3)

Deliverables for NYMTC Member Agencies

1. Quarterly payment vouchers (SFY2025-2026:Q1-Q4)
2. UPWP progress reports (SFY2025-2026:Q1-Q4)

Deliverables for NYMTC Staff and Member Agencies

1. Completed amendments/administrative modifications requests to the UPWP (SFY2025-2026: Q1-Q4)
2. Adopted UPWP (SFY2025-2026: Q4)

Related Professional Services Contracts

Not Applicable

Previously Programmed Funds

Nassau County: \$52,501

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

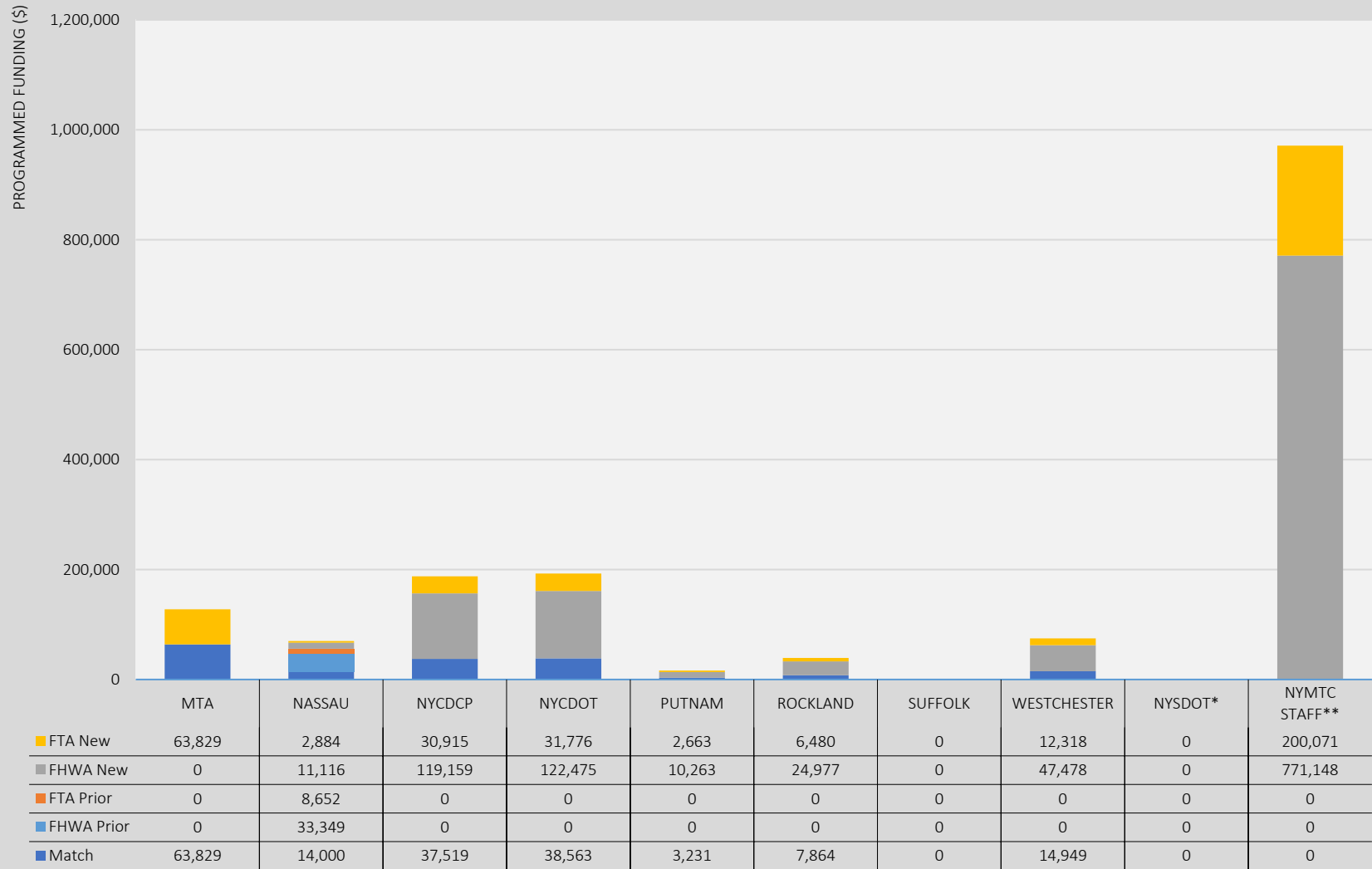
Summary of Task Funding

See next pages.

Annual UPWP Development and Reporting

SFY 2025-2026

Total Project Funds: \$1,631,636



* 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 2025-2026

<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 2025- 2026</u>	<u>Total Project Cost</u>
Central Staff	\$754,424	\$0	\$0	\$0	\$754,424	\$754,424
MHSTCC	\$47,925	\$0	\$0	\$0	\$47,925	\$47,925
NSTCC	\$71,160	\$0	\$0	\$0	\$71,160	\$71,160
NYCTCC	\$97,710	\$0	\$0	\$0	\$97,710	\$97,710
NYMTC Staff Subtotal	\$971,219	\$0	\$0	\$0	\$971,219	\$971,219
MTA	\$79,786	\$0	\$0	\$0	\$79,786	\$79,786
Nassau	\$70,001	\$0	\$0	\$52,501	\$17,500	\$70,001
NYCDCP	\$186,593	\$1,000	\$0	\$0	\$187,593	\$187,593
NYCDOT	\$192,814	\$0	\$0	\$0	\$192,814	\$192,814
Putnam	\$16,157	\$0	\$0	\$0	\$16,157	\$16,157
Rockland	\$39,321	\$0	\$0	\$0	\$39,321	\$39,321
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$74,745	\$0	\$0	\$0	\$74,745	\$74,745
Members Subtotal	\$659,417	\$1,000	\$0	\$52,501	\$607,916	\$660,417
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:						\$1,631,636

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

- Preliminary work on developing NYMTC's next SED forecast will begin.

Recent Accomplishments

- Updated NYMTC's SED forecast to inform FFYs 2026-2055 RTP were adopted.

Category: General Development and Comprehensive Planning
Cost Summary

	<u>Funds programmed in SFY 2025-26</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$278,965	\$500,000	\$778,965
MHSTCC	\$21,610	\$0	\$21,610
NSTCC	\$14,350	\$0	\$14,350
NYCTCC	\$15,975	\$0	\$15,975
NYMTC Staff Subtotal	\$330,900	\$500,000	\$830,900
MTA	\$75,588	\$0	\$75,588
Nassau	\$17,219	\$101,659	\$118,878
NYCDCP	\$102,545	\$0	\$102,545
NYCDOT	\$4,004	\$0	\$4,004
Putnam	\$1,933	\$0	\$1,933
Rockland	\$40,902	\$0	\$40,902
Suffolk	\$0	\$0	\$0
Westchester	\$28,224	\$0	\$28,224
Members Subtotal	\$270,415	\$101,659	\$372,074
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$601,315	\$601,659	\$1,202,974

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 and allocated them to the TAZ level for use in the BPM.

Planned Activities for NYMTC Staff

1. Continue maintaining 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.
4. Provide data for and prepare the New York State (NYS) Data Center annual report.
5. Respond to SED-related data requests.
6. Develop a framework for the 2065 SED forecast.
7. 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 (SFY2025-2026:Q3)

Related Professional Services Contracts:

NYMTC Staff Contracts

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

Nassau County

Contract Name: Analytics Consultant

Estimated contract cost: \$50,000

Consultant will provide SED and Census-related support.

Previously Programmed Funds

NYMTC Staff: \$500,000

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

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

Nassau County: \$101,659

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

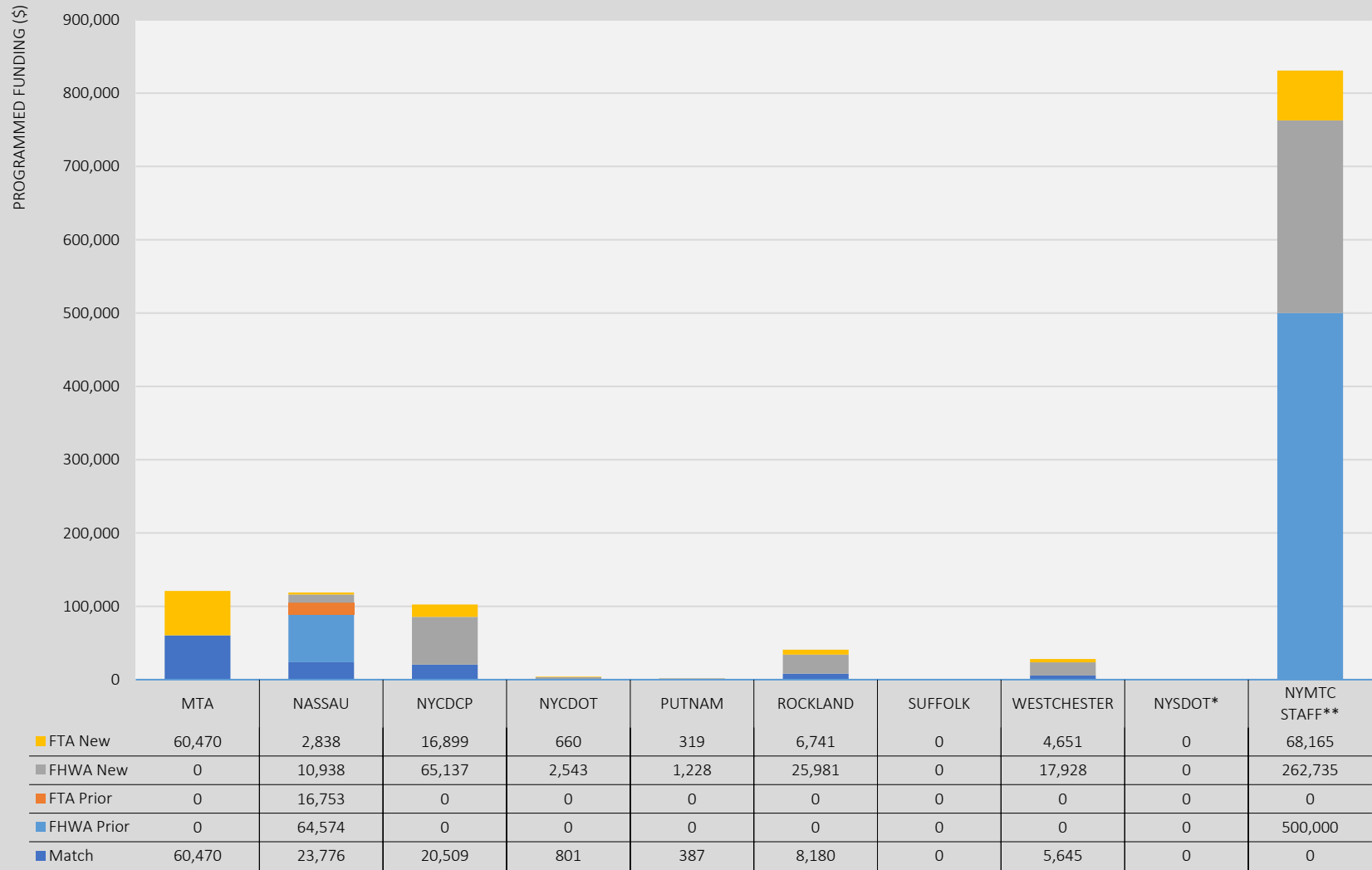
Summary of Task Funding

See next pages.

Socioeconomic and Demographic (SED) Forecasts and Census Data

SFY 2025-2026

Total Project Funds: \$1,202,974



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

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

Socioeconomic and Demographic (SED) Forecasts and Census Data
SFY 2025-2026

<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 2025- 2026</u>	<u>Total Project Cost</u>
Central Staff	\$278,965	\$0	\$500,000	\$500,000	\$278,965	\$778,965
MHSTCC	\$21,610	\$0	\$0	\$0	\$21,610	\$21,610
NSTCC	\$14,350	\$0	\$0	\$0	\$14,350	\$14,350
NYCTCC	\$15,975	\$0	\$0	\$0	\$15,975	\$15,975
NYMTC Staff Subtotal	\$330,900	\$0	\$500,000	\$500,000	\$330,900	\$830,900
MTA	\$75,588	\$0	\$0	\$0	\$75,588	\$75,588
Nassau	\$68,878	\$0	\$50,000	\$101,659	\$17,219	\$118,878
NYCDCP	\$100,545	\$2,000	\$0	\$0	\$102,545	\$102,545
NYCDOT	\$4,004	\$0	\$0	\$0	\$4,004	\$4,004
Putnam	\$1,933	\$0	\$0	\$0	\$1,933	\$1,933
Rockland	\$40,902	\$0	\$0	\$0	\$40,902	\$40,902
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$28,224	\$0	\$0	\$0	\$28,224	\$28,224
Members Subtotal	\$320,074	\$2,000	\$50,000	\$101,659	\$270,415	\$372,074
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:						\$1,202,974

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 Regional Transportation Plan (Plan); maintaining, operating and upgrading NYMTC's analytical tools (e.g., travel demand model), simulation models and post-processors to produce required long-range forecasts of demand, congestion and mobile source emissions; and associated data collection required to maintain these tools.

Included in this category are planning projects to assist in identifying long-range needs related to infrastructure needs and system operation for the extensive system of roadways, bridges, rail lines, bikeways, pedestrian, and ferry facilities in the NYMTC planning area.

This category also includes planning activities to fulfill the federal 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

- *Moving Forward* and its associated special components, including the Coordinated Public Transit-Human Services, the Freight Element, and the CMP Status Report, were adopted in September 2021 and will be maintained and updated.
- Plan 2055 will be adopted.
- 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.
- Planning assumptions will be updated for regional emission analyses used in Transportation Conformity Determinations under the CAAA-1990.
- Major river crossings and Hub-bound data compilations will be continued and used to enhance the NYBPM.
- The TIG application will be maintained and enhanced throughout the program year.
- NYMTC Travel Survey Data Collection and Utilization Program will continue, establishing a Travel Survey Community of Practice and other processes for sharing travel data.
- 2024 Hub Bound travel data will be released.
- The next RHTS is expected to be underway.

Recent Accomplishments

- CMAQ Performance Plan was updated at the mid-point of the second performance period.
- New Public Transit Agency Safety Plans and Transit Asset Management targets from several transit agencies adopted.
- The NYBPM 2019 model update was completed in December 2022 and the updated model is being used for Transportation Conformity Determinations.
- Planning assumptions for regional emission analyses used in Transportation Conformity Determinations under the CAAA-1990 were updated as needed.
- Updates and enhancements to other analytical tools, including PIMS, PPS-AQ and PPS-CMP continue. Traffic volume and vehicle classification counts were collected at screenline locations throughout the region.
- The 2023 Hub-Bound Travel Report was released.
- Quarterly Travel Pattern data brochures were released.
- All required performance targets and plans have been adopted and support the 2022-2025 performance period.
- The travel survey community of practice called Survey Harmonization and Regional Data (NYSHARED) for sharing travel data continues to meet.

Category: Long-Range Transportation Planning
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2025-26</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$6,188,762	\$16,856,794	\$23,045,556
MHSTCC	\$286,406	\$0	\$286,406
NSTCC	\$326,650	\$0	\$326,650
NYCTCC	\$223,935	\$0	\$223,935
NYMTC Staff Subtotal	\$7,025,753	\$16,856,794	\$23,882,547
MTA	\$163,047	\$0	\$163,047
Nassau	\$53,476	\$410,422	\$463,898
NYCDP	\$308,233	\$0	\$308,233
NYCDOT	\$1,428,768	\$0	\$1,428,768
Putnam	\$102,211	\$0	\$102,211
Rockland	\$67,720	\$0	\$67,720
Suffolk	\$60,000	\$0	\$60,000
Westchester	\$468,161	\$0	\$468,161
Members Subtotal	\$2,651,616	\$410,422	\$3,062,038
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$9,677,369	\$17,267,216	\$26,944,585

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

Description and Objectives

This task maintains Moving Forward, NYMTC's FFY 2022-2050 Regional Transportation 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 2026-2055 Plan must be adopted by September 2025.

Previously Completed Work

1. Processed and approved FFYs 2022-2050 Plan amendments and administrative modifications.
2. Initiated contract to develop Plan 2055.
3. Developed the shared vision for the FFYs 2026-2055 Regional Transportation Plan.
4. Completed Phase 1 of Public Outreach for the development of the FFYs 2026-2055 Plan.
5. Catalogued and organized input received from the public for the FFYs 2026-2055 Plan.
6. Finalized a data collection plan to develop the FFYs 2026-2055 Plan.
7. 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.

Planned Activities for NYMTC Staff

1. Facilitate meetings with the Regional Transportation Plan (RTP) Subcommittee and if necessary, other sub-committees at least monthly. (Q1-Q2)
2. Initiate and complete Phase 2 of public outreach to develop the FFYs 2026-2055 Plan. (Q1-Q2)
3. Execute the data collection plan to develop the FFYs 2026-2055 Plan. (Q1-Q2)
4. Organize the development of the list of projects, programs, and studies for developing the FFYs 2026-2055 Plan through the transportation coordinating committees. (Q1-Q2)
5. Review drafts of the FFYs 2026-2055 Plan. (Q1-Q2)

Planned Activities for NYMTC Member Agencies

1. Develop initial lists of projects, programs, and studies for developing the FFYs 2026-2055 Plan through the transportation coordinating committees. (Q1-Q2)
2. Review drafts of the FFYs 2026-2055 Plan. (Q1-Q2)

Deliverables for NYMTC Staff and Member Agencies

1. Process and approve FFYs 2022-2050 Plan amendments and administrative modifications. (Q1-Q2)
2. In compliance with new requirements under the Infrastructure Investment and Jobs Act and as part of the development of the FFYs 2026-2055 Plan, develop and implement a housing coordination process that will involve consultation with housing officials in the NYMTC planning area. (Q1-Q2)
3. Draft the FFYs 2026-2055 Plan. (Q1-Q2)
4. Adopt FFY 2026-2055 Plan (Q2)

Related Professional Services Contracts

NYMTC Staff Contracts

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

Previously Programmed Funds

NYMTC Staff: \$500,000

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

Nassau County: \$80,764

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

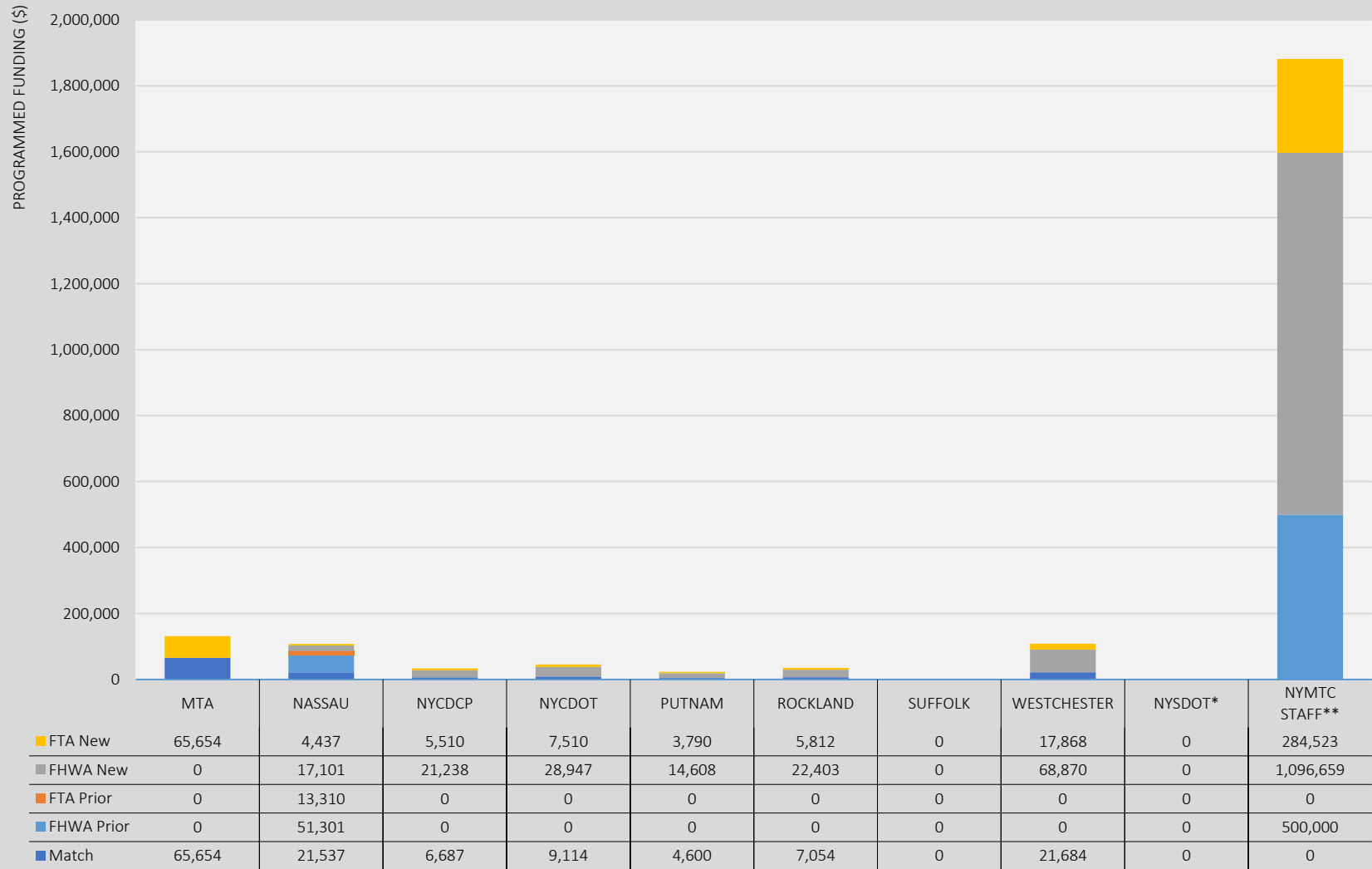
Summary of Task Funding

See next pages.

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

SFY 2025-2026

Total Project Funds: \$2,316,632



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

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

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

<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 2025- 2026</u>	<u>Total Project Cost</u>
Central Staff	\$936,011	\$0	\$500,000	\$500,000	\$936,011	\$1,436,011
MHSTCC	\$164,701	\$0	\$0	\$0	\$164,701	\$164,701
NSTCC	\$156,970	\$0	\$0	\$0	\$156,970	\$156,970
NYCTCC	\$123,500	\$0	\$0	\$0	\$123,500	\$123,500
NYMTC Staff Subtotal	\$1,381,182	\$0	\$500,000	\$500,000	\$1,381,182	\$1,881,182
MTA	\$82,068	\$0	\$0	\$0	\$82,068	\$82,068
Nassau	\$107,686	\$0	\$0	\$80,764	\$26,922	\$107,686
NYCDCP	\$32,435	\$1,000	\$0	\$0	\$33,435	\$33,435
NYCDOT	\$45,572	\$0	\$0	\$0	\$45,572	\$45,572
Putnam	\$22,998	\$0	\$0	\$0	\$22,998	\$22,998
Rockland	\$35,269	\$0	\$0	\$0	\$35,269	\$35,269
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$107,422	\$1,000	\$0	\$0	\$108,422	\$108,422
Members Subtotal	\$433,450	\$2,000	\$0	\$80,764	\$354,686	\$435,450
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
NYS DOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$2,316,632

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. It will also develop the 2025 CMP Status Report for its adoption by September 2025.

Previously Completed Work

The pilot of the CMP Targeting Program is completed, and Phase I of the targeting program is underway. Initial analysis using the National Performance Management Research Data Set (NPMRDS) was undertaken as part of the development of the 2025 CMP Status Report.

Planned Activities for NYMTC Staff

1. Geo-spatial congestion forecasts for the 2025 CMP Status Report.
2. Use the NPMRDS analysis to identify the top five congested locations in each county for targeted CMP analysis.
3. Complete a draft and final draft for public review of the 2025 CMP Status Report.

Planned Activities for NYMTC Member Agencies

1. Finalize and adopt 2025 CMP Status Report
2. Work with the staff and the NPMRDS analysis to identify the top five congested locations in each county/borough for the targeted CMP analysis.

Deliverables for NYMTC Staff and Member Agencies

1. Adopt 2025 CMP Status Report (Q2)
2. Technical memo on the results of the targeted CMP analysis (Q4)

Related Professional Services Contracts

Not Applicable

Previously Programmed Funds

Nassau: \$8,279

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

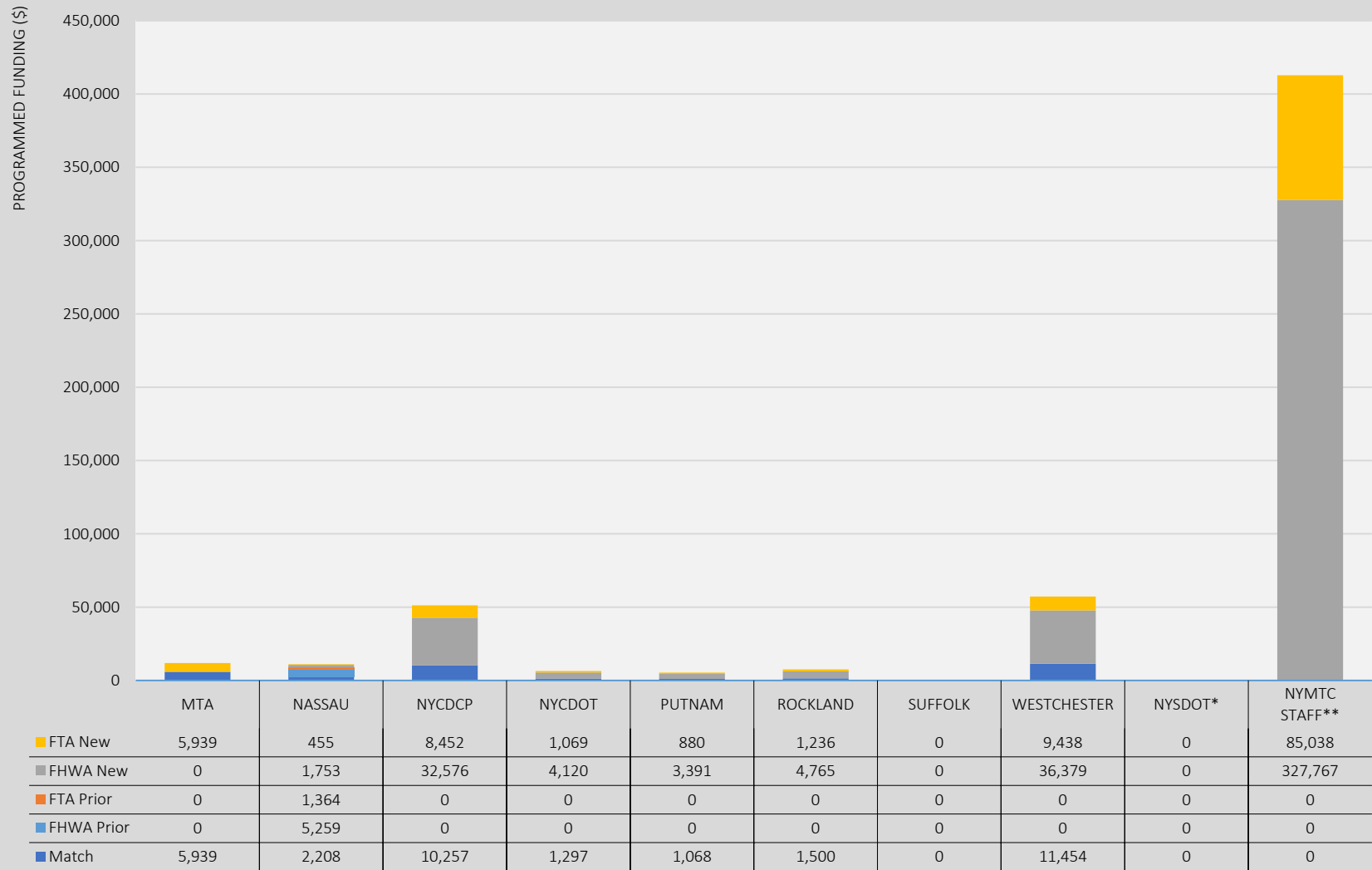
Summary of Task Funding

See next pages.

Congestion Management Process (CMP)

SFY 2025-2026

Total Project Funds: \$559,150



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

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

Congestion Management Process (CMP)
SFY 2025-2026

<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 2025- 2026</u>	<u>Total Project Cost</u>
Central Staff	\$294,010	\$0	\$0	\$0	\$294,010	\$294,010
MHSTCC	\$27,245	\$0	\$0	\$0	\$27,245	\$27,245
NSTCC	\$57,045	\$0	\$0	\$0	\$57,045	\$57,045
NYCTCC	\$34,505	\$0	\$0	\$0	\$34,505	\$34,505
NYMTC Staff Subtotal	\$412,805	\$0	\$0	\$0	\$412,805	\$412,805
MTA	\$7,424	\$0	\$0	\$0	\$7,424	\$7,424
Nassau	\$11,038	\$0	\$0	\$8,279	\$2,759	\$11,038
NYCDCP	\$50,785	\$500	\$0	\$0	\$51,285	\$51,285
NYCDOT	\$6,486	\$0	\$0	\$0	\$6,486	\$6,486
Putnam	\$5,338	\$0	\$0	\$0	\$5,338	\$5,338
Rockland	\$7,502	\$0	\$0	\$0	\$7,502	\$7,502
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$57,272	\$0	\$0	\$0	\$57,272	\$57,272
Members Subtotal	\$145,845	\$500	\$0	\$8,279	\$138,066	\$146,345
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:						\$559,150

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.

Planned Activities for NYMTC Staff

1. Identify required TPM actions for SFYs 2025-2026 and 2026-2027.
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 3 with both the New York-Jersey City-Newark NY-NJ and Bridgeport-Stamford CT-NY UAs.
6. Begin 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 level targets and develop targets for the third performance period.
3. For transit designated recipients: provide updated Transit Asset Management and Public Transit Agency Safety Plan targets.

Deliverables for NYMTC Staff

1. Draft targets for New York-Jersey City-Newark NY-NJ UA and Bridgeport-Stamford CT-NY UA
2. Resolutions for support of all updated targets developed in SFY2025-2026.

Deliverables for NYMTC Member Agencies

1. Adopted resolutions for all updated targets developed in SFY2025-2026.

Related Professional Services Contracts

Not Applicable

Previously Programmed Funds

Nassau: \$25,306

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

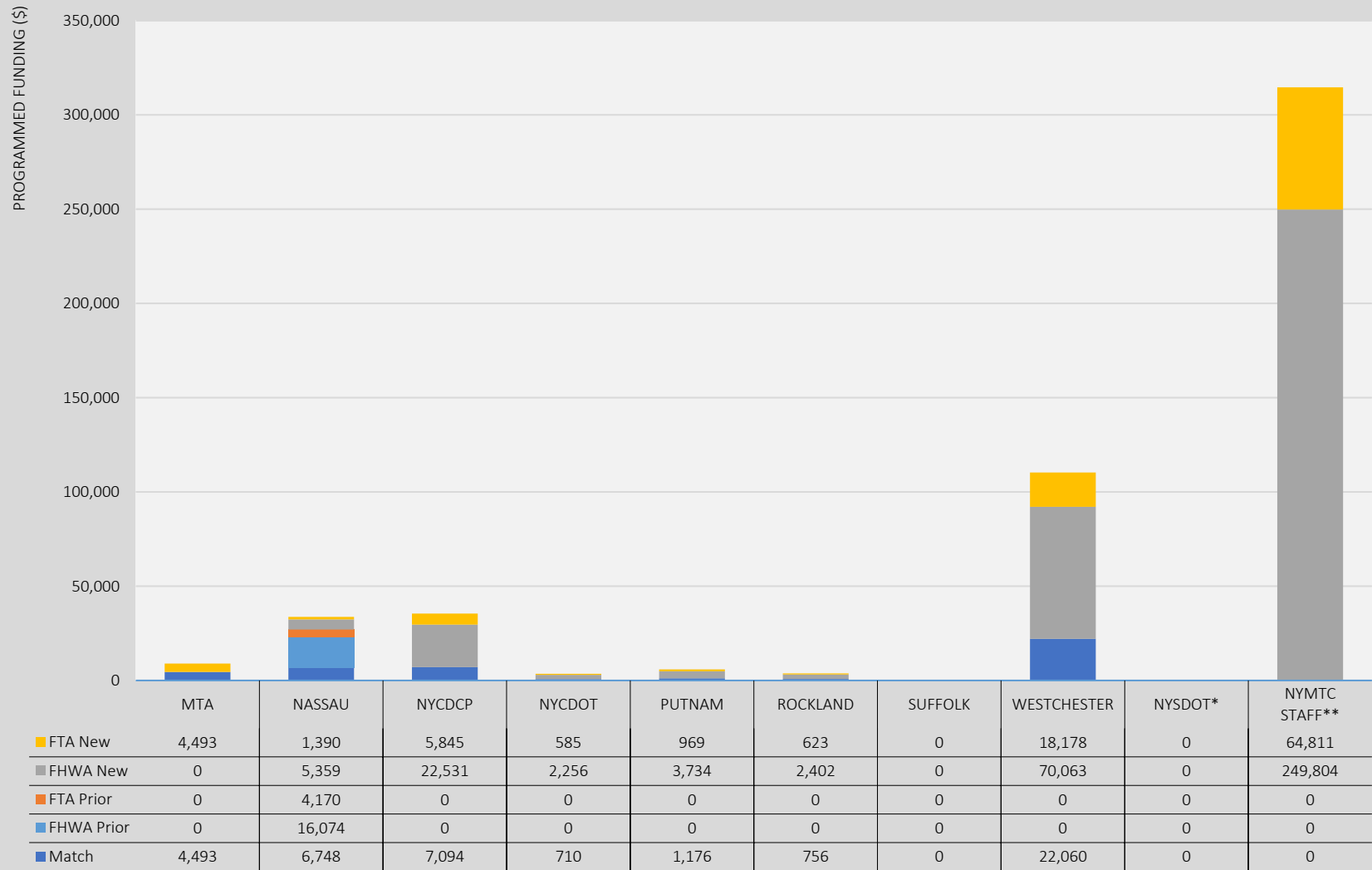
Summary of Task Funding

See next pages.

Transportation Performance Management (TPM)

SFY 2025-2026

Total Project Funds: \$512,955



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

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

Transportation Performance Management (TPM)
SFY 2025-2026

<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 2025-2026</u>	<u>Total Project Cost</u>
Central Staff	\$205,465	\$0	\$0	\$0	\$205,465	\$205,465
MHSTCC	\$15,975	\$0	\$0	\$0	\$15,975	\$15,975
NSTCC	\$58,670	\$0	\$0	\$0	\$58,670	\$58,670
NYCTCC	\$34,505	\$0	\$0	\$0	\$34,505	\$34,505
NYMTC Staff Subtotal	\$314,615	\$0	\$0	\$0	\$314,615	\$314,615
MTA	\$5,616	\$0	\$0	\$0	\$5,616	\$5,616
Nassau	\$33,742	\$0	\$0	\$25,306	\$8,436	\$33,742
NYCDCP	\$34,970	\$500	\$0	\$0	\$35,470	\$35,470
NYCDOT	\$3,552	\$0	\$0	\$0	\$3,552	\$3,552
Putnam	\$5,878	\$0	\$0	\$0	\$5,878	\$5,878
Rockland	\$3,781	\$0	\$0	\$0	\$3,781	\$3,781
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$110,301	\$0	\$0	\$0	\$110,301	\$110,301
Members Subtotal	\$197,840	\$500	\$0	\$25,306	\$173,034	\$198,340
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:						\$512,955

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 PPSCMP have been updated.

Planned Activities for NYMTC Staff

1. Update, apply, enhance, and maintain the NYBPM BY 2019 model for 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. Support member agencies in running the NYBPM and conducting analyses in response to special requests from the member agencies.
6. Begin planning for the process of updating NYBPM to a new base year

Planned Activities for NYMTC Member Agencies

1. Review and comment 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. Greenhouse Gas (GHG) Emissions Inventory Report (Q3)

Related Professional Services Contracts

Not Applicable.

Previously Programmed Funds

NYMTC Staff \$7,330,817

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

Nassau: \$12,972

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

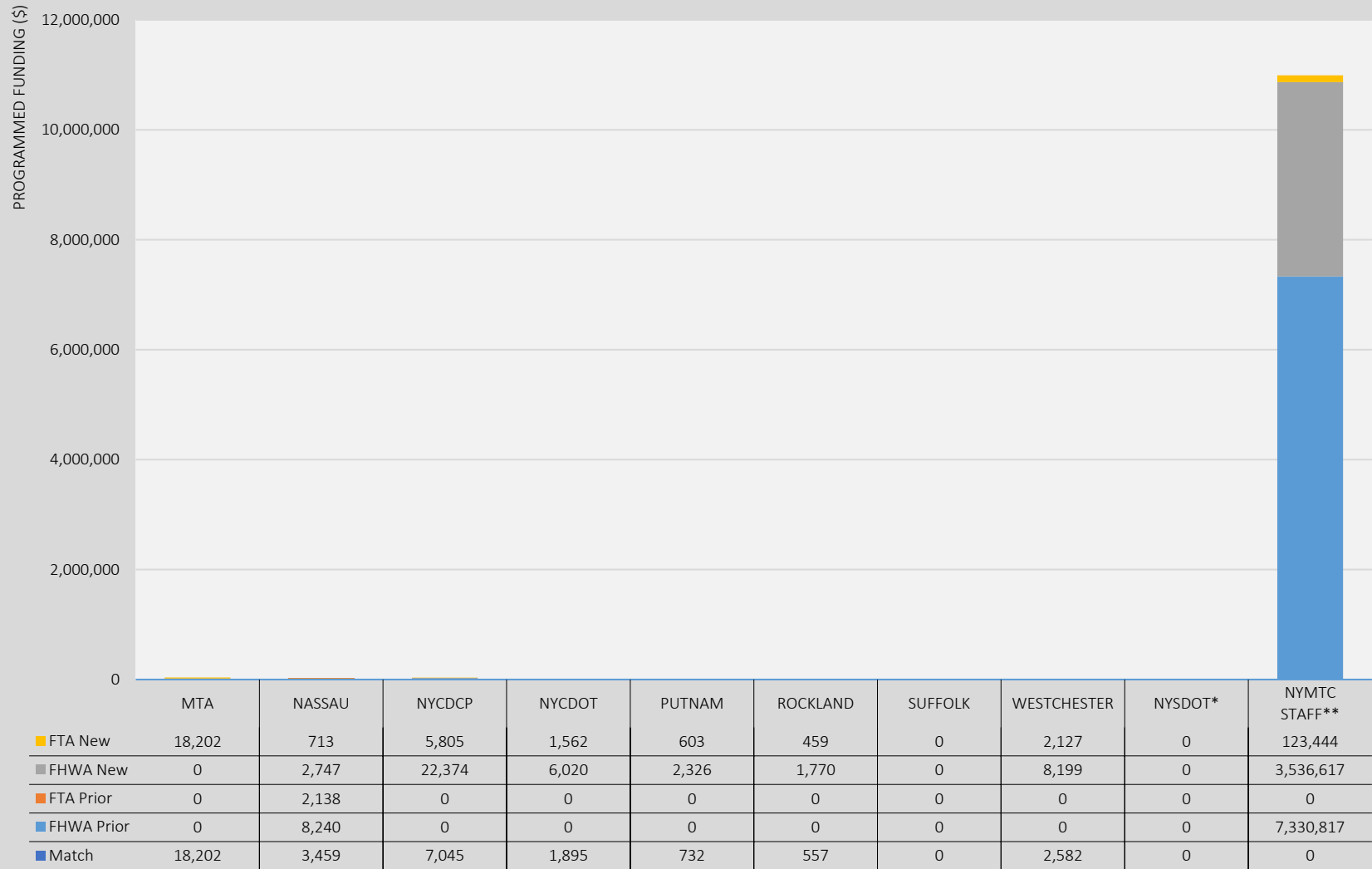
Summary of Task Funding

See next pages.

Model Development, Enhancement, and Applications

SFY 2025-2026

Total Project Funds: \$11,094,983



* 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 2025-2026

<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 2025-2026</u>	<u>Total Project Cost</u>
Central Staff	\$564,740	\$0	\$10,391,633	\$7,330,817	\$3,625,556	\$10,956,373
MHSTCC	\$19,985	\$0	\$0	\$0	\$19,985	\$19,985
NSTCC	\$7,260	\$0	\$0	\$0	\$7,260	\$7,260
NYCTCC	\$7,260	\$0	\$0	\$0	\$7,260	\$7,260
NYMTC Staff Subtotal	\$599,245	\$0	\$10,391,633	\$7,330,817	\$3,660,061	\$10,990,878
MTA	\$22,752	\$0	\$0	\$0	\$22,752	\$22,752
Nassau	\$17,296	\$0	\$0	\$12,972	\$4,324	\$17,296
NYCDCP	\$34,723	\$500	\$0	\$0	\$35,223	\$35,223
NYCDOT	\$7,677	\$1,800	\$0	\$0	\$9,477	\$9,477
Putnam	\$3,662	\$0	\$0	\$0	\$3,662	\$3,662
Rockland	\$2,787	\$0	\$0	\$0	\$2,787	\$2,787
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$12,908	\$0	\$0	\$0	\$12,908	\$12,908
Members Subtotal	\$101,805	\$2,300	\$0	\$12,972	\$91,133	\$104,105
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:						\$11,094,983

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: \$6,288,471

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

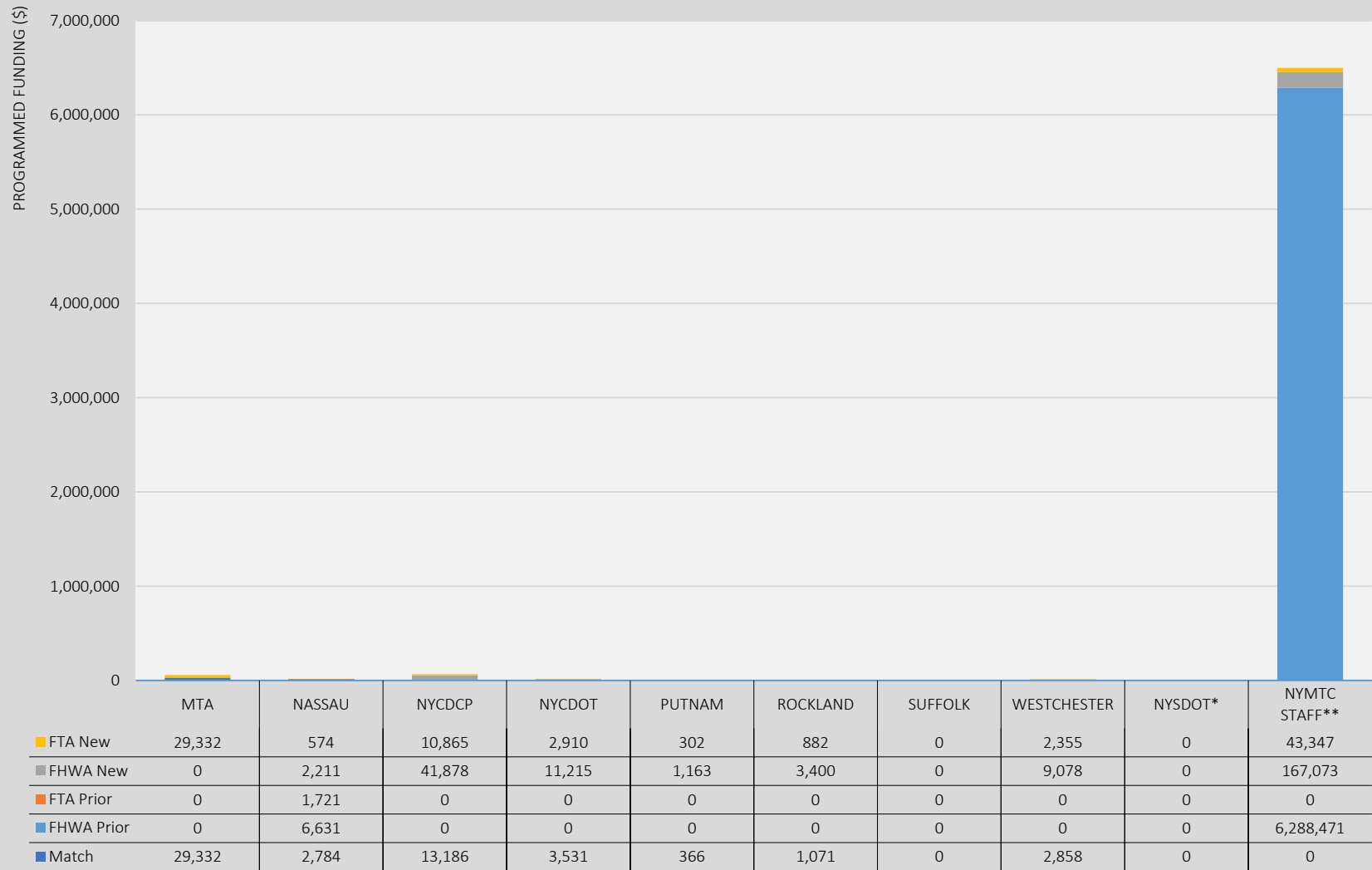
Nassau: \$10,440

Unspent funds are being brought into the current program.

Summary of Task Funding

See next pages.

**Regional Surveys
SFY 2025-2026
Total Project Funds: \$6,654,538**



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

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

Regional Surveys

SFY 2025-2026

<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 2025- 2026</u>	<u>Total Project Cost</u>
Central Staff	\$184,800	\$0	\$6,288,471	\$6,288,471	\$184,800	\$6,473,271
MHSTCC	\$14,350	\$0	\$0	\$0	\$14,350	\$14,350
NSTCC	\$5,635	\$0	\$0	\$0	\$5,635	\$5,635
NYCTCC	\$5,635	\$0	\$0	\$0	\$5,635	\$5,635
NYMTC Staff Subtotal	\$210,420	\$0	\$6,288,471	\$6,288,471	\$210,420	\$6,498,891
MTA	\$36,665	\$0	\$0	\$0	\$36,665	\$36,665
Nassau	\$13,921	\$0	\$0	\$10,440	\$3,481	\$13,921
NYCDP	\$64,929	\$1,000	\$0	\$0	\$65,929	\$65,929
NYCDOT	\$17,656	\$0	\$0	\$0	\$17,656	\$17,656
Putnam	\$1,831	\$0	\$0	\$0	\$1,831	\$1,831
Rockland	\$5,353	\$0	\$0	\$0	\$5,353	\$5,353
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$14,292	\$0	\$0	\$0	\$14,292	\$14,292
Members Subtotal	\$154,647	\$1,000	\$0	\$10,440	\$145,207	\$155,647
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:						\$6,654,538

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 on 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 2024 Quarterly Travel Pattern brochures and the 2024 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 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 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 maps for planning products, studies, and analyses.
11. Update the regional land use database included in the NJTPA's MAP Forum Hub
12. Assist in updating AVAIL's freight data portal.

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 2024 Hub Bound Report
4. Collect data for the 2025 Hub Bound Report
5. Provide transit ridership and bridge/tunnel crossings data.
6. Provide progress reports and relevant data from the 2025 Citywide Mobility Survey (NYC DOT)

Planned Activities for NYMTC Member Agencies and Staff

1. Review 2024 Hub Bound data tables and report.
2. Review Quarterly Travel Pattern Brochures.

Deliverables for NYMTC Staff

1. Quarterly travel pattern brochure (SFY2025-2026: Q1-Q4)
2. 2023 Hub Bound report (SFY2025-2026: Q4)
3. Assembled traffic volume and class data for NYBPM (SFY2025-2026: Q4)
4. 2023 Regional Transportation Statistical Data Tables (SFY2025-2026: Q4)
5. Updated MAP Forum Hub land use database (SFY2025-2026: Q4).

Deliverables for NYMTC Member Agencies

1. Data collection plan (NYCDOT) (SFY2025-2026: Q1)
2. Assembled Traffic Volume/Class database in GIS file format (NYCDOT) (SFY2025-2026: Q4)
3. Assembled MetroCard Station to Station (O/D) ridership data (MTA) (SFY2025-2026: Q4)
4. Hub-Bound data, including traffic volume data, including relevant bicycle and ferry data (NYCDOT) (SFY2025-2026: Q4)
5. Transit ridership, bridge/tunnel crossings data (SFY2025-2026: Q1-Q4)
6. 2025 Citywide Mobility Survey report and assembled data (NYCDOT) (SFY2025-2026: 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: \$325,000

Consultant to provide survey mobility trends throughout NYC.

Contract Name: Traffic Counts

Estimated contract cost: \$700,000

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.

Suffolk County

Contract Name: Traffic Counts

Estimated contract cost: \$60,000

Consultant to provide traffic counts.

Previously Programmed Funds

NYMTC Staff: \$2,737,506

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

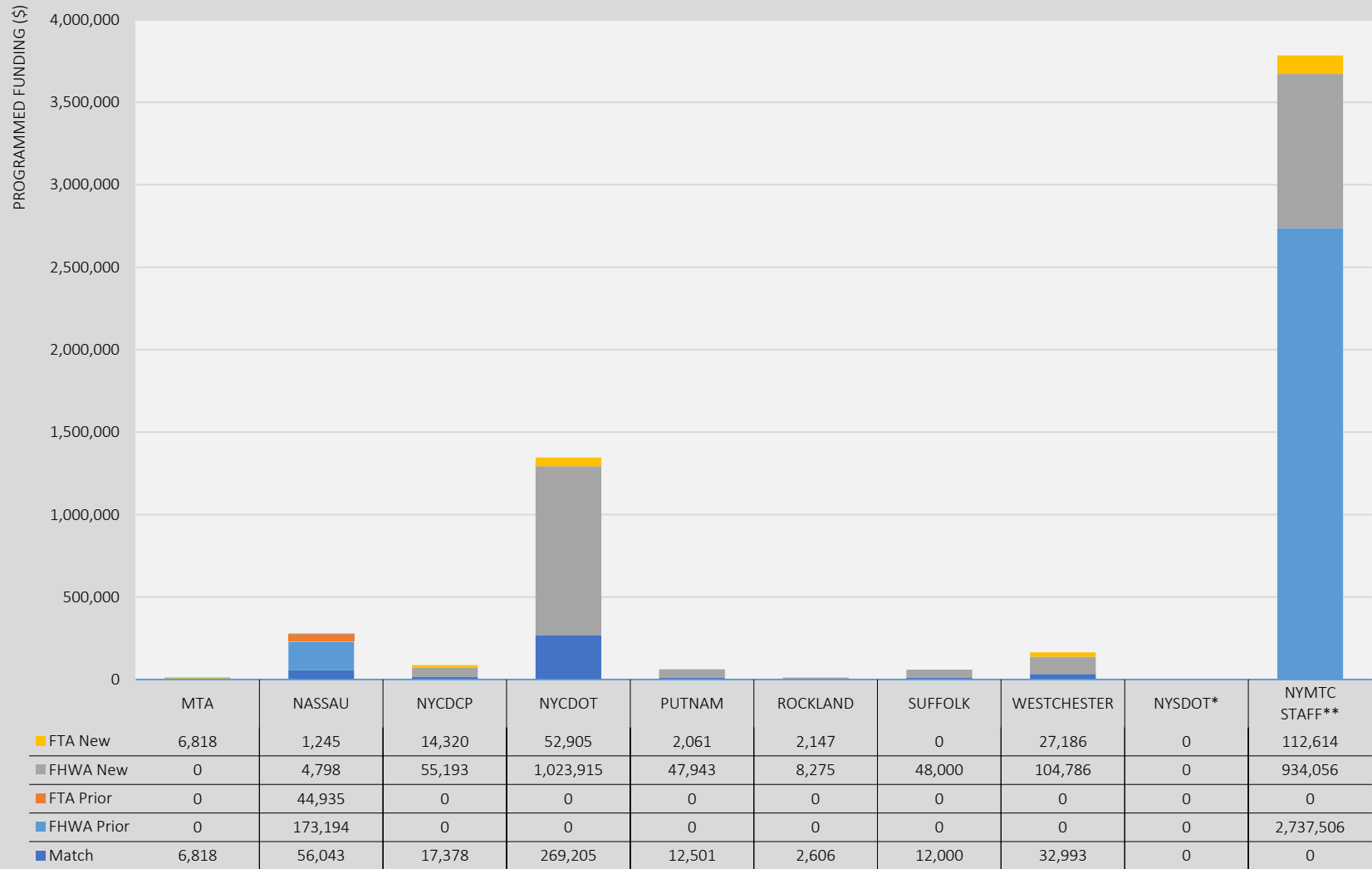
Nassau County \$272,661

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

Summary of Task Funding

See next pages.

**Data Management
SFY 2025-2026
Total Project Funds: \$5,806,327**



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

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

Data Management

SFY 2025-2026

<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 2025-2026</u>	<u>Total Project Cost</u>
Central Staff	\$442,920	\$0	\$3,237,506	\$2,737,506	\$942,920	\$3,680,426
MHSTCC	\$44,150	\$0	\$0	\$0	\$44,150	\$44,150
NSTCC	\$41,070	\$0	\$0	\$0	\$41,070	\$41,070
NYCTCC	\$18,530	\$0	\$0	\$0	\$18,530	\$18,530
NYMTC Staff Subtotal	\$546,670	\$0	\$3,237,506	\$2,737,506	\$1,046,670	\$3,784,176
MTA	\$8,522	\$0	\$0	\$0	\$8,522	\$8,522
Nassau	\$30,215	\$0	\$250,000	\$272,661	\$7,554	\$280,215
NYCDCP	\$76,363	\$10,528	\$0	\$0	\$86,891	\$86,891
NYCDOT	\$321,025	\$0	\$1,025,000	\$0	\$1,346,025	\$1,346,025
Putnam	\$12,504	\$0	\$50,000	\$0	\$62,504	\$62,504
Rockland	\$13,028	\$0	\$0	\$0	\$13,028	\$13,028
Suffolk	\$0	\$0	\$60,000	\$0	\$60,000	\$60,000
Westchester	\$159,966	\$5,000	\$0	\$0	\$164,966	\$164,966
Members Subtotal	\$621,623	\$15,528	\$1,385,000	\$272,661	\$1,749,490	\$2,022,151
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:						\$5,806,327

Transportation Improvement Program

This category addresses the development and management of the Transportation Improvement Program. This federally mandated product 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. This category includes solicitations for specific federal grant programs, including the Section 5310 program, CMAQ program, and Transportation Alternatives. Additionally, the development of plans in support of the new IJJA formula and discretionary funding programs are part of this category. Finally, it includes planning projects and activities to conduct regional emissions analyses and Transportation Conformity Determinations for the TIP and Plan.

Highlights for this Program

- The FFYs 2026-2030 TIP will be adopted in concert with FFYs 2026-2055 RTP.
- A regional emissions analysis will be undertaken, and a related Transportation Conformity Determination will be adopted.
- A new Program Management Tool will be implemented to maintain the FFYs 2026-2030 TIP and the fiscally constrained element of the FFYs 2026-2055 RTP.
- TIP amendments and administrative modifications will be processed as needed to maintain the TIP as an eligible program of projects for federal funding.
- Project proposals will be solicited and evaluated for the Section 5310, TAP and/or CMAQ programs, as needed.
- An Annual Listing of Obligated Projects will be published.

Recent Accomplishments

- An Annual Listing of Obligated Projects and its visualization was developed.
- A Transportation Conformity Determination was developed and adopted for the FFY 2023-2027 TIP and Plan 2050, as amended.

Category: Transportation Improvement Program
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2025-26</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$1,681,031	\$1,727,738	\$3,408,769
MHSTCC	\$659,641	\$0	\$659,641
NSTCC	\$488,650	\$0	\$488,650
NYCTCC	\$897,153	\$0	\$897,153
NYMTC Staff Subtotal	\$3,726,475	\$1,727,738	\$5,454,213
MTA	\$37,488	\$0	\$37,488
Nassau	\$22,500	\$67,500	\$90,000
NYCDP	\$125,138	\$0	\$125,138
NYCDOT	\$446,492	\$0	\$446,492
Putnam	\$96,078	\$0	\$96,078
Rockland	\$36,502	\$0	\$36,502
Suffolk	\$0	\$0	\$0
Westchester	\$108,191	\$0	\$108,191
Members Subtotal	\$872,389	\$67,500	\$939,889
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$4,598,864	\$1,795,238	\$6,394,102

Regional Program Management

Description and Objectives

NYMTC adopted the current FFYs 2023-2027 Transportation Improvement Program in October 2022. The TIP has been maintained through program amendments and administrative modifications. NYMTC staff is developing the FFYs 2026-2030 TIP for adoption in September 2025. Once adopted, the new TIP will be maintained through program amendments and administrative modifications.

Previously Completed Work

1. Processed monthly TIP amendments and administrative modifications to keep the program current, including public review and responses to public commentary.
2. Up to 150 amendments and 200 administrative modifications of the TIP were adopted or processed, respectively.
3. Maintained project intake and evaluation process and software.
4. Updated the visualization of the TIP and fiscally constrained element of the FFY 2022-2050 RTP on the NYMTC website each quarter.
5. Prepared summary packages as project selection guidance for specific TIP solicitations.
6. Produced the Annual Listing of Obligated Projects and related visualization.
7. Developed a new Program Management Tool for maintaining the TIP and the fiscally constrained element of the FFY 2022-2050 RTP.
8. Completed FFY 2023-2024 Section 5310 Elderly and Disabled program and adopted by PFAC on May 8, 2024
9. Completion of preparation of Fiscal Constraint Tables for FFY 2023-2024 and adopted by PFAC on September 19, 2024

Planned Activities for NYMTC Staff

1. Amend and maintain the TIP to keep the program current, including public review and responses to public commentary.
2. Develop the FFYs 2026-2030 TIP in concert with FFYs 2026-2055 RTP.
3. Maintain project intake software and evaluation process.
4. Update the TIP visualization and fiscally constrained RTP element on the NYMTC website twice a year.
5. Prepare summary packages as project selection guidance for specific TIP solicitations.
6. Produce the 2024 Annual Listing of Obligated Projects and related visualization.
7. Support statewide solicitations for the Transportation Alternatives and Section 5310 programs and Bridge NY and HSIP.
8. Support federal discretionary funding solicitation for Safe Streets and Roads for All (SS4A) program, Transportation Alternatives Program, Section 5310 Elderly and Disabled Program, RAISE, INFRA, and Section 5339. Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure for Rebuilding America (INFRA), and Section 5339, among other discretionary programs and other programs introduced in Infrastructure Investment Jobs Act.
9. Prepare annual fiscal constraint tables for PFAC adoption.
10. Maintain the dashboard for managing the TIP.

Planned Activities for NYMTC Member Agencies

1. Review transportation conformity determination reports for consistency with project assumptions in the Program.
2. Continually update and maintain project information in the PIMS database for future conformity runs.
3. Support federal discretionary funding in solicitation for the Safe Streets and Roads for All program, Transportation Alternatives Program, Section 5310 Elderly and Disabled Program, BUILD, INFRA, Section 5339, and other programs introduced in the IJJA.
4. Participate in balloting TIP amendment actions throughout the fiscal year
5. Adopt prepared Fiscal Constraint tables to NYMTC TIP
6. Attend and participate in Monthly Direct Recipient meetings
7. Participate and attend Working Groups meeting
8. Participate as necessary in developing the FFYs 2026-2030 TIP in concert with FFYs 2026-2055 RTP, both to be adopted in September 2025.
9. Support, as necessary, the statewide solicitations for the Transportation Alternatives and Section 5310 programs, Bridge NY, and HSIP.

Deliverables for NYMTC Staff

1. FFYs 2026-2030 TIP coordinated with FFY 2026-2055 RTP (SFY2025-2026: Q3)
2. NYMTC Program Dashboards (SFY2025-2026: Q1)
3. Project selections/recommendations for TAP and Section 5310 funding (SFY2025-2026: Q4)
4. Up to 150 amendments and 200 administrative modifications of the TIP (FFY2025-2026: Q1-Q4) FFY 2026-2030 TIP Narratives (SFY2025-2026: Q1)
5. Twice-annual Project Listing (FFY2025-2026, Q1 and Q3)
6. Twice-annual TIP visualizations (SFY2024-2025, Q1 and Q3)
7. NYMTC program dashboards (SFY2025-2026, Q1-Q4)
8. FFY 2025 Annual Listing of Obligated Projects (SFY2025 – 2026, Q3)
9. Program management platform (SFY2025-2026, Q3-Q4)
10. Fiscal constraint tables (SFY 2025-2026, Q4)

Deliverables for NYMTC Members

1. Adopt FFYs 2026-2030 TIP (SFY 2025-2026, Q3)
2. Passage of up to 150 TIP Actions (SFYs 2025-2026, Q1 - Q4)
3. Adopt amended fiscal constrain tables for NYMTC TIP (SFY 2025-2026, Q4)

Deliverables for NYMTC Staff and NYMTC Member Agencies

1. Developed and adopt the FFYs 2026-2030 TIP (SFY 2025-2026: Q3)
2. TIP Action amendments (SFY 2025-2026, Q1-Q4)
3. Updated dashboards for managing the TIP (SFY 2025-2026, Q1 – Q4)
4. Adopted Fiscal Constraint tables (SFY 2025 – 2026, Q4)

Related Professional Services Contracts

NYMTC Staff Contracts

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

Previously Programmed Funds

NYMTC Staff: \$625,000

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

Nassau: \$58,913

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

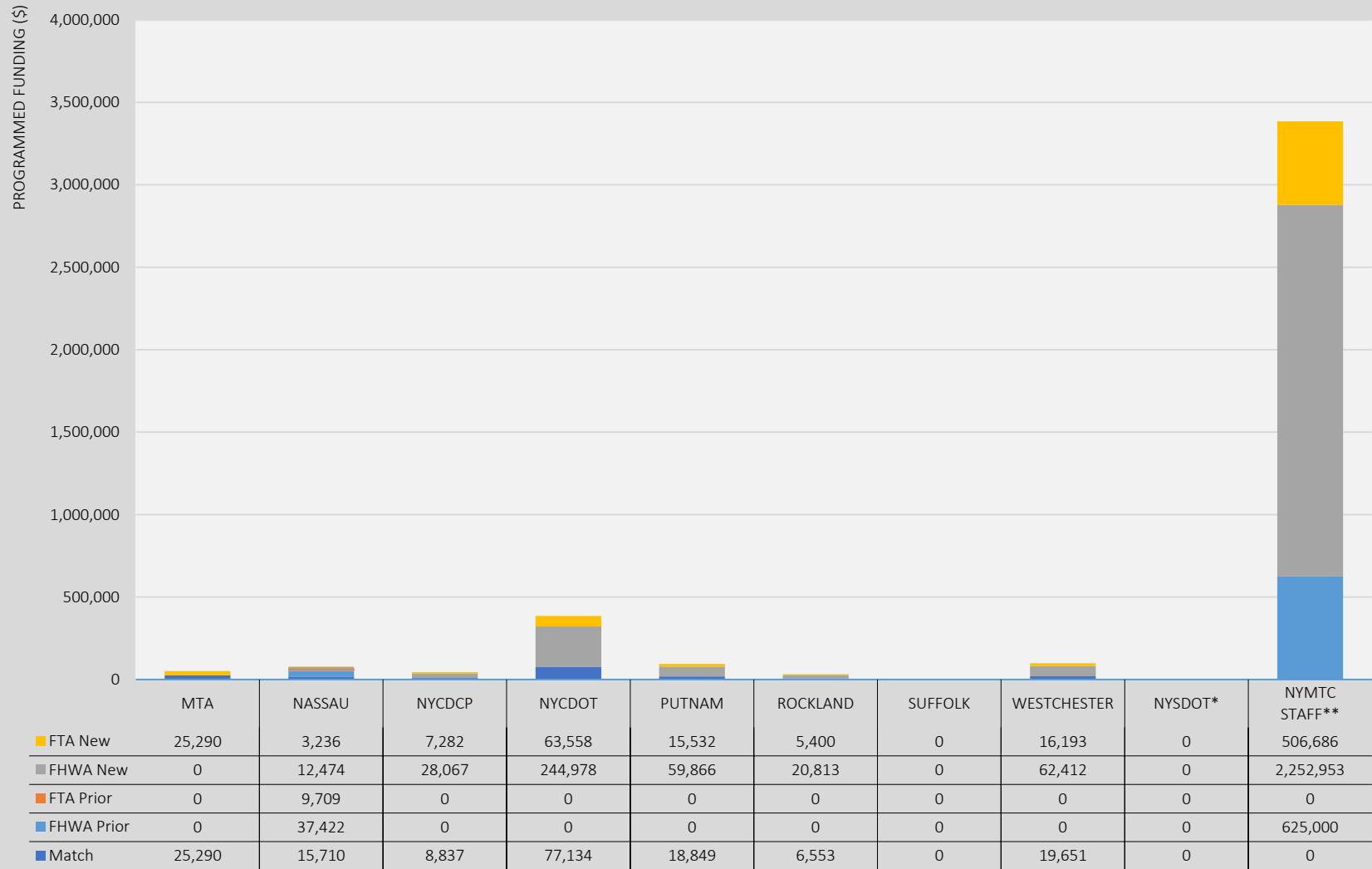
Summary of Task Funding

See next pages.

Regional Program Management

SFY 2025-2026

Total Project Funds: \$4,149,928



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

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

Regional Program Management
SFY 2025-2026

<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 2025- 2026</u>	<u>Total Project Cost</u>
Central Staff	\$788,376	\$0	\$925,000	\$625,000	\$1,088,376	\$1,713,376
MHSTCC	\$587,316	\$0	\$0	\$0	\$587,316	\$587,316
NSTCC	\$371,310	\$0	\$0	\$0	\$371,310	\$371,310
NYCTCC	\$712,637	\$0	\$0	\$0	\$712,637	\$712,637
NYMTC Staff Subtotal	\$2,459,639	\$0	\$925,000	\$625,000	\$2,759,639	\$3,384,639
MTA	\$31,613	\$0	\$0	\$0	\$31,613	\$31,613
Nassau	\$78,551	\$0	\$0	\$58,913	\$19,638	\$78,551
NYCDCP	\$43,186	\$1,000	\$0	\$0	\$44,186	\$44,186
NYCDOT	\$385,670	\$0	\$0	\$0	\$385,670	\$385,670
Putnam	\$94,247	\$0	\$0	\$0	\$94,247	\$94,247
Rockland	\$32,766	\$0	\$0	\$0	\$32,766	\$32,766
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$97,256	\$1,000	\$0	\$0	\$98,256	\$98,256
Members Subtotal	\$763,289	\$2,000	\$0	\$58,913	\$706,376	\$765,289
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:						\$4,149,928

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 FFY2023-2027 TIP and FFY2022-2050 RTP, as amended, was adopted in June 2024.

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.
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 and Congestion Management analyses to calculate required pollutant emissions and inform NYMTC's Congestion Management Process update.
5. Develop draft and final Transportation Conformity Determination documentation for the FFY2026-2030 TIP and FFY2026-2055 RTP.
6. Produce Greenhouse Gas Emissions Inventory Report.
7. Coordinate with the Interagency Consultation Group (ICG), as needed.

Planned Activities for NYMTC Staff and Member Agencies

1. Collect and review project data for the FFY2026-2030 TIP and FFY2026-2055 RTP.
2. Support transportation conformity determination public comment and review periods.
3. Continually update and maintain information on projects in the Project Information Management Systems database for future conformity runs.

Deliverables for NYMTC Staff and Member Agencies

1. Transportation Conformity Determination documentation for the FFY2026-2030 TIP and FFY2026-2055 RTP. (SFY2025-2026: Q2)

Related Professional Services Contracts

NYMTC Staff Contracts

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

Previously Programmed Funds

NYMTC Staff: \$1,102,738

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

Nassau: \$8,587

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

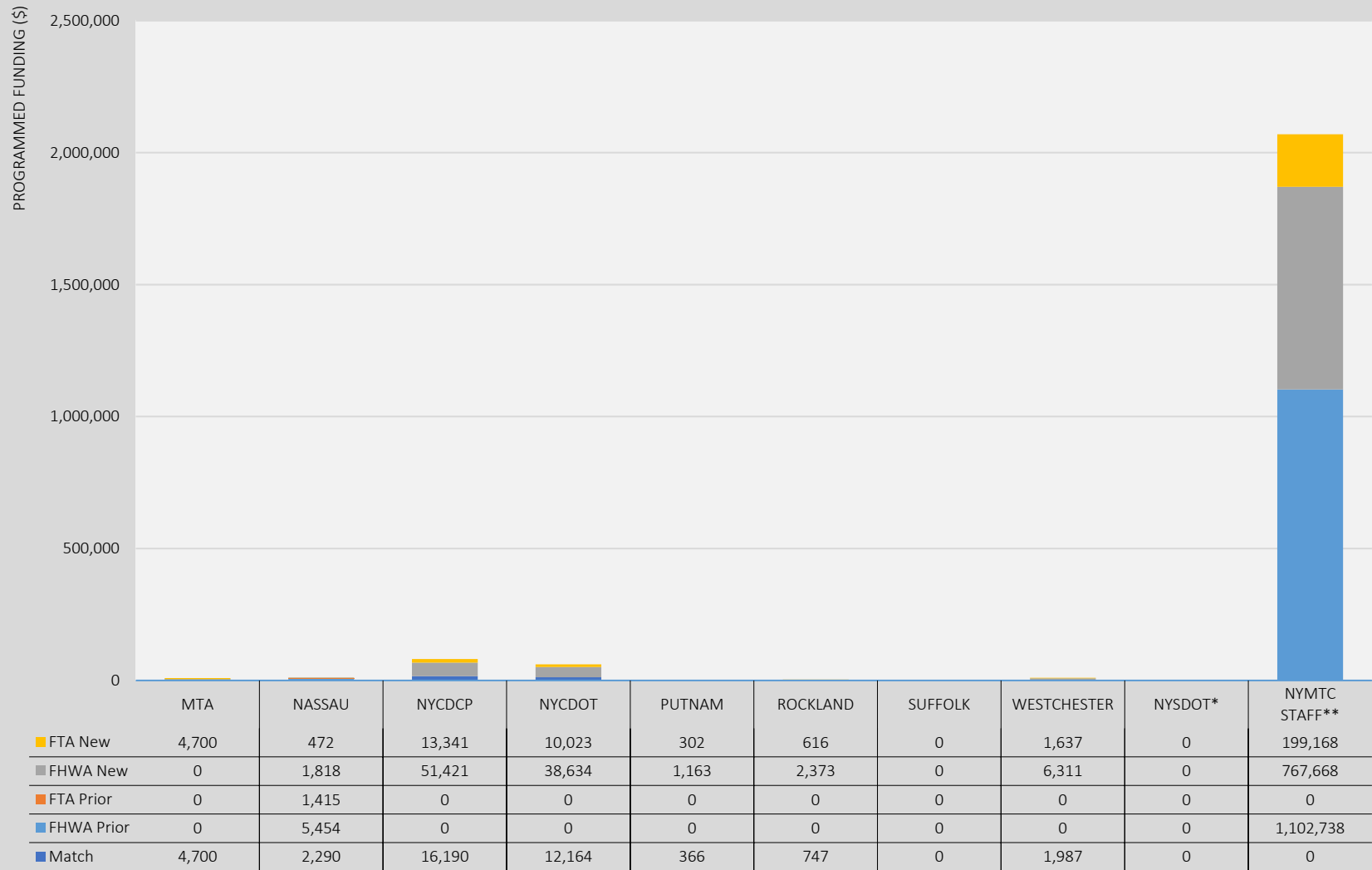
Summary of Task Funding

See next pages.

Regional Emissions Analysis and Transportation Conformity

SFY 2025-2026

Total Project Funds: \$2,244,174



* 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 2025-2026

<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 2025- 2026</u>	<u>Total Project Cost</u>
Central Staff	\$592,655	\$0	\$1,102,738	\$1,102,738	\$592,655	\$1,695,393
MHSTCC	\$72,325	\$0	\$0	\$0	\$72,325	\$72,325
NSTCC	\$117,340	\$0	\$0	\$0	\$117,340	\$117,340
NYCTCC	\$184,516	\$0	\$0	\$0	\$184,516	\$184,516
NYMTC Staff Subtotal	\$966,836	\$0	\$1,102,738	\$1,102,738	\$966,836	\$2,069,574
MTA	\$5,875	\$0	\$0	\$0	\$5,875	\$5,875
Nassau	\$11,449	\$0	\$0	\$8,587	\$2,862	\$11,449
NYCDCP	\$79,952	\$1,000	\$0	\$0	\$80,952	\$80,952
NYCDOT	\$60,822	\$0	\$0	\$0	\$60,822	\$60,822
Putnam	\$1,831	\$0	\$0	\$0	\$1,831	\$1,831
Rockland	\$3,736	\$0	\$0	\$0	\$3,736	\$3,736
Suffolk	\$0	\$0	\$0	\$0	\$0	\$0
Westchester	\$9,935	\$0	\$0	\$0	\$9,935	\$9,935
Members Subtotal	\$173,600	\$1,000	\$0	\$8,587	\$166,013	\$174,600
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:						\$2,244,174

Discretionary Program

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



SAFETY AND SECURITY

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



RELIABLE AND EASY TRAVEL

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



PLANNING FOR CHANGING DEMAND

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



REDUCING ENVIRONMENTAL IMPACTS

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



RESILIENCY

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

2025-2026 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
NYMTC Staff					
September 11th Memorial Program	●	●	●	●	●
Palisades Shared Use Path Feasibility Study	●	●		●	
Northern Westchester East-West Corridors Study	●	●	●	●	●
Metropolitan Transportation Authority					
MTA Wide Non-Revenue Fleet Electrification Infrastructure Study				●	●
MTA Customer Survey Sampling Efficiency Study	●	●	●		
MTA Second Ave Subway West Expansion Study		●	●	●	●
MTA Geospatial Mobility Database – Replica Access		●	●		
MTA Regional Rail Network Strategy Study – Scan		●	●		●
MTA Regional Rail Network Strategy Study – Project Feasibility & Option Development		●	●		●
MTA NYCT Platform Barriers Study	●	●	●		

2025-2026 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
Nassau County					
Land Use – Transportation Element of Comprehensive Plan	●	●	●	●	●
Nassau County Traffic Signal Progression and Optimization Study I – Bethpage, East Meadow, Westbury	●	●	●	●	
Nassau County Traffic Signal Progression and Optimization Study II – Oceanside	●	●	●	●	
Nassau County Traffic Signal Progression and Optimization Study III – Hewlett and Lynbrook	●	●	●	●	
Roadway Sustainability and Compliance Study		●	●	●	
Lido Beach Multi-Use Trail Planning Study	●	●	●	●	●
Nassau-Queens Interface Transportation Study – Project Support	●	●	●	●	
Nassau County Transportation Alternatives Plan	●	●	●	●	
Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan		●		●	
Nassau County Micro-Planning	●	●	●	●	●
NYC Department of City Planning					
Off-Street Parking Reform			●	●	
Last-Mile Facilities and the Package Delivery Industry	●		●	●	
Industrial and Freight Land Use Planning		●	●	●	
Neighborhood and Community Planning	●	●	●	●	●
Work from Home Trends		●	●		

2025-2026 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
NYC Department of Transportation					
Red Hook Traffic & Truck Study	●	●	●	●	
Brooklyn College Flatbush Ave Transportation Study		●	●		
Coney Island Alternative Access - Congestion Study	●	●	●	●	
Morris Park East Bronx Transportation Study	●	●	●	●	
Microhubs Program Evaluation	●	●	●	●	
Increase Truck Safety Through Access to Better Vehicle Design Study	●		●	●	
Freight Hub and Flow Analysis		●	●		
NYC Urban Freight Consolidation Center Feasibility Study	●	●	●	●	●
NYC Good Neighbors Safety Coordination Study	●	●			
Secure Bike Parking Program Planning Activities		●	●	●	●
NYC Pedestrian Improvement Studies	●	●	●		
Public Realm Neighborhood Planning	●	●	●	●	
York Avenue Transportation Study	●	●	●	●	
Economic Benefits of Sustainable Streets Study		●	●		
Taxi and For-Hire Vehicle Curb Regulations Study		●	●	●	
Sight Seeing Bus Data Planning Study		●	●	●	
Micromobility Data Study and Dashboard		●	●	●	
Bike Infrastructure Before and After Evaluation Study		●	●	●	

2025-2026 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
Putnam County					
Putnam County Public Transit System Study	●	●	●	●	●
Rockland County					
Clarkstown Safety and Sustainability Study for Route 303 & Route 304	●	●	●		
Westchester County					
County Mobility and Bus Redesign Implementation Plan		●	●	●	
Transit Fare Policy and Fare Structure Analysis Study		●	●	●	
Transportation Section and Comprehensive Plan		●			
Improving Mobility for the Aging Population	●	●	●	●	●

Category: Discretionary Program
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2025-26</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$192,066	\$576,207	\$768,273
MHSTCC	\$188,630	\$0	\$188,630
NSTCC	\$0	\$0	\$0
NYCTCC	\$0	\$0	\$0
NYMTC Staff Subtotal	\$380,696	\$576,207	\$956,903
MTA	\$5,970,041	\$2,878,622	\$8,848,663
Nassau	\$784,829	\$3,432,584	\$4,217,413
NYCDCP	\$1,157,677	\$1,148,359	\$2,306,036
NYCDOT	\$3,050,530	\$273,000	\$3,323,530
Putnam	\$180,935	\$0	\$180,935
Rockland	\$14,336	\$650,000	\$664,336
Suffolk	\$0	\$0	\$0
Westchester	\$510,303	\$560,000	\$1,070,303
Members Subtotal	\$11,668,651	\$8,942,565	\$20,611,216
R08	\$0	\$0	\$0
R10	\$0	\$0	\$0
R11	\$0	\$0	\$0
MO	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$12,049,347	\$9,518,772	\$21,568,119

NYMTC Staff

September 11th Memorial Program

Description and Objectives

NYMTC has created a funding program to memorialize the contributions of the three NYMTC staff members who perished in the terrorist attacks of September 11, 2001. This project provides academic funding support for up to four students in completing their education in specific career fields related to transportation and transportation planning. Work carried out by the research fellows will consist of transportation planning work eligible for inclusion in the UPWP.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

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

Start Date: SFY2022-2023: Q1	End Date: SFY2026-2027: Q2
Total Funds Programmed:	\$434,350
New FHWA/FTA Funds:	\$14,350
Previously Programmed Funds:	\$420,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$420,000
Academic stipends for selected students.	

Palisades Shared Use Path Feasibility Study

Description and Objectives

The newly opened Shared Use Path (SUP) on the Governor Mario M. Cuomo Bridge creates the potential for a unique and desirable loop with the George Washington Bridge and the Empire State Trail on the east side of the Hudson River, facilitating greater use from residents of Westchester and Rockland counties. The SUP's proximity to the Palisades Interstate Park provides a potentially low-cost connection that allows for the safe management of an existing flow of cyclists, walkers, hikers and other users. It is also an opportunity to catalyze latent demand for a SUP between the George Washington Bridge path and the SUP. The purpose of this study is to initiate a feasibility and conceptual design study of a SUP within the Palisades Interstate Park right-of-way on the west side of the Hudson River, as a connection to the SUP on the Cuomo Bridge.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

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

Start Date: SFY2020-2021: Q1	End Date: SFY2025-2026: Q2
Total Funds Programmed:	\$333,923
New FHWA/FTA Funds:	\$177,716
Previously Programmed Funds:	\$156,207
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$156,207
Consultant will support all aspects of this study.	

Northern Westchester East-West Corridors Study

Description and Objectives

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

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

Start Date: SFY2024:2025: Q1	End Date: SFY2027-2028: Q3
Total Funds Programmed:	\$188,630
New FHWA/FTA Funds:	\$188,630
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.	

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



REDUCING ENVIRONMENTAL IMPACTS

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: SFY2025-2026: Q4
Total Funds Programmed:	\$1,505,208
New FTA Funds:	\$1,505,208
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$1,500,000
Consultant will support all aspects of this study.	

MTA 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 (i.e. low income, minority, and tech challenged customers) are appropriately captured.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL

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: SFY2025-2026: Q3
Total Funds Programmed:	\$468,908
New FTA Funds:	\$118,908
Previously Programmed Funds:	\$350,000
Reason for Unspent Funds:	Unspent funds from prior program.
Related Professional Services Contracts:	\$460,000
Consultant will support all aspects of this study.	

MTA Second Avenue Subway West Feasibility Study

Description & Objectives

To conduct a feasibility study to determine the viability of extending the Second Avenue Subway (SAS) from 125th Street and Lexington Avenue, west underneath 125th Street.

- Evaluate extending the SAS line to terminate at one of three possible locations:
 1. 125th St/Lexington Avenue to Broadway
 2. 125th St/Lexington Avenue to St. Nicholas Avenue
 3. 125th St/Lexington Avenue to Lenox Avenue
- Evaluate a partial build scenario in which only the SAS Phase 2 tunnels are extended westward, and the stations are built in the future.
- The evaluation shall be based on, but not limited to, ridership, cost, service operations, constructability, ease of connectivity with existing stations, and potential impacts and leveraging opportunities with the ongoing Second Avenue Subway Phase 2.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

Task 1 - Project Management

Task 2 - Existing Conditions

Task 3 - Market Analysis & Transit Demand

Task 4 - Terminal Station Options

Task 5 - Constructability Analysis

Task 6 - Identification of Considerations and Constraints in connecting SAS West with existing SAS Phase 2 construction plans

Task 7 - Ridership estimates

Task 8 - Cost estimates

Task 9 - Final Evaluation Screening – Preparation and Implementation

Task 10 - Final Feasibility Report

Deliverables

- Task 1 - Project Management Plan
- Task 2 - Identification of any issues from past studies relevant to this effort.
 - Study Area maps showing key geographic, geologic, and transportation facilities and routes.

- GIS database compatible with ESRI's ArcGIS.
- Draft and Final Project Purpose and Need Statement.
- Task 3 - Market Analysis for 5 Scenarios
- Task 4
 - Conceptual level drawings for three terminal station options, including storage tracks or alternatives.
 - Identification and details for ancillary facilities. Maximize the utilization of these sites for tunnel construction.
 - Potential locations of required ancillary facilities shown on the plan and profile drawings and narrative describing the engineering development of the required ancillary facilities.
 - Prototypical conceptual station layout drawings.
 - Estimated property acquisition tables, drawings, and cost estimates.
- Task 5 – Draft & Final report
- Task 6 – Technical memo on the considerations, constraints, and synergies for each option in relation to SAS Phase 2 construction.
- Task 7 – Summary of project ridership ons and offs by stations, new daily weekday riders, and the origins and destinations of project riders using the provided ridership data.
- Task 8 - Capital, operating, and maintenance cost estimates provided by the MTA will be incorporated into the analysis and final evaluation screening for each option.
- Task 9 - A technical Memorandum that summarizes the analysis and the results. Each step, including the alternatives, strengths, weaknesses, pros, and cons of each option, will be clearly documented.
- Task 10 – Draft & Final report summarizing results of the Study and analyzed alternatives.

Start Date: SFY2024-2025: Q4	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$2,009,329
New FTA Funds:	\$1,009,329
Previously Programmed Funds:	\$1,000,000
Reason for Unspent Funds:	Study delayed and additional funding needed
Related Professional Services Contracts:	\$1,935,000
Consultant will support all aspects of this study.	

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

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

Provide access to nationwide, weekly updated, origin/destination pairs.

Provide access to fully calibrated New York MSA.

Replica shall develop visualizations and dashboards and provide user friendly downloads in response to requests to facilitate use of the data.

Provide mobility data, broken down by different geographies, including the following metrics and/or similar metrics:

1. Trip volume
2. Mode split
3. Trip purpose
4. Trip start time
5. Intra-geo trips
6. Vehicle miles traveled
7. Residents sheltering in place
8. Residents traveling to work or school; and
9. Consumer spending data, broken down by different geographies

Deliverables

Not applicable - this is a Software as a Service purchase

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$1,623,414
New FTA Funds:	\$600,000
Previously Programmed Funds:	\$1,023,414
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$1,575,000
Software as a Service	

MTA 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



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

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:	\$668,298
New FTA Funds:	\$668,298
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

MTA 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



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

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: SFY2025-2026: Q4
Total Funds Programmed:	\$2,068,298
New FTA Funds:	\$2,068,298
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.	

MTA NYCT Platform Barriers Study

Description and Objectives

To study the platform barriers that are being piloted at several NYCT subway stations with the goal of reviewing, making recommendations for improvements, and developing a design suitable for a potential larger rollout.

Supported Plan Goals



SAFETY AND SECURITY



PLANNING FOR CHANGING DEMAND

Activities

1. Review existing platform barriers at seven pilot locations and propose aesthetic improvements that can be achieved within the capability of MTA's in-house forces.
2. Research existing transit systems currently using platform barriers in lieu of Platform Screen Door Systems and provide recommendations based on best practices identified to inform a NYCT design.
3. Develop three platform barrier options, with modifications for various platform types/use, and placement.
4. Survey approximately 186 stations and provide platform barrier placement plans for each location.
5. Develop an implementation schedule and methods for wider roll out of railings of the 186 stations.
6. Investigate the feasibility of platform barrier placement at all stations.

Deliverables

1. Presentation on NYCT Platform Barriers, which will include:
2. Process of investigation, contacts, etc.
3. Comparable transit systems investigated.
4. Summary of determined required features.
5. Platform barrier placement plans for the 186 stations.
6. Feasibility Study for remaining NYCT station for platform barriers.

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q2
Total Funds Programmed:	\$505,208
New FTA Funds:	\$505,208
Previously Programmed Funds:	\$0
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 RTP (Plans 2040, 2045 and 2050), and update the transportation section of Nassau County's Draft Comprehensive Plan. This activity will focus on policy recommendations and implementation strategies that were identified in the last Draft Plan to determine whether progress has been made, and identifying new recommendations and strategies based on recent land use changes, Complete Streets guidelines, shifts in demographics and other trends, and the County's continued emphasis on resiliency following Superstorm Sandy.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

1. Updated relevant Census and Census-related data, such as journey-to-work; incorporate current NYMTC SED forecasts into plan.
2. Updated land use maps to reflect new development data.
3. Incorporation of the Nassau Hub Initial Operating Segment and Nassau Coliseum Redevelopment initiatives into the Existing Conditions portion of Plan.
4. Incorporation of Complete Streets guidelines, NYMTC 2050 SED and TAZ-level forecasts, and elements of Plan 2050 already in place into future Comprehensive Plan update.
5. Finalized Plan (SFY2025-2026: Q4).

Start Date: SFY2023-2024: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$583,771
New FHWA/FTA Funds:	\$20,943
Previously Programmed Funds:	\$562,828
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$500,000
Consultant will support all aspects of this study.	

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

Description and Objectives

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Collect data - the following data will be collected at various locations along Central Avenue (Bethpage), East Meadow Avenue (East Meadow) and Brush Hollow Road (Westbury):
 - a. Existing phase sequences and signal timing at 23 signalized intersections
 - b. Existing traffic and roadway features
 - c. Unsignalized intersections and driveways
 - d. Arterial traffic flow data
 - e. Side street flow data
 - f. Traffic flow characteristics
 - g. Vehicle mix
 - h. Pedestrian activity
2. Develop data including the following:
 - a. Data entry
 - b. Data analysis
 - c. Data reporting

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

Deliverables

1. Technical memorandum on activities and findings
2. Final report (SFY2025-2026: Q4)

Start Date: SFY2020-2021: Q3	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$153,189
New FHWA/FTA Funds:	\$8,297
Previously Programmed Funds:	\$144,892
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study.	

Nassau County Traffic Signal Progression and Optimization Study II - Oceanside

Description and Objectives

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Collect the following data at various locations along Central Avenue, Long Beach Road and Lawson Blvd (Oceanside):
 - a. Existing phase sequences and signal timing at 22 signalized intersections
 - b. Existing traffic and roadway features
 - c. Unsignalized intersections and driveways
 - d. Arterial traffic flow data
 - e. Side street flow data
 - f. Traffic flow characteristics
 - g. Vehicle mix
 - h. Pedestrian activity
2. Develop data including the following:
 - a. Data entry
 - b. Data analysis
 - c. Data reporting
3. Refine data including field observations and adjustments.

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

Deliverables

1. Technical memorandum
2. Final Report (SFY2025-2026: Q4)

Start Date: SFY2020-2021: Q3	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$153,768
New FHWA/FTA Funds:	\$8,442
Previously Programmed Funds:	\$145,326
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study.	

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

Description and Objectives

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Collect the following data at various locations along Mill Road and Burnside Avenue (Hewlett), and Peninsula Blvd (Lynbrook):
 - a. Existing phase sequences and signal timing at 28 signalized intersections
 - b. Existing traffic and roadway features
 - c. Unsignalized intersections and driveways
 - d. Arterial traffic flow data
 - e. Side street flow data
 - f. Traffic flow characteristics
 - g. Vehicle mix
 - h. Pedestrian activity
2. Develop data including the following:
 - a. Data entry
 - b. Data analysis
 - c. Data reporting
3. Refine data including field observations and adjustments.

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

Deliverables

1. Technical memorandum
2. Final Report (SFY2025-2026: Q4)

Start Date: SFY2021-2022: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$170,182
New FHWA/FTA Funds:	\$10,046
Previously Programmed Funds:	\$160,136
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$130,000
Consultant will support all aspects of this study.	

Roadway Sustainability and Compliance Study

Description and Objectives

Nassau County is embarking on a program to systematize its planning for recurring capital projects, such as road resurfacing. In this regard, Nassau County is now proposing to initiate a Roadway Sustainability and Compliance Study that will assess existing roadway conditions and secondary assets on county-owned roads so that DPW staff can prepare ongoing long-term plans to maintain these roadways consistent with federal and state guidelines for pavement assessment and roadway signage. This planning effort will form the basis for future TIP requests by identifying priority roadways for resurfacing. A key deliverable from this study will be an electronic inventory and management system that will be developed by a consultant and provided to the County. County staff will receive training in use of the Roadway Management System to maintain a self-sustaining living document. Nassau County will also share applicable study deliverables with other NYMTC members. Worth noting is that all dollars will come from carryover funds, and the 20% match for the consultant portion will be covered by Nassau County Capital Program Funds.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. RFP for consultant services
2. Project data collection
3. Roadway treatment recommendations and standard detail designs
4. Pavement Management System and final report (SFY2025-2026: Q4)

Start Date: SFY2023-2024: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$765,125
New FHWA/FTA Funds:	\$16,281
Previously Programmed Funds:	\$748,844
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$700,000
Consultant will support all aspects of this study.	

Lido Beach Multi-Use Trail Planning Study

Description and Objectives

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

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

The County seeks to conduct a planning level feasibility analysis and preliminary design for a multi-use trail along ~2.7 miles of Lido Boulevard, spanning from the Long Beach city line to the Loop Parkway. The study will conduct an assessment of current traffic volumes, pedestrian activity, accident data and travel lane/intersection geometry of the study area. The study will also assess trail alignment alternatives which utilize public parklands and adjacent properties within the corridor. This study's goals are to increase safety and accessibility for pedestrians, cyclists and all other users of the Long Beach Barrier Island.

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

1. Consultant contract (SFY2023-2024: Q1)
2. Public Engagement Plan and technical memorandum on data collection methods (SFY2023-2024: Q3)
3. Existing Conditions model (SFY2024-2025: Q2)
4. Technical memorandum on design alternatives (prioritization and cost estimates) (SFY2025-2026: Q1)
5. Final report (SFY2025-2026: Q2)
6. Post-report follow up (as needed) (SFY2025-2026: Q3)

Start Date: SFY2023-2024: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$269,777
New FHWA/FTA Funds:	\$7,444
Previously Programmed Funds:	\$262,333
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$240,000
Consultant will support all aspects of this study.	

Nassau-Queens Interface Transportation Study - Project Support

Description and Objectives

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

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

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. Detailed scope of work.
2. Data Collection Plan.
3. Technical memorandum: Analysis of Existing Conditions.
4. Technical memorandum: Analysis of Future Conditions.
5. Preliminary Recommendations and Improvement Measures.
6. Draft Final Report.
7. Final Report (SFY2025-2026: Q4).

Start Date: SFY2018-2019: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$113,791
New FHWA/FTA Funds:	\$9,698
Previously Programmed Funds:	\$104,093
Reason for Unspent Funds:	Multi-Year Study
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 AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

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:	\$668,967
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan

Description and Objectives

This project will develop plan to reduce the overall emissions of the Nassau County vehicle fleet, by converting petroleum powered vehicles to electric vehicles (EVs). This is an extensive process that will inventory the county's fleet and identify which vehicles would be suitable to be replaced with EV. Additionally, the plan will consider the charging infrastructure these vehicles require. This effort will include public outreach to determine the current and potential future needs of Nassau County residents as it pertains to EV charging stations. A strategic plan will be developed to include potential public/private partnerships, so any investments that are made due to this plan can maximize the ability for positive impact.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. Fleet Inventory.
2. Comprehensive plan (SFY2025-2026: Q4)

Start Date: SFY2022-2023: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$668,280
New FHWA/FTA Funds:	\$17,070
Previously Programmed Funds:	\$651,210
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

Nassau County Micro-Planning Studies

Description and Objectives

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

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

Start Date: SFY2024-2025: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$670,563
New FHWA/FTA Funds:	\$17,641
Previously Programmed Funds:	\$652,922
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

Off-Street Parking Reform

Description and Objective

In planning for the future of New York City, the Department seeks to ensure that all available land can be developed to its full potential. To this effect, zoning restrictions that hinder such development have been and continue to be reconsidered in light of the shortage of housing and the changing needs of commercial and manufacturing firms. Outdated parking requirements that were established in the middle of the twentieth century are an area of ongoing reform. Outlined below are activities that seek to ensure that the City's zoning-mandated parking requirements support today's land-use and transportation needs. The activities outlined below focus on planning for changing demand and reducing environmental impacts, which are two NYMTC Moving Forward goals. Specific Moving Forward objectives that these activities focus on are encouraging transit-oriented development, walking and biking, and promoting alternatives to single-occupant vehicle trips.

Supported Plan Goals



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

Off-street non-residential parking study

In order to respond to changing demand for parking for commercial and industrial uses, this project will examine and propose revisions to existing parking requirements for these buildings. Most of the existing requirements were established during the 1950s when demand for parking was thought to be higher than it currently is. The effect was to restrict the size of buildings and place limits on the use of space on zoning lots. The project will seek to modernize non-residential parking requirements.

Off-street residential parking reform preliminary evaluation

City of Yes for Housing Opportunity is a package of zoning reform that includes proposed changes to off-street parking requirements for new residential buildings. If the New York City Council approves those reforms, this activity will be a preliminary evaluation of its impact on parking space production within new residential buildings across the city.

Deliverables

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

1. Ongoing data collection (SFY2025-2026)
2. Existing conditions (SFY2025-2026: Q1-Q2)
3. Development and evaluation of draft recommendations (SFY2025-2026: Q3)
4. Final reports documenting study work and recommendations (SFY2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$272,841
New FHWA/FTA Funds:	\$272,841
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Last-Mile Facilities and the Package Delivery Industry

Description and Objectives

In recent years, the logistics industry has undergone significant changes that have led to the proliferation of last-mile freight facilities in New York City and around the country. Residents who live close to these facilities have raised concerns regarding the large volume of vehicle traffic associated with them, potential industrial displacement, and the concentration of facilities in vulnerable communities. The Department is exploring ways to regulate these facilities through zoning policy while being mindful of their important role in the region's supply chain.

Supported Plan Goals



SAFETY AND SECURITY



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

Last-mile delivery industry study

As part of the passage of City of Yes for Economic Opportunity, the Department has committed to the initial steps to implementing a zoning special permit process for last-mile facilities in New York City. The establishment of a special permit would create a Uniform Land-Use Review Procedure (ULURP) in cases where the Department has determined that this activity should have City Planning Commission oversight. This project will involve significant research to define last-mile facilities, better understand the harms associated with their operations and establish how best to regulate these facilities. A trip-generation rate study will be conducted to better understand how many vehicle trips are typically generated by this use. The project will also include outreach to stakeholders and community members in order to shape an appropriate policy. Concerns raised about these facilities include safety and security associated with substantial vehicle traffic generated by facilities and potential environmental impacts from vehicle emissions. The project would also respond to the changing demands of the logistics industry.

Deliverables

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

1. Existing conditions, state of the industry, data collection and analysis (SFY2025-2026: Q1-Q2)
2. Development and evaluation of draft recommendations (SFY2024-2025: Q3)
3. Final reports documenting study work and recommendations (SFY2024-2025: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$452,335
New FHWA/FTA Funds:	\$452,335
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Industrial and Freight Land Use Planning

Description and Objectives

New York City continues to seek ways to develop and support its industrial and manufacturing businesses while ensuring efficient and sustainable goods movement. The activities outlined below focus on reforming loading dock requirements for New York City buildings and a more holistic study of the interrelationship between land use, freight movement, and the industrial sector. These projects focus on ensuring reliable and easy travel by improving the integration of freight modes and facilities. They also focus on reducing environmental impacts by encouraging alternatives to trucking freight by examining the role of rail and waterborne freight within the land use context. They also support ongoing work at NYMTC such as the Freight Working Group.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

Loading dock requirements stud

Loading requirements in the NYC Zoning Resolution were established in 1961 when trucks were different sizes, and the structure of the freight industry was different from today. The inflexibility of these requirements limits the types and sizes of buildings that can be developed on commercial and manufacturing lots to respond to the changing demands of the freight industry. This project will analyze the dimensions and numbers of berths required by zoning with the goal of updating requirements to accommodate these changing demands and to provide for reliable and easy travel at points of delivery. It will also seek to reduce the environmental impacts of truck traffic.

Transportation components of the NYC Industrial Plan

The Department is developing the NYC Industrial Plan, which aims to bolster the city's industrial sector by creating a comprehensive framework for the development and support of industrial and manufacturing businesses and jobs. The Plan will explore how the city can best support the development of a modern and growing sustainable industrial economy and well-utilized industrial areas. A vital part of the Plan is documenting and recommending freight transportation infrastructure and policy changes. This project will focus on responding to the changing demands of industry, reducing environmental impacts and boosting industrial resiliency.

Deliverables

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

1. Ongoing data collection (SFY2025-2026)
2. Existing conditions assessment (SFY2025-2026: Q1-Q2)
3. Development and evaluation of draft recommendations (SFY2025-2026: Q2-Q3)
4. Final NYC Industrial Plan report and recommendations (SFY2025-2026: Q3)
5. Final loading dock report (SFY2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$432,501
New FHWA/FTA Funds:	\$432,501
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Neighborhood and Community Planning

Description and Objectives

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 include extensive work with individual communities in responding to their unique transportation infrastructure needs and developing zoning changes that will facilitate balanced growth that matches existing or planned transportation infrastructure. The Department will engage in data collection, community outreach and site visits to document existing conditions and develop recommendations for each of these projects.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

Youth Engagement Studio

The Department's Youth Engagement Studio provides a comprehensive curriculum on urban planning at a public high school in the Bronx. It includes deep dives into different topics like the scales of transportation planning from the streetscape to regional transit. It also allows students to provide input on active City projects, such as Reimagining the Cross-Bronx Expressway. The studio covers various transportation topics, including safety and security, reliable and easy travel, and reducing environmental impacts.

NYCHA Midblock Crossings

This study aims to identify opportunities to provide mid-block crossings between NYCHA communities' superblocks to improve pedestrian safety, connectivity, access and health. Many NYCHA communities were built as superblock developments by combining numerous city blocks into large superblocks. This project focuses on ensuring greater safety and security as well as reliable and easy travel for pedestrians. The study's first phase analyzed and made recommendations for crossings in Brooklyn. For this fiscal year, the Department will focus on crossings in other NYC boroughs.

Neighborhood Transportation Studies

The Department plans to undertake several neighborhood studies that will examine potential zoning changes. Transportation conditions will be a key factor in determining improvements accompanying any zoning changes. These studies will look at the full range of conditions, including safety and security, reliable and easy travel, planning for changing demand, reducing environmental impacts and resiliency. The Department will conduct traffic counts, fieldwork, and community outreach to examine existing conditions and recommend improvements.

Deliverables

1. Existing conditions and data collection (SFY2025-2026: Q1-Q2)
2. Ongoing community engagement (SFY2025-2026: Q1-Q4)
3. Development and evaluation of draft recommendations (SFY2025-2026: Q3)
4. Final reports documenting study work and recommendations (SFY2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$1,060,859
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$1,060,859
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$40,000
Consultant will support aspects of this study.	

Work from Home Trends

Description and Objectives

Understanding population trends and how people move around the city is important in determining the city's changing transportation infrastructure demands. The Department tracks population trends overall and in each neighborhood and analyzes demographic data to determine where people live and where they commute to. The COVID-19 pandemic caused significant changes in these patterns. This project seeks to understand better those changes in the service of ensuring the City's transportation infrastructure adequately responds to the changing land-use dynamics that have emerged since. This work will support socio-economic and demographic planning work at NYMTC.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

Journey to Work Mode, Pre- and Post-Covid

The COVID-19 pandemic impacted where New Yorkers work and how they get there. The city saw a sizable increase in workers who worked from home, and relatedly, a steep decline in workers who commuted by subway. As New York City embraces a new post-pandemic normal, it's crucial to analyze the latest trends from the Census Bureau's American Community Survey about mode of transportation to work and remote work for New York City's resident workers. With these data, the Department will produce a report analyzing pre- and post-pandemic trends in remote work, as well as modes of transportation to work at a granular neighborhood by neighborhood level. This project will allow the Department to plan for the changing demand on transportation infrastructure and will seek to ensure reliable and easy travel. This report will provide critical context for sound transportation planning as we attempt to better understand NYC's "new normal."

Deliverables

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

1. Analyze available Census data to identify trends (SFY2025-2026: Q1-Q3)
2. Final report documenting identified trends (SFY2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$87,500
New FHWA/FTA Funds:	\$87,500
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

New York City Department of Transportation

Red Hook Traffic & Truck Study

Description and Objectives

Red Hook is a NYC neighborhood experiencing significant land use changes, many of which can be attributed to the growing e-commerce industry. As a waterfront area with historical industrial uses, the area has attracted last-mile warehouses 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 the 2045 RTP. 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.

This study will comprehensively examine traffic and truck issues in the neighborhood and assess the dynamics of placing e-commerce distribution warehouses in neighborhoods with significant residential use. It will complement the NYC 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 AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Draft scope of work and develop and execute data collection plan and public outreach plans.
2. Conduct existing conditions analysis and draft report.
3. Conduct future conditions analysis and draft report.
4. Develop/ evaluate recommendations/ improvement measures.
5. Draft the draft final report.

Deliverables

1. Draft scope of work and data collection plan (complete)
2. Existing conditions analysis (complete)
3. Draft final report (SFY2025-2026: Q4)

Start Date: SFY2022-2023: Q2	End Date: SFY2024-2025: Q1
Total Funds Programmed:	\$274,509
New FHWA/FTA Funds:	\$274,509
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Brooklyn College Flatbush Ave Transportation Study

Description and Objectives

The Brooklyn College Flatbush Avenue Transportation Study will examine traffic conditions along Flatbush Avenue, a principal arterial connecting the Belt Parkway with Manhattan via the Brooklyn 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



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

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

Deliverables

1. Draft Scope of Work and Data Collection Plan (complete)
2. Existing Conditions Analysis (SFY2025-2026: Q3)
3. Draft Final Report (SFY2026-2027: Q1)

Start Date: SFY2021-2022: Q1	End Date: SFY2026-2027: Q1
Total Funds Programmed:	\$87,724
New FHWA/FTA Funds:	\$87,724
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Coney Island Alternative Access – Congestion Study

Description and Objectives

The long-established goal of revitalizing Coney Island as a destination location for recreation and entertainment is well on its way to being accomplished. 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 improvement, 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



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Draft scope of work and develop and execute data collection plan and public outreach plans.
2. Conduct existing conditions analysis and draft report.
3. Conduct future conditions analysis and draft report.
4. Develop/ evaluate recommendations/ improvement measures.
5. Draft the draft final report.

Deliverables

1. Detailed scope of work (complete)
2. Data Collection Plan (complete)
3. Analysis of Existing Conditions (Q1 SFY2025-2026: Q1)
4. Draft Final Report (SFY2025-2026: Q4)

Start Date: SFY2019-2020: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$136,128
New FHWA/FTA Funds:	\$136,128
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Morris Park East Bronx Transportation Study

Description and Objectives

The Morris Park East Bronx Transportation Study area is in close proximity to regionally significant transportation assets such as the Hutchinson River Pkwy, the Bronx River Pkwy, and I-95. The area's principal arterials, including Morris Park Avenue, East Tremont Avenue, Williamsbridge Road, and Bronxdale Avenue, process significant traffic volumes from those regional assets and thereby experience congestion during peak periods. The area is also home to large institutional medical facilities including the Jacobi Medical Center, Yeshiva University's Jack and Pearl Resnick Campus, the Albert Einstein College of Medicine, and Calvary Hospital, each of which has their own traffic circulation and parking challenges. High volumes on the major arterials have also led to congestion on local streets. These pressures, in part, have led to safety issues, a fact evident from recent crash data. There is a clear need for a comprehensive study of the area.

The boundaries for this study are the Conrail Amtrak rail line to the east, Bronx Park East to the west, Pelham Bronx Parkway to the north, and East Tremont Road to the south. The study will examine measures to improve travel time reliability on major corridors, improve surface transit operations, improve freight mobility and truck operations in the study area, reduce crashes and improve safety for all street users, and improve multi-modal mobility and accessibility.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Draft scope of work and develop and execute data collection plan and public outreach plans.
2. Conduct existing conditions analysis and draft report.
3. Conduct future conditions analysis and draft report.
4. Develop/ evaluate recommendations/ improvement measures.
5. Draft the draft final report.

Deliverables

1. Draft scope of work (complete)
2. Data Collection Plan (complete)
3. Analysis of Existing Conditions (complete)
4. Draft Final Report (SFY2025-2026: Q1)

Start Date: SFY2019-2020: Q1	End Date: SFY2025-2026: Q1
Total Funds Programmed:	\$60,700
New FHWA/FTA Funds:	\$60,700
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Microhubs Program Evaluation

Description and Objectives

E-commerce related truck traffic is increasing in residential areas, causing a major challenge for both NYC and the surrounding region. Several innovative NYC DOT pilot programs designed to find solutions to this challenge may be able to provide valuable information to other regional jurisdictions. Those same pilot programs may also help encourage the freight industry to adopt more sustainable practices throughout the region.

The NYC DOT Microhubs Pilot Program is one such program that may be able to serve as a model for sustainable, safe, and efficient last mile delivery. Since microhubs are a fairly new concept, and since freight solutions and comprehensive data on the implementation of microhubs is limited, NYC DOT proposes adding a supplemental component to their Microhubs evaluation report that would provide regional recommendations and other valuable information on this topic to NYMTC member agencies and other regional stakeholders.

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

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

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

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

Start Date: SFY2024-2025: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$53,018
New FHWA/FTA Funds:	\$53,018
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Increase Truck Safety Through Access to Better Vehicle Design Study

Description and Objectives

Close to 90% of NYC's goods are moved into and around the city by truck. Increased demand for deliveries to our homes and businesses has resulted in more trucks on our roads, creating environmental and safety risks. Adoption of safer and cleaner trucks can help mitigate the harmful externalities of our current truck dependent freight system. State and Federal law increasingly require 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 NYC metro region, this study will examine whether or not these programs are effective in generating demand and shifting the industry toward better vehicle design. It will also look at where incentive programs have been most effectively deployed to bring about positive change. Ultimately, the study will look at the effectiveness of incentives as a strategy for helping companies meet Vision Zero safety goals and come into compliance with vehicle safety regulations, such as side guard installation. Depending on the findings, the study may also draw conclusions about related topics such as the viability of adopting multiple safety technologies at once and the role incentive programs in overcoming driver skepticism toward new technology.

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

Supported Plan Goals



SAFETY AND SECURITY



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

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

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027: Q1
Total Funds Programmed:	\$72,748
New FHWA/FTA Funds:	\$72,748
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Freight Hub & Flow Analysis

Description and Objectives

An estimated 365 million tons of freight valued at approximately \$1.3 trillion moves over and through the region's road, rail, airports, and ports each year. Over 90 percent of all the goods that enter, exit, or pass through NYC are carried by truck, a fact that explains the 120,000 trucks that enter and exit the city each day, a number expected to increase 67 percent by 2045. The growth in small intercity trucks, in particular, may be the result of a variety of industrial and economic shifts over the last decade, including:

- An increase in e-commerce and home deliveries made by smaller parcel delivery trucks to residential addresses;
- An increase and restructuring of tolls on some regional crossings;
- Companies selecting single unit trucks or downsizing fleets to avoid regulations requiring that drivers must have a Commercial Driver's License, of which there is a national shortage; and,
- An increase in NYC construction activity that 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; and,
- Manhattan: Central Business District (South of 60th Street).

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

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

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

Deliverables

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

Start Date: SFY2024-2025: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$339,038
New FHWA/FTA Funds:	\$311,038
Previously Programmed Funds:	\$28,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$186,000
A consultant will support aspects of this study.	

NYC Urban Freight Consolidation Center Feasibility Study

Description and Objectives

The NYC Urban Freight Consolidation Center Feasibility Study aims to explore and establish effective strategies for urban freight consolidation and development in NYC, drawing inspiration from successful models in other global cities and building on recommendations outlined in *Delivering Green: A vision for a sustainable freight network serving New York City*. Through comprehensive data analysis and stakeholder engagement, NYC DOT seeks to identify the potential for the development of tailored urban consolidation centers in NYC, aligning with the city's sustainability goals while improving overall freight mobility and urban livability. The study will examine the transferability of successful strategies and collaborate with sister agencies, including the NYC Department of City Planning, the NYC Economic Development Corporation, and other relevant entities, to explore the feasibility of creating NYC urban consolidation centers and partnership models.

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

1. Define project scope (SFY2024-2025: Q4)
2. Stakeholder engagement plan (SFY2025-2026: Q1)
3. Data Collection and Analysis (SFY2025-2026: Q2)
4. Feasibility Assessment (SFY2025-2026: Q3)
5. Draft Final Report and Recommendations (SFY2025-2026: Q4)

Start Date: SFY2024-2025: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$88,655
New FHWA/FTA Funds:	\$63,655
Previously Programmed Funds:	\$25,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

NYC Good Neighbors Safety Coordination Study

Description and Objectives

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

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL

Activities

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

Deliverables

1. Scope of Work (SFY2024-2025: Q4)
2. Safety Advisory Group One-Page Information Sheet (SFY2025-2026: Q2)
3. Preliminary Recommendations (SFY2025-2026: Q3)
4. Final Recommendations (SFY2025-2026: Q4)

Start Date: SFY2024-2025: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$61,740
New FHWA/FTA Funds:	\$29,740
Previously Programmed Funds:	\$32,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Secure Bike Parking Program Planning Activities

Description and Objectives

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

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

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

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

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

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

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

Start Date: SFY2024-2025: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$146,301
New FHWA/FTA Funds:	\$146,301
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

NYC Pedestrian Improvement Studies

Description and Objectives

The goal of NYC DOT's Pedestrian Improvement Planning Studies (PIPS) program is to improve the pedestrian network throughout NYC to increase pedestrian trips citywide, especially to and from regional transit. The program seeks to create 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 regional goals stated in *Moving Forward 2050*, especially the goal which calls for "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 work in streets and plazas that draw together 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. NYC DOT's Public Realm unit will develop plans for selected corridors and neighborhoods. 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 2050*. It is expected that the planning study will develop recommendations that may include physical improvements, such as widened sidewalks and neckdowns, improved crosswalks, regulatory and informational signs, and the addition of lighting and landscaping, as well as operational improvements, such as changes in signal timing, curb regulations, and bicycle facilities upgrades. The study will be an integrated planning process by NYC DOT whereby necessary surface and sub-surface infrastructure improvements will be expanded to become pedestrian projects through additional data collection, analysis, community outreach, and design.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

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

Deliverables

1. Scope of Work (complete)
2. Existing Conditions Analysis, including Data Collection Plan (if applicable) (SFY2025-2026: Q1)
3. Preliminary Recommendations (SFY2025-2026: Q3)
4. Final Recommendations (SFY2025-2026: Q4)

Start Date: SFY2024-2025: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$498,068
New FHWA/FTA Funds:	\$438,068
Previously Programmed Funds:	\$60,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$30,000
A consultant will support aspects of this study.	

Public Realm Neighborhood Planning

Description and Objectives

The goal of the Public Realm Neighborhood Planning study is to develop a comprehensive way to identify, evaluate, and phase project locations for in-house and capital projects.

Updated for the 2025-2026 UPWP, NYC DOT's comprehensive analysis would begin at the citywide level and identify neighborhoods and corridors via two tracks: 1) a data driven approach based on the Public Realm unit's 'Pedestrian Demand' and 'Barriers to Walking' goals, and 2) an approach that relies on requests and coordination with other NYC DOT units, other NYC agencies, and/or local elected officials. Once locations have been identified an additional set of data layers will be used to understand the contextual background, existing conditions, and outreach needs.

Using earlier federal planning funds via the subregion's UPWP, the NYC Pedestrian Map was developed to model pedestrian network demands that could help the Public Realm unit plan for where sidewalk widenings or curb extensions are critical. The Public Realm Neighborhood Planning will build off the work of the NYC Pedestrian Map by using the datasets created in the NYC Pedestrian Map as layers in the comprehensive analysis at the neighborhood and corridor level.

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

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. Scope and site selection (ongoing)
2. Existing conditions deck (ongoing)
3. Stakeholder engagement plan (ongoing)
4. Project recommendations (ongoing)
5. Scope and site selection (SFY2025-2026: Q1)
6. Existing conditions deck (SFY2025-2026: Q2)
7. Stakeholder engagement (SFY2025-2026: Q3)
8. Project recommendations (SFY2025-2026: Q4)
9. Scope and site selection (SFY2026-2027: Q1)
10. Existing conditions deck (SFY2026-2027: Q2)
11. Stakeholder engagement (SFY2026-2027: Q3)
12. Project recommendations (SFY2026-2027: Q4)

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$380,012
New FHWA/FTA Funds:	\$380,012
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
A consultant is not currently required for 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. The study will focus on congestion along York Avenue, which is in close proximity to the FDR Drive, a regionally significant corridor.

York Avenue and the FDR Drive are congested roadways as identified in Appendix A of the 2050 Regional Transportation Plan *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. It will also help in the calibration of the Best Practice Model.

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

The work will support the NYMTC Plan 2050 RTP vision goals to promote safe streets and intersections and improve the integration of a multimodal transit network. The Study will examine measures to encourage walking and biking, transit-oriented development, complete streets, parking and curb management, and other long-term sustainable land use strategies that support passenger and goods movement. The Study will identify strategies to efficiently manage limited roadway capacity to mitigate congestion and vehicular emissions and improve traffic flow and circulation to/from FDR Drive, a major regional facility. It will also support responsible environmental stewardship in transportation projects by expanding access to sustainable transportation.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

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

Start Date: SFY2022-2023: Q2	End Date: SFY2026-2027: Q2
Total Funds Programmed:	\$325,385
New FHWA/FTA Funds:	\$197,385
Previously Programmed Funds:	\$128,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Economic Benefits of Sustainable Streets Study

Description and Objectives

Each year NYC DOT plans and implements a roster of street safety projects, often using Street Improvement Projects (SIPs). These are non-capital projects that NYC DOT can complete using in-house resources. The projects range in scope from protected bike lanes to crossing enhancements to busways. SIPs follow best practices for street design and aim to improve safety while fostering a more equitable and sustainable streetscape. While NYC DOT does collect data on some of the effects of SIPs—especially as it relates to safety and transit reliability—it doesn’t have a comprehensive understanding of their effects. These unanswered questions can make it difficult to collaborate with stakeholders who may fear negative outcomes. Assessing the economic effects of SIPs, for instance, would allow the agency to better communicate with local business owners about how a project might relate to their establishment.

The goal of this study is to analyze the economic effects of SIPs beyond standard transportation metrics. We will accomplish this by measuring the effect of SIP projects based on economic outcomes that can be determined from historical storefront indices and other related data. After establishing a timeframe and specific set of SIP projects to assess, the study team will undertake a process of iterative analysis until it has developed an accurate and replicable evaluation methodology. Key findings and takeaways will then be shared broadly within the agency and among NYMTC members.

The results of this study will further the vision of Moving Forward 2050 by facilitating the more strategic placement of safety-oriented SIPs to “promote safe streets and intersections” and maximize additional positive outcomes, such as creating vibrant public spaces. SIP projects also often support public transit, active modes and/or micromobility. These efforts make it easier for people to get around by taking the bus, biking, or using other modes that “encourage alternatives to SOV trips.” Better understanding the economic effects of SIP projects will make it easier for NYC DOT to advocate for and implement them where they’re most needed. Some of these findings may be generalizable, helping other NYMTC members improve communications around and implementation of similar projects.

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

1. Identify a timeframe and set of SIP projects to evaluate
2. Assess validity of potential data sources to be used as inputs
3. Develop methodology for evaluating impacts of SIP projects
4. Complete evaluation analysis
5. Synthesize findings into presentation for NYMTC member
6. Conduct reconnaissance, literature search, and draft detailed scope of work

Deliverables

1. Evaluation methodology (SFY2025-2026: Q2)
2. Analysis results (SFY2025-2026: Q3)
3. Presentation with findings and recommendations (SFY2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$134,722
New FHWA/FTA Funds:	\$134,722
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultants will support this study.	

Taxi and For-Hire Vehicle Curb Regulations Study

Description and Objectives

NYC DOT assigns hundreds of curb spaces to uses related to taxi and for-hire vehicle (FHV) activities. There are three types of regulations governing their use: hail stands, where yellow taxis queue to wait for fares; pick-up/drop-off (PUDO) stands, where taxis and FHVs can pull over to load or unload passengers, and relief stands, where drivers can park for free for up to an hour to take breaks. Many of these regulated curbside spaces are in the city's busiest areas, such as Midtown Manhattan, where intense taxi and FHV activity can lead to congestion.

Much of the Department's inventory of taxi and FHV stands has been in place for decades, even as the taxi and FHV landscape has changed significantly (Uber/Lyft, COVID). According to data provided by the NYC Taxi and Limousine Commission, many existing stands are not well-used and could be repurposed for other more pressing curb needs. At the same time, there are many locations where stands are needed but are not installed.

NYC DOT staff will conduct analyses in support of a reorganization of the city's taxi and FHV curb regulations. This work will include examination of existing conditions, assessment of current uses, and proposals for reallocating space where needed. Staff have access to detailed data pertaining to historical PUDO activity for both medallion (yellow and green) taxis and FHVs, as well as GPS ping (aka "breadcrumb") data, which can be examined to determine where drivers are already taking breaks. By comparing these data to existing stand locations, staff will be able to gauge the utility of existing stands and to identify sites where new stands are warranted.

This analysis will improve the efficiency of 1) curb lane use and potentially reduce congestion by ensuring that regulations match use patterns, and of 2) travel lanes, by providing space for drivers to gain access to the curb, removing activity from travel lanes.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Collect historical taxi and FHV activity, including taxi stand usage metrics and geospatial data
2. Create maps to compare historical activity to existing stand locations
3. Assess use of existing stands and identify areas in need of new stands
4. Propose removals of unused stands and installations of stands where activity warrants
5. Identify specific locations for new stands

Deliverables

1. Report on existing conditions (SFY 2025-2026: Q2)
2. Report on historical data (SFY 2025-2026: Q3)
3. Final recommendations (SFY 2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$135,708
New FHWA/FTA Funds:	\$135,708
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support will be required for this study.	

Sight Seeing Bus Data Planning Study

Description and Objectives

NYC is home to a robust sightseeing bus (SSB) industry that provides significant value to both the city itself and its many visitors. SSB companies typically operate double-decker, open-top buses along fixed routes that connect major tourist destinations and other points of interest. Customers often purchase tickets that allow them to get on and off at any stop along a route over a certain period of time, sometimes called ‘hop-on/hop-off’ service.

The NYC Department of Consumer and Worker Protection (DCWP) and NYC DOT regulate the SSB industry. DCWP grants two-year sightseeing bus licenses to bus operators. NYC DOT evaluates and authorizes requests submitted by bus operators for SSB stops at specific locations. These evaluations are based on traffic conditions, curb utilization, and available stop capacity at the proposed location. The SSB industry’s rapid pre-pandemic growth strained the capacity of existing bus stops and contributed to vehicular and pedestrian traffic congestion in NYC’s tourist districts. A 2016 NYC DOT study, funded with federal planning funds allocated through the UPWP, provided a comprehensive description of the SSB industry and an in-depth look at the costs and benefits for NYC. It also suggested new policies to more effectively regulate the industry.

NYC DOT’s Regional and Strategic Planning Subdivision, in close collaboration with the Bus Stop Management unit in the Traffic Control & Engineering Subdivision, seeks to initiate an updated evaluation of SSB operations in NYC with a particular focus on outcomes related to regulatory changes that were made following the 2016 study and data analysis using operator provided GPS ping data. Reengagement with the topic will also widen the lens, exploring the regional implications of an industry with significant infrastructure located outside Manhattan.

Associated tasks of this exploration may include mapping of facilities, crossings data, and analysis of SSB GPS, route, stop, and registration data. The reengagement of the topic will focus on helping the agency better understand the impacts of the sight-seeing bus (hop-on/hop-off) study since 2016, and the current state of sight-seeing bus activity in New York City and the region by analyzing and evaluating data received from SSB Companies.

Potential project activities include evaluative analysis related to previous industry studies, data received by SSB Companies, and program design for potential future studies and policy adjustments.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Understand SSB operations pre-pandemic and results of 2016 study
2. Collect GPS Data from Bus Stop Management from all registered SSB Companies
3. Create GIS Maps SSB hotspots and routes to determine potential changes in policy and/or decision making.
4. Collect DCWP's Monthly Report of Registered SSBs to identify how SSB operations have evolved.
5. Assess use of existing stops and identify areas in need of new stops
6. Propose removals of unused stops and installations of stands where activity warrants

Deliverables

1. Report on historical data/pre-pandemic conditions (SFY 2025-2026: Q2)
2. Report on existing conditions after the 2016 SSB Study (SFY 2025-2026: Q3)
3. Final recommendations and analyses including maps (SFY 2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$122,109
New FHWA/FTA Funds:	\$122,109
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$0
No consultant support will be required for this study.	

Micromobility Data Study and Dashboard

Description and Objectives

Despite a significant recent increase in the use of micromobility transport options, planners are limited by a relative lack of information on their use, their safety, and even the types of devices being used. This project proposes a micromobility classification counting program that regularly measures the volumes of different micromobility vehicles at key locations across the city. This represents the first step in more effectively planning for micromobility in urban and suburban environments.

Micromobility devices, for the purposes of this study, include e-bikes, cargo bikes, bikes with trailers, food delivery bikes, and standing e-scooters. It is especially critical that planners be able to effectively distinguish between these modes and conventional pedal bikes. The counts from this study will be critical in estimating crash risk and exposure, design needs, usage changes, and more across different periods of time, on various street designs, and in different types of neighborhoods. These counts will be collected via video and processed in part by human reviewers, and in part by a partially automated process to report out the data.

This data will then be compiled into an online dashboard and uploaded to NYC's Open Data portal, which is accessible to NYMTC and the public. Count locations will include the following types of locations:

1. Screenline counts- Collected since the 1980's these counts offer the best historical record of cycling in the city. There are 16 screenline counts along 50th Street and 20 along 86th Street. Federal planning funds will be used to count and classify video feeds from these locations three times per year; 108 counts in total.
2. Greenway counts- NYC is home to a robust and growing network of greenways. Previous federal planning funds have helped to plan for this network. NYC DOT now proposes to count usage along 40 locations across all five boroughs. This effort will involve counting pedestrians, cyclists, and micromobility users, and will seek to classify each according to age range, gender, and type of physical activity being done (i.e. jogging/exercising). Those data will provide NYC DOT with a good indicator of the connectivity effect on ridership, health and wellness, usage trends especially in the borough outside Manhattan, and whether there are significant gender splits over time.
3. An additional 25 sampling locations will be selected based on different geographies and street conditions. These will buttress the geographic balance of NYC DOT's micromobility counts and also allow us to count key cycling entry and exit points into and out of NYC, for instance on the Bronx-Westchester border and the Nassau-Queens border.

Supported Plan Goals



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Prepare expanded modal classification list for micromobility counts
2. Data collection
3. Dashboard creation using PowerBI

Deliverables

1. Detailed scope of work (SFY2025-2026: Q1)
2. Data Collection Plan (SFY2025-2026: Q2)
3. Draft Data Findings Report (SFY2025-2026: Q3)
4. Dashboard Update (SFY2025-2026: Q4)

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$220,219
New FHWA/FTA Funds:	\$220,219
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$189,000
A consultant will support aspects of this study.	

Bike Infrastructure Before and After Evaluation Study

Description and Objectives

This project will collect each year's before and after counts on all 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 AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

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 (SFY2025-2026: Q4) including data summary tables and raw counts.

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027: Q2
Total Funds Programmed:	\$186,746
New FHWA/FTA Funds:	\$186,746
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$156,500
A consultant will support aspects of this study.	

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



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

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 (SFY2025-2026: Q4).

Start Date: SFY2025-2026: Q1	End Date: SFY2025-2026: Q4
Total Funds Requested:	\$180,935
New FHWA/FTA Funds:	\$180,935
Previously Programmed Funds:	\$0
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



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

The consultant, under the guidance of project manager, will create of TAC and public outreach program. They will compile existing travel purpose (including truck volumes), traffic condition, traffic and pedestrian safety and transit usage data (i.e., ridership and any available O/D and/or on-vehicle ride check data) and other related data such as NYSDOT traffic counts, traffic studies completed as part of requirements for recent and currently proposed developments in the area, and accident/collision data for the study area in a visual format and in a technical memorandum. The project team will review and use the previously completed State Route 303 and Route 304 study. Computer simulation of certain intersections will also be developed based on the data collected.

Deliverables

1. Description of requirements and operating procedures.
2. Preliminary Outreach Program parameters.
3. Preliminary and final drafts, and final socio-economic profile of the study area.
4. Preliminary and final drafts, and final Outreach Program document.
5. Key study and safety parameters.
6. Preliminary and final drafts, computer simulation and visualization.
7. Preliminary and final drafts, and final study area condition technical memorandum
8. Preliminary and final drafts, and final community visioning workshop approach and workshop itinerary.
9. Preliminary and final drafts, and final visualized profile(s) for the workshops.
10. Preliminary and final drafts, and final recommended alternative development and transportation improvement scenarios.
11. Related data bases.
12. Final study report (SFY2025-2026: Q3).

Start Date: SFY2023-2024: Q1	End Date: SFY2025-2026: Q3
Total Funds Programmed:	\$664,336
New FHWA/FTA Funds:	\$14,336
Previously Programmed Funds:	\$650,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$650,000
Consultant will support all aspects of this study.	

Westchester County

County Mobility and Redesign Study

Description and Objectives

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

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. RFP to solicit consultant (completed SFY2019-2020)
2. Technical Memorandum 1- review literature and existing conditions (completed SFY2020-2021)
3. Technical Memorandum 2- identify draft recommendations (completed SFY2022-2023)
4. Final Report (completed SFY2023-2024)
5. Outreach materials (SFY2024-2025: Q4)
6. Implementation plan (SFY2025-2026: Q1)

Start Date: SFY2019-2020: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$345,381
New FHWA/FTA Funds:	\$140,381
Previously Programmed Funds:	\$205,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$120,000
Consultant will support some aspects of this study.	

Transit Fare Policy and Fare Structure Analysis Study

Description and Objectives

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

Supported Plan Goals



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. RFP (Completed 2024-2025: Q3)
2. Existing Conditions Technical Memorandum (Expected 2025-2026: Q1)
3. Alternatives Analysis and Recommendation Technical Memorandum (Expected 2025-2026: Q4)
4. Final Report (SFY2026-2027: Q1)

Start Date: SFY2024-2025: Q1	End Date: SFY2026-2027: Q1
Total Funds Programmed:	\$263,720
New FHWA/FTA Funds:	\$263,720
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$165,000
Consultant will support all aspects of this study.	

Transportation Section of Comprehensive Plan

Description and Objectives

This project will include the development of the transportation section of the updated Comprehensive Plan for Westchester County. This section of the plan will include 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 AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Update existing conditions data and analysis
2. Develop interactive data visualization tool
3. Draft transportation section of Comprehensive Plan
4. Stakeholder Outreach on draft section
5. Final write-up of transportation section of Comprehensive Plan

Deliverables

1. Updated draft transportation section of Comprehensive Plan including updated census data, transportation and land-use policies.
2. TOD Analysis web-based tool
3. Final updated transportation section

Start Date: SFY2025-2026: Q1	End Date: SFY2026-2027: Q4
Total Funds Programmed:	\$231,982
New FHWA/FTA Funds:	\$51,982
Previously Programmed Funds:	\$180,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$200,000
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 AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

1. RFP (Expected SFY 2024-2025: Q4)
2. Existing Conditions Technical Memorandum
3. Public engagement plan and materials
4. Final Report (SFY2025-2026: Q4)

Start Date: SFY2023-2024: Q1	End Date: SFY2025-2026: Q4
Total Funds Programmed:	\$229,220
New FHWA/FTA Funds:	\$54,220
Previously Programmed Funds:	\$175,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$150,000
Consultant will support most aspects of this study.	

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

Mid-Hudson South Transportation Coordinating Committee

Northern Westchester East-West Corridors Study

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

(Estimated) Start Date:	January 2025
(Estimated) Completion Date:	December 2028
Project Funding:	\$3,000,000
Primary Fund Source	NHPP

Port Authority of New York and New Jersey

Cross Harbor Freight Program Tier II Environmental Impact Statement

The Port Authority of New York & New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) are undertaking a Tier II Environmental Impact Statement (EIS) for the Cross Harbor Freight Program (CHFP). The primary purpose of the CHFP is to improve the movement of freight across New York Harbor between the east- and west-of Hudson regions.

The New York metropolitan region is facing a freight mobility challenge. As the largest consumer market in the US and a global hub for finance, commerce, culture, and trade, the region relies on a limited network of highway bridges and tunnels to supply 90% of all goods crossing the Hudson River. By 2045, the population is expected to increase 13% and employment by 12%. A growing population and expanding businesses translate into a demand for more goods, further burdening existing infrastructure. To remain globally competitive, the region must maintain an efficient goods movement system. Forecasts indicate that freight moving to, from, or within the region will grow by 57% by 2045. The overwhelming amount is moved by truck. To that end, PANYNJ developed the CHFP to evaluate improvements to the regional goods movement network that can meet the anticipated future demand. Specifically, the CHFP presents a underwater rail tunnel option to cross New York Harbor 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 will continue through much of 2025 with the goal of a review, approval and publication of the NOI by FHWA later this year. After the NOI is published, advancement of the environmental review will commence with the start of the Tier II EIS. Following updated federal guidelines which have set a goal of completing environmental

impact statements within 24 months, a Tier II ROD is anticipated to be issued 24 months from the date the NOI is published. A target timeframe would place that sometime in 2028.

Start Date:	February 2018
Completion Date:	June 2026
Project Funding:	N/A
Primary Fund Source	PANYNJ Funds

Planning for LaGuardia Ground Access Program

In March 2023, at the request of NYS Governor Hochul, the PANYNJ released a 450-page report, Options for Mass Transit Solutions to LaGuardia Airport, which thoroughly analyzed 14 different options to improve mass transit access to LaGuardia Airport. 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, of the existing MTA Q70 LaGuardia Link bus service, including creation of a dedicated bus lane on the Brooklyn-Queens Expressway between Northern Boulevard and Astoria Boulevard; the addition of transit signal priority for buses; and the improvement of wayfinding and signage at the Woodside and Jackson Heights stations; and (2) a new non-stop bus shuttle service that would connect the MTA's N/W subway line at Astoria-Ditmars Boulevard Station to LGA. The Board also authorized design work for a new on-airport bus stop with direct access to Terminal C and a dedicated bus route for use by both bus services that is expected to significantly reduce on airport travel times.

Start Date:	June 2023
Completion Date:	TBD
Project Funding:	N/A
Primary Fund Source	PANYNJ Funds

New York City Department of Transportation

East River Bridges Capital Program Development

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

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

New York State Department of Transportation - New York City Region

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

The Route 9A Safety and Mobility Study seeks to evaluate the current operations of the corridor, from Battery Place to 59th Street. The purpose of the study is to compare how the corridor's usage today relates to how it was envisioned when it was designed 25+ years ago. The study will analyze needed multimodal operational enhancements along the Route 9A corridor from Hugh Carey Tunnel to 59th Street; where it connects with Henry Hudson Parkway. NYSDOT, in collaboration with other agency partners and public/stakeholders, will develop concepts to address safety and mobility concerns that exist along the corridor, as well as investigate resiliency needs. Enhanced inter-agency coordination will be needed throughout the duration of this study.

(Estimated) Start Date:	Spring 2024
(Estimated) Completion Date:	Fall 2026
Project Funding:	\$1,900,000
Primary Fund Source	State Dedicated Funds

Suffolk County

Long Island Greenway East (Phase II) Planning and Design

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

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

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

Route 110 Corridor TOD

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

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

Westchester County

Comprehensive On-board Passenger Survey

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

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

Westchester County SMART Commute Program

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

(Estimated) Start Date:	April 2023
(Estimated) Completion Date:	March 2034
Project Cost:	\$700,000
Primary Fund Source	CMAQ

Section 5307 Planning Studies

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

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

The Shinnecock Indian Nation

Long-Range Transportation Plan Update

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

(Estimated) Start Date:	April 2023
(Estimated) Completion Date:	September 2025
Project Cost:	\$157,755
Primary Fund Source	BUILD

Safe Streets and Roads for All (SS4A) Grants

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
Airmont, Village of	Comprehensive Planning Development Grant for the Village of Airmont, NY	This award will be used by the Village of Airmont to develop a comprehensive safety action plan.	\$100,000	\$125,000
City of Long Beach	City of Long Beach Roadway Safety Action Plan	This award will be used by the City of Long Beach, NY to develop a comprehensive safety action plan.	\$239,824	\$299,780
City of Mount Vernon NY	Mount Vernon NY Road Safety Action Plan	This award will be used by City of Mount Vernon NY to develop a comprehensive safety action plan.	\$296,000	\$370,000
Inc. Village of Sea Cliff	Village of Sea Cliff Municipal Roadways Planning 2023	This award will be used by the Incorporated Village of Sea Cliff to develop a comprehensive safety action plan.	\$120,000	\$150,000

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
Incorporated Village of Upper Brookville	Safety Action Plan for the Villages of Upper Brookville and Muttontown	This award will be used by the Village of Upper Brookville and Muttontown to develop a comprehensive safety action plan; conduct supplemental planning activities such as a village-wide speed limit study; and pilot traffic calming and traffic signage demonstration activities based on the action planning process.	\$200,000	\$250,000
New York State Thruway Authority	Development of a Comprehensive Safety Action Plan for the New York State Thruway Corridor	This award will be used by the New York State Thruway Corridor to develop a comprehensive safety action plan.	\$1,200,000	\$1,500,000
Suffolk County Department of Public Works	SS4A Supplemental Planning and Demonstration Activities Grant for Suffolk County, NY	This award will be used by Suffolk County to conduct supplemental planning activities to develop an interactive online map to allow users to pin locations and comment on safety improvements, and conduct walk audits, community outreach, and follow-up data analysis. The County will also pilot demonstration activities such as traffic calming measures, a shared bus-bike lane, a buffered bike lane, and a road diet extension.	\$568,000	\$710,000

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
Town of Ramapo	Town of Ramapo Safe Streets Action Plan	This award will be used by the Town of Ramapo to develop a comprehensive safety action plan; conduct supplemental planning activities such as speed studies, road safety audits, and targeted equity assessments; and pilot demonstration activities such as curb extensions and speed bumps.	\$400,000	\$500,000
Village of Larchmont	SS4A Action Plan for Larchmont, NY	This award will be used by Village of Larchmont to develop a comprehensive safety action plan.	\$100,000	\$125,000
Village of Spring Valley	Village of Spring Valley Action Plan	This award will be used by the Village of Spring Valley to develop a comprehensive safety action plan.	\$204,000	\$255,000
Village of Tarrytown	Tarrytown-Sleepy Hollow Safe Streets and Roads for All Action Plan	This award will be used by Village of Tarrytown to develop a comprehensive safety action plan.	\$340,000	\$425,000
Village of West Haverstraw	Villages of West Haverstraw and Haverstraw-Route 202 Focused Action Plan	This award will be used by the Village of West Haverstraw to develop a comprehensive safety action plan.	\$128,000	\$160,000

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
City of White Plains	White Plains Safe Streets Action Plan	This award will be used by the City of White Plains to develop a comprehensive safety action plan.	\$400,000	\$500,000
Nassau County	Nassau County Safe Streets and Roads Action Plan	This award will be used by Nassau County to develop a comprehensive safety action plan.	\$480,000	\$600,000
Town of Stony Brook	State University of New York Pedestrian Safety Plan	This award will be used by Town of Stony Brook to develop a pedestrian safety plan and design of elevated pedestrian overpass crossing Nicolls Road, Stony Brook, New York.	\$1,000,000	\$1,449,000
Town of Brookhaven	Town of Brookhaven Vision Zero Action Plan	This award will be used by the Town of Brookhaven to develop a comprehensive safety action plan.	\$380,000	\$475,000

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
NYCDOT	NYCDOT Implementation of Queens Boulevard Great Streets Transformation and Supplemental Planning for Vision Zero	This award will be used by The New York City Department of Transportation (NYC DOT) to re-imagine the corridor, enhance the low-cost quick-build solutions already implemented to address safety issues resulting from being a vehicle-centric corridor, with limited crossing opportunities and facilities for vulnerable users, and higher vehicle speeds. The award also includes supplemental planning to enhance surveillance on traffic-related fatalities and injuries not routinely available in police crash reports. NYC DOT will retrofit a portion of fleet vehicles with active and centrally managed Intelligent Speed Assist to prevent speeding as a demonstration activity.	\$29,750,000	\$250,607,531
New York City Department of Transportation	New York City Department of Transportation Demonstration Activities	This award will be used by New York City Department of Transportation to create a comprehensive data warehouse that will store information upon which linkages can be made across datasets. This demonstration activity will pilot an active signal control system by using AI and video analytics. AI video analytics cameras will be deployed at dangerous intersections to process and analyze data to be uploaded to the warehouse. The model should be able to send out data to the existing signal controller to adjust timing for the presence of vulnerable road users and when a vehicle is approaching the intersection in a dangerous manner. Additionally, cameras that cover all sides of the truck, in-cab alerts, video telematics, and cloud review capabilities will be added to the 600 buses and trucks belonging to the NYC fleet.	\$11,920,000	\$14,900,000

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
City of Peekskill	Peekskill Pedestrian & Cyclist Safety & Connectivity Plan	This award will be used by the City of Peekskill to develop a comprehensive traffic safety action plan. Demonstration activities will include two-way bike lanes and multi-use trails along key corridors.	\$300,000.00	\$375,000.00
Town of Huntington	Huntington Safety and Walkability Action Plan	This award will be used by the Town of Huntington to develop a new Action Plan that can be implemented at the local level and strategically designed to significantly reduce roadway fatalities and serious injuries throughout its jurisdiction.	\$160,000.00	\$200,000.00
Town of Kent	Town of Kent Safe Streets and Roads for All Action Plan	This award will be used by Town of Kent to develop a comprehensive safety action plan.	\$160,000.00	\$200,000.00
Village of Mamaroneck	Village of Mamaroneck Safety Action Plan	This award will be used by Village of Mamaroneck to develop a comprehensive safety action plan.	\$240,000.00	\$300,000.00
Village of Pleasantville	Village of Pleasantville Vision Zero Action Plan	This award will be used by Village of Pleasantville to develop a comprehensive safety action plan.	\$160,000.00	\$200,000.00

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
Westchester County	Westchester County Bee-Line Bus Stop Safety and Technology Demonstration	This award will be used by Westchester County to improve the safety and security of those waiting at the selected bus stops as well as vulnerable road users traveling past the selected locations.	\$100,556.00	\$125,696.00
Town of Huntingdon	Town of Huntingdon Safer SS4A Safety Action Plan	This award will be used by Town of Huntingdon to develop a comprehensive safety action plan.	\$60,000.00	\$75,000.00

State Planning and Research (SPR) Program Funded Projects

SPR #	Project Title	SPR Funding	Description
All MPOs			
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-19-03	Temporary Service Contracts - Traffic Data Processing	\$1,375,000	The goal of this project is to provide for the processing of traffic data that is obtained from counts taken in NYSDOT's 11 Regions, including Interstates and Expressways.
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	\$3,580,616	Establish a research & analysis capability with Oak Ridge National Labs (ORNL), Center for Transportation Analysis, to assist NYS in analyzing national data.
SP-20-03	Research, Development & Support of an Integrated Planning & Performance Data & Analytics Framework (PPDAF)	\$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.
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.

SPR #	Project Title	SPR Funding	Description
SP-21-08	Continuous Count Traffic Count Program, Zone 1	\$5,082,107	This initiative is the continuous count (CC) traffic count program for Zone 1 with full performance-based maintenance and upgrade services in Zone 1 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. 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	This initiative is the continuous count (CC) traffic count program for Zone 2 with full performance-based maintenance and upgrade services in Zone 2 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. Zone 2 includes the western half of the state (Region 3, 4, 5, 6).
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, while addressing the goals of the NYS Climate Leadership and Community Protection Act (CLCPA) to reduce GHGs 85% and achieve economy-wide carbon neutrality by 2050. It will build on the efforts of the existing Statewide Active Transportation Demand Management (ATDM) and will include additional technical assistance program elements, policy research, pilot initiatives and partnerships with employers, large institutions, destination, neighborhood and community organizations, local governments, and mobility providers. Work products are expected to result in products that specifically integrate mobility into existing NYSDOT policies, programs, projects, and protocols. This will include but is not limited to: regional and statewide project development, prioritization, and programming; corridor plans; integrated multimodal systems management and transportation management center (TMS) operations; and freight analysis.
SP-22-06	TRANSEARCH Data	\$1,100,000	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-22-07	The Eastern Transportation Coalition (TETC) / University of Maryland Data Acquisition	\$750,000	Acquire reliable and real-time travel time and speed data that has utility across multiple functional groups for the entire roadway network without the need for sensors or other hardware from six different categories: (1) Travel Time and Speed; (2) Origin-Destination; (3) Freight; (4) Waypoint; (5) Volume; (6) Conflation.

SPR #	Project Title	SPR Funding	Description
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.
SP-24-02	AASHTO Census Transportation Solutions Technical Services (2025- 2029)	\$525,398	The goal of this project is the prudent consolidated purchase of CTPP data. CTPP data remains the only source for the small-area journey-to-work data States and MPOs use for travel demand modeling, long-range planning, corridor analysis and many other planning functions. The ACTS program not only produces and delivers this important transportation data, but also provides technical assistance, training, outreach and associated research.
SP-24-03	Speed Probe Data	\$48,500	The goal of this project is to purchase floating car probe data to establish performance targets to assess travel reliability, congestion and emissions, and to perform other analyses and visualizations of road performance for both passenger cars and trucks.

Shared Cost Initiatives

AMPO Dues

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

Project Cost:	\$56,069 total (\$56,069 FHWA PL / \$11,214 toll credits)
Lead Agency	Binghamton Metropolitan Transportation Study

NYSAMPO Staff Support and Conference

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

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

NYSAMPO Staff Training

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

Project Cost:	\$209,776 total (\$156,953 FHWA PL / \$31,391 toll credits; \$52,823 FTA MPP / \$13,206 NYSDOT IKS)
Lead Agency	Genesee Transportation Council

Budget Summaries

Council Budget

	SFY 2025-2026	SFY 2025-2026		NEW FHWA PL/	PROGRAMMED	
<u>USE OF FUNDS:</u>	<u>FTA MPP</u>	<u>FHWA PL</u>	<u>New Match *</u>	<u>FTA MPP</u>	<u>IN PRIOR YEARS</u>	<u>Total</u>
Staff:						
Central/TCC Staff	\$2,417,080	\$9,324,706	\$604,270	\$12,346,053	\$0	\$12,346,053
Central/TCC Staff Consultants	\$0	\$3,977,290	\$0	\$3,977,290	\$24,087,092	\$28,064,382
Subtotal Central Staff, TCCs, Match	\$2,417,080	\$13,301,996	\$604,270	\$16,323,343	\$24,087,092	\$40,410,435
Members:						
MTA	\$5,070,864	\$0	\$1,267,716	\$6,338,580	\$2,878,622	\$9,217,202
Nassau County	\$51,944	\$680,212	\$183,039	\$915,196	\$4,123,682	\$5,038,878
NYC Dept. City Planning	\$321,486	\$1,239,127	\$390,153	\$1,950,767	\$1,148,359	\$3,099,126
NYC Dept. of Transportation	\$667,286	\$3,904,487	\$1,063,793	\$5,635,567	\$273,000	\$5,908,567
Putnam County	\$34,497	\$292,964	\$81,865	\$409,326	\$0	\$409,326
Rockland County	\$40,065	\$154,426	\$48,623	\$243,114	\$650,000	\$893,114
Suffolk County	\$0	\$48,000	\$12,000	\$60,000	\$0	\$60,000
Westchester County	\$210,932	\$1,118,080	\$265,917	\$1,594,929	\$560,000	\$2,154,929
Subtotal Members	\$6,397,074	\$7,437,296	\$3,313,106	\$17,147,479	\$9,633,663	\$26,781,142
TOTAL	\$8,814,154	\$20,739,292	\$3,917,376	\$33,470,822	\$33,720,755	\$67,191,577
<u>SOURCE OF FUNDS:</u>						
FTA MPP, NY-80-0035;						
FHWA 2025-2026 PL	\$8,814,154	\$20,739,292	\$3,917,376	\$33,470,822	\$0	\$33,470,822
Prior Year FHWA PL, FTA MPP				\$0	\$33,720,755	\$33,720,755
TOTAL	\$8,814,154	\$20,739,292	\$3,917,376	\$33,470,822	\$33,720,755	\$67,191,577

FTA/FHWA split = 20.5% FTA and 79.5% FHWA, except for Central/TCC Staff consultant studies which are funded by FHWA and matched by toll credits;

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

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

NYMTC received \$537,455 - 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	\$24,087,092	\$0	\$24,087,092	\$0
Subtotal Central Staff, TCCs	\$24,087,092	\$0	\$24,087,092	\$0
Members:				
MTA	\$2,878,622	\$2,302,898	\$0	\$575,724
Nassau County	\$4,123,682	\$679,583	\$2,619,363	\$824,736
NYC Dept. City Planning	\$1,148,359	\$189,250	\$729,438	\$229,672
NYC Dept. of Transportation	\$273,000	\$44,990	\$173,410	\$54,600
Putnam County	\$0	\$0	\$0	\$0
Rockland County	\$650,000	\$107,120	\$412,880	\$130,000
Suffolk County	\$0	\$0	\$0	\$0
Westchester County	\$560,000	\$92,288	\$355,712	\$112,000
Subtotal Members	\$9,633,663	\$3,416,128	\$4,290,802	\$1,926,733
Total Central Staff, TCC & Members	33,720,755	3,416,128	28,377,894	1,926,733

Due to unexpected delays in consultant contract awards, unanticipated staff vacancies, ongoing multi-year studies, and the accumulation of funds for several large upcoming consultant projects including the next Regional Household Travel Survey and the next Socioeconomic and Demographic forecast, \$33.7 million in prior years' FHWA-PL and FTA-MPP funds are programmed for the 2025-26 UPWP period. It is expected that this balance will be reduced over several program years as contracts are executed.

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>							
Complete Streets Planning Activities	\$274,900	\$0	\$274,900	\$1,341,440	\$1,616,340	\$1,341,440	\$274,900
Program Support and Administration	\$3,099,896	\$0	\$3,099,896	\$3,201,387	\$6,301,283	\$3,084,913	\$3,216,370
General Development and Comprehensive Planning	\$278,965	\$0	\$278,965	\$500,000	\$778,965	\$500,000	\$278,965
Long-Range Transportation Planning	\$2,627,946	\$0	\$2,627,946	\$20,417,610	\$23,045,556	\$16,856,794	\$6,188,762
Transportation Improvement Program	\$1,381,031	\$0	\$1,381,031	\$2,027,738	\$3,408,769	\$1,727,738	\$1,681,031
Discretionary Program	\$192,066	\$0	\$192,066	\$576,207	\$768,273	\$576,207	\$192,066
Total Central Staff	\$7,579,904	\$0	\$7,579,904	\$26,722,942	\$34,302,846	\$22,745,652	\$11,557,194
<u>TCC STAFF</u>							
<u>Mid Hudson South TCC</u>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$246,780	\$0	\$246,780	\$0	\$246,780	\$0	\$246,780
General Development and Comprehensive Planning	\$21,610	\$0	\$21,610	\$0	\$21,610	\$0	\$21,610
Long-Range Transportation Planning	\$286,406	\$0	\$286,406	\$0	\$286,406	\$0	\$286,406
Transportation Improvement Program	\$659,641	\$0	\$659,641	\$0	\$659,641	\$0	\$659,641
Discretionary Program	\$188,630	\$0	\$188,630	\$0	\$188,630	\$0	\$188,630
Total Mid Hudson South TCC	\$1,403,067	\$0	\$1,403,067	\$0	\$1,403,067	\$0	\$1,403,067
<u>Nassau/Suffolk TCC</u>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$289,097	\$0	\$289,097	\$0	\$289,097	\$0	\$289,097
General Development and Comprehensive Planning	\$14,350	\$0	\$14,350	\$0	\$14,350	\$0	\$14,350
Long-Range Transportation Planning	\$326,650	\$0	\$326,650	\$0	\$326,650	\$0	\$326,650
Transportation Improvement Program	\$488,650	\$0	\$488,650	\$0	\$488,650	\$0	\$488,650
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Nassau Suffolk TCC	\$1,118,747	\$0	\$1,118,747	\$0	\$1,118,747	\$0	\$1,118,747

	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>New York City TCC</u>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$230,280	\$0	\$230,280	\$0	\$230,280	\$0	\$230,280
General Development and Comprehensive Planning	\$15,975	\$0	\$15,975	\$0	\$15,975	\$0	\$15,975
Long-Range Transportation Planning	\$223,935	\$0	\$223,935	\$0	\$223,935	\$0	\$223,935
Transportation Improvement Program	\$897,153	\$0	\$897,153	\$0	\$897,153	\$0	\$897,153
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYC TCC	\$1,367,343	\$0	\$1,367,343	\$0	\$1,367,343	\$0	\$1,367,343
<u>MTA</u>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$92,416	\$0	\$92,416	\$0	\$92,416	\$0	\$92,416
General Development and Comprehensive Planning	\$75,588	\$0	\$75,588	\$0	\$75,588	\$0	\$75,588
Long-Range Transportation Planning	\$163,047	\$0	\$163,047	\$0	\$163,047	\$0	\$163,047
Transportation Improvement Program	\$37,488	\$0	\$37,488	\$0	\$37,488	\$0	\$37,488
Discretionary Program	\$278,663	\$0	\$278,663	\$8,570,000	\$8,848,663	\$2,878,622	\$5,970,041
Total MTA	\$647,202	\$0	\$647,202	\$8,570,000	\$9,217,202	\$2,878,622	\$6,338,580
<u>Nassau County</u>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$148,689	\$0	\$148,689	\$0	\$148,689	\$111,517	\$37,172
General Development and Comprehensive Planning	\$68,878	\$0	\$68,878	\$50,000	\$118,878	\$101,659	\$17,219
Long-Range Transportation Planning	\$213,898	\$0	\$213,898	\$250,000	\$463,898	\$410,422	\$53,476
Transportation Improvement Program	\$90,000	\$0	\$90,000	\$0	\$90,000	\$67,500	\$22,500
Discretionary Program	\$532,413	\$0	\$532,413	\$3,685,000	\$4,217,413	\$3,432,584	\$784,829
Total Nassau County	\$1,053,878	\$0	\$1,053,878	\$3,985,000	\$5,038,878	\$4,123,682	\$915,196

	<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>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$255,174	\$2,000	\$257,174	\$0	\$257,174	\$0	\$257,174
General Development and Comprehensive Planning	\$100,545	\$2,000	\$102,545	\$0	\$102,545	\$0	\$102,545
Long-Range Transportation Planning	\$294,205	\$14,028	\$308,233	\$0	\$308,233	\$0	\$308,233
Transportation Improvement Program	\$123,138	\$2,000	\$125,138	\$0	\$125,138	\$0	\$125,138
Discretionary Program	\$2,197,872	\$68,164	\$2,266,036	\$40,000	\$2,306,036	\$1,148,359	\$1,157,677
Total NYC Dept of City Planning	\$2,970,934	\$88,192	\$3,059,126	\$40,000	\$3,099,126	\$1,148,359	\$1,950,767
<u>NYC Dept of Transportation</u>							
Complete Streets Planning Activities	\$398,739	\$0	\$398,739	\$0	\$398,739	\$0	\$398,739
Program Support and Administration	\$307,034	\$0	\$307,034	\$0	\$307,034	\$0	\$307,034
General Development and Comprehensive Planning	\$4,004	\$0	\$4,004	\$0	\$4,004	\$0	\$4,004
Long-Range Transportation Planning	\$401,968	\$1,800	\$403,768	\$1,025,000	\$1,428,768	\$0	\$1,428,768
Transportation Improvement Program	\$446,492	\$0	\$446,492	\$0	\$446,492	\$0	\$446,492
Discretionary Program	\$2,762,030	\$0	\$2,762,030	\$561,500	\$3,323,530	\$273,000	\$3,050,530
Total NYC Dept. of Transportation	\$3,921,528	\$1,800	\$3,923,328	\$1,586,500	\$5,509,828	\$273,000	\$5,236,828
<u>Putnam County</u>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$28,169	\$0	\$28,169	\$0	\$28,169	\$0	\$28,169
General Development and Comprehensive Planning	\$1,933	\$0	\$1,933	\$0	\$1,933	\$0	\$1,933
Long-Range Transportation Planning	\$52,211	\$0	\$52,211	\$50,000	\$102,211	\$0	\$102,211
Transportation Improvement Program	\$96,078	\$0	\$96,078	\$0	\$96,078	\$0	\$96,078
Discretionary Program	\$30,935	\$0	\$30,935	\$150,000	\$180,935	\$0	\$180,935
Total Putnam County	\$209,326	\$0	\$209,326	\$200,000	\$409,326	\$0	\$409,326

	<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>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$83,654	\$0	\$83,654	\$0	\$83,654	\$0	\$83,654
General Development and Comprehensive Planning	\$40,902	\$0	\$40,902	\$0	\$40,902	\$0	\$40,902
Long-Range Transportation Planning	\$67,720	\$0	\$67,720	\$0	\$67,720	\$0	\$67,720
Transportation Improvement Program	\$36,502	\$0	\$36,502	\$0	\$36,502	\$0	\$36,502
Discretionary Program	\$14,336	\$0	\$14,336	\$650,000	\$664,336	\$650,000	\$14,336
Total Rockland County	\$243,114	\$0	\$243,114	\$650,000	\$893,114	\$650,000	\$243,114
<u>Suffolk County</u>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning	\$0	\$0	\$0	\$60,000	\$60,000	\$0	\$60,000
Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Suffolk	\$0	\$0	\$0	\$60,000	\$60,000	\$0	\$60,000
<u>Westchester County</u>							
Complete Streets Planning Activities	\$145,273	\$0	\$145,273	\$150,000	\$295,273	\$0	\$295,273
Program Support and Administration	\$183,577	\$1,200	\$184,777	\$0	\$184,777	\$0	\$184,777
General Development and Comprehensive Planning	\$28,224	\$0	\$28,224	\$0	\$28,224	\$0	\$28,224
Long-Range Transportation Planning	\$462,161	\$6,000	\$468,161	\$0	\$468,161	\$0	\$468,161
Transportation Improvement Program	\$107,191	\$1,000	\$108,191	\$0	\$108,191	\$0	\$108,191
Discretionary Program	\$305,303	\$130,000	\$435,303	\$635,000	\$1,070,303	\$560,000	\$510,303
Total Westchester County	\$1,086,456	\$138,200	\$1,224,656	\$635,000	\$1,859,656	\$560,000	\$1,299,656

	<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>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$55,458	\$0	\$55,458	\$0	\$55,458	\$0	\$55,458
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	\$55,458	\$0	\$55,458	\$0	\$55,458	\$0	\$55,458
<u>NYSDOT REG 10</u>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$105,800	\$0	\$105,800	\$0	\$105,800	\$0	\$105,800
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	\$105,800	\$0	\$105,800	\$0	\$105,800	\$0	\$105,800
<u>NYSDOT Reg 11</u>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$166,262	\$0	\$166,262	\$0	\$166,262	\$0	\$166,262
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	\$166,262	\$0	\$166,262	\$0	\$166,262	\$0	\$166,262
<u>NYSDOT Albany</u>							
Complete Streets Planning Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Program Support and Administration	\$276,750	\$0	\$276,750	\$0	\$276,750	\$0	\$276,750
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	\$276,750	\$0	\$276,750	\$0	\$276,750	\$0	\$276,750

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 expected to be executed 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:	8/31/2028
(Estimated) Total Cost:	\$3,001,437	Programmed Funds	\$1,501,387
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:	4/1/2025	(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 RFP for this project is expected to be released by the end of the program year.		
Socioeconomic and Demographic Forecast Update			
UPWP Category:	General Development and Comprehensive Planning	UPWP Task:	Socioeconomic and Demographic (SED) Forecasts and Census Data
(Anticipated) Start Date:	4/1/2025	(Anticipated) End Date:	3/1/2027
(Estimated) Total Cost:	\$500,000	Programmed Funds	\$500,000
Purpose:	Consultant Support to develop a new NYMTC SED forecasting system along with forecast through 2060.		
Status	This project is expected to be in the scope development phase by the end of the program year.		

Consultant Services for the Development of Plan 2055			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	FFYs 2022-2050 Plan Maintenance / FFYs 2026-2055 Plan Development
(Anticipated) Start Date:	8/1/2023	(Anticipated) End Date:	9/30/2025
(Estimated) Total Cost:	\$1,227,074	Programmed Funds	\$500,000
Purpose:	Consultant support to develop NYMTC's next RFP - Plan 2055		
Status	The contract is in progress.		
PIMS Upgrades and Enhancements			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	10/5/2023	(Anticipated) End Date:	9/30/2026
(Estimated) Total Cost:	\$381,500	Programmed Funds	\$191,219
Purpose:	This consultant will maintain and enhance NYMTC's Project Information Management System		
Status	The contract is in progress.		
PPS-AQ and PPS-AQ Software 2.0			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	11/9/2020	(Anticipated) End Date:	9/30/2026
(Estimated) Total Cost:	\$2,400,414	Programmed Funds	\$1,700,414
Purpose:	Consultant to host, support, and maintain NYMTC's Post Processor Software for both Air Quality and the Congestion Management Process.		
Status	The contract is in progress.		
PPS-AQ and PPS-AQ Software 3.0			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	10/1/2026	(Anticipated) End Date:	9/30/2031
(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 RFP for this project is expected to be released 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:	\$4,350,000	Programmed Funds	\$3,500,000
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 contract is in progress.		
Support for NYBPM 2026 Base Year Update			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
(Anticipated) Start Date:	6/30/2026	(Anticipated) End Date:	6/30/2029
(Estimated) Total Cost:	\$2,500,000	Programmed Funds	\$2,500,000
Purpose:	Consultant services to update the NYBPM.		
Status	This project is expected to be in the scope development phase by the end of the program year.		
NYMTC Travel Survey Data Collection and Utilization Program			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Regional Surveys
(Anticipated) Start Date:	10/21/2021	(Anticipated) End Date:	12/31/2025
(Estimated) Total Cost:	\$472,162	Programmed Funds	\$288,471
Purpose:	Research into the best methods for NYMTC's upcoming Regional Household Travel Survey.		
Status	The contract is in progress.		
Regional Household Travel Survey			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Regional Surveys
(Anticipated) Start Date:	9/1/2023	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$6,000,000	Programmed Funds	\$6,000,000
Purpose:	Consultant Support to develop and implement NYMTC's next regional household travel survey		
Status	The contract is expected to be executed by the end of the program year.		

PSA5 - Data Collection, Monitoring and Analysis			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$2,048,478	Programmed Funds	\$1,848,478
Purpose:	Consultant to provide periodic, on-call support services for data collection, monitoring and analysis.		
Status	The contract is in progress.		
PSA5 - Geographic Information Support			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$1,189,028	Programmed Funds	\$889,028
Purpose:	Consultant to provide one continuous, long term in-house contractor to augment NYMTC staff to provide support for GIS services.		
Status	The contract is in progress.		
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	This project is expected to be in the scope development phase by the end of the program year.		
Program Management / Project Tracker			
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:	\$625,000	Programmed Funds	\$625,000
Purpose:	Software as a Service platform to management NYMTC's TIP.		
Status	The contract is in progress.		

PSA5 - Grants Support			
UPWP Category:	Transportation Improvement Program	UPWP Task:	Regional Program Management
(Anticipated) Start Date:	9/1/2025	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$300,000	Programmed Funds	\$300,000
Purpose:	Consultant to provide grants support to NYMTC and its member agencies.		
Status	The contract is expected to be executed 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:	8/31/2028
(Estimated) Total Cost:	\$1,552,738	Programmed Funds	\$1,102,738
Purpose:	Consultant to provide one continuous, long-term in-house contractor to support the required transportation conformity determinations, as well as a flexible pool of on-call staff resources to support and supplement the in-house contractor services, as needed.		
Status	The contract is in progress.		
Community Planning Workshops			
UPWP Category:	Discretionary Program	UPWP Task:	September 11th Memorial Program
(Anticipated) Start Date:	7/28/2022	(Anticipated) End Date:	7/30/2026
(Estimated) Total Cost:	\$1,000,000	Programmed Funds	\$790,000
Purpose:	Consultant to develop and implement community planning workshops throughout the NYMTC planning area.		
Status	The contract is in progress.		
September 11th Memorial Program			
UPWP Category:	Discretionary Program	UPWP Task:	September 11th Memorial Program
(Anticipated) Start Date:	9/15/2022	(Anticipated) End Date:	9/30/2026
(Estimated) Total Cost:	\$540,000	Programmed Funds	\$420,000
Purpose:	Student Stipends for selected students via the UTC - Rutgers		
Status	The contract is in progress.		

Palisades Shared Use Path Feasibility Study			
UPWP Category:	Discretionary Program	UPWP Task:	Palisades Shared Use Path Feasibility Study
(Anticipated) Start Date:	2/1/2022	(Anticipated) End Date:	6/30/2025
(Estimated) Total Cost:	\$356,207	Programmed Funds	\$156,207
Purpose:	Consultant to support the Palisades Shared Use Path Feasibility Study		
Status	The contract is in progress.		
Complete Streets Technical Assistance			
UPWP Category:	Discretionary Program	UPWP Task:	Complete Streets Technical Assistance
(Anticipated) Start Date:	4/1/2024	(Anticipated) End Date:	3/31/2029
(Estimated) Total Cost:	\$600,000	Programmed Funds	\$551,440
Purpose:	This project will provide communities with complete streets technical assistance.		
Status	The RFP for this project is expected to be released by the end of the program year.		

Public Comments

Comment 1:

Regarding the Northern Westchester East-West Corridors Study, please ensure this work figures out how to make walking and cycling safe along and across these major roads.

Response 1:

Thank you for your interest in the Northern Westchester East-West Corridors Study identified in the SFY 25-26 UPWP. The study's objectives include improving safety and accessibility for all users, including bicyclists and pedestrians.

Comment 2:

One of the most challenging aspects of building a 21st-century transportation planning organization is moving away from a bottom-up, data-driven, service-orientation e.g., "how do people travel today and how can we serve them better?" and toward a future-forward top-down master planning orientation: "how do we *want* people to travel around the region in the future and how can we start to build for that instead? "How is NYMTC handling this necessary shift, given that transportation climate + PM2.5 emissions continue to rise, and car infrastructure + dependency is adding tremendous strain to household budgets?

Response 2:

NYMTC's planning process, including the planning activities identified within NYMTC's UPWPs, attempts to understand how, why, where, and when people travel throughout the NYMTC planning area. These efforts help NYMTC, other stakeholders, and the public to develop a long-term vision for the region's transportation future that considers all modes of transportation from a regional perspective.

Comment 3:

Can you clarify the percentage of projects in the UPWP that are NYMTC-led? Are there opportunities for consulting firms to support NYMTC directly?

Response 3: NYMTC staff-led discretionary projects are identified as such within the work program. NYMTC staff leads core program projects. NYMTC consulting opportunities are first announced through the NYS Contract Reporter, and then the associated RFPs are released to NYMTC's and NYSDOT's respective Doing Business Pages.

Consider signing up for NYS Contract Reporter Announcements to learn about upcoming NYMTC procurement opportunities.

Change Log

1. Updated Transportation Related Planning Activities Funded Through Non-UPWP Sources section.
2. Reduced programmed funding for the “MTA Regional Rail Network Strategy Study – Scan” discretionary activity by \$600,000
3. Increased programmed funding for the “MTA Geospatial Mobility Database - Replica Access” discretionary activity by \$600,000
4. Reduced programmed funding for the “SED Forecasts and Census Data” core activity by \$1,000,000
5. Increased programmed funding for the “Model Development, Enhancement, and Applications” core activity by \$1,000,000

Amendments and Modifications

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