

Moving Forward 2055

Connecting Communities, Creating Opportunities

APPENDIX H PUBLIC INVOLVEMENT REPORT



NYMTC Regional Transportation Plan
Adopted on September 5, 2025

MOVING FORWARD 2055

APPENDIX H: PUBLIC INVOLVEMENT REPORT

prepared by

THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

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PUBLIC INVOLVEMENT

1.1 INTRODUCTION

The New York Metropolitan Transportation Council's (NYMTC) public engagement strategies for *Moving Forward 2055* (*Moving Forward 2055* or the Plan) are guided by its Public Involvement Plan (PIP) and its public participation operating procedures, which are both responsive to federal legislation and guidelines for metropolitan planning organization public outreach.

1.2 PUBLIC INVOLVEMENT PLAN

Under federal legislation, NYMTC's current Public Involvement Plan (PIP), adopted in September 2022, includes recommendations for better involving the region's residents and employers in the transportation planning process; it is routinely revised to address changing needs of the planning area.

Public outreach is also guided by NYMTC's Title VI Program and Language Access Program operating procedures. The PIP includes specific procedures and strategies for meeting the desired goals and outcomes of the public involvement process and the various mandatory products and processes. In addition to maximizing public involvement in the planning process, NYMTC seeks to remove language-related barriers to public involvement through its Language Access Program.

In developing the PIP, NYMTC identified three strategies for its public involvement activities:

- » Provide a robust, creative, multi-pronged, and inclusive outreach process for all populations within the region, including employers, local municipalities, and tribal nations, with opportunities to engage in meaningful discussions between NYMTC and the public about transportation planning issues and activities.
- Educate populations within the region, including employers, local municipalities, and tribal nations, so they can purposefully participate, know how to provide input, and be encouraged to do so by:

- Adopting strategic techniques to involve different audiences; and
 - Developing a greater understanding of how NYMTC functions as an organization and the roles and responsibilities of Council members and staff.
- » Evaluate current and ongoing public involvement activities on a periodic basis to identify successes and areas for improvement.

1.3 KEY AUDIENCES

NYMTC developed *Moving Forward 2055* in part through a public involvement effort that engaged various constituencies and key audiences in its planning area. It gathered input from the public, community-based advocacy groups, Communities of Concern, and other stakeholders, including a Regional Transportation Plan Subcommittee composed of NYMTC planning area agency members.

Engagement of traditionally underserved communities, including Communities of Concern, was emphasized broadly for outreach efforts associated with *Moving Forward 2055*. To reflect NYMTC's Language Access Program, translation services for limited English proficiency populations were implemented for Plan workshop publicity as well as the online engagement platform modules. Publicity materials included statements to promote accessibility and comply with the Americans with Disabilities Act and federal limited English proficiency guidelines. Participants were provided telephone contact information to reach NYMTC if special accommodations were needed to participate in any of the workshops, or translation services into Spanish, Russian, or Chinese.

NYMTC also maintains a contact list, including but not limited to, government agencies and organizations, local elected officials, neighborhood groups, interested individuals, special interest groups, civic organizations, private transportation providers, and community service groups. The contact list was employed to notify interested stakeholders about opportunities to get involved in the *Moving Forward 2055* outreach process.

An overview of public perceptions of transportation issues in the NYMTC planning area, drawn from this public outreach process, is provided in this appendix.

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METHODS AND TOOLS

NYMTC implemented a comprehensive program of public engagement in the development of *Moving Forward 2055*. The techniques used in this outreach program are outlined in the following sections.

2.1 SPECIALIZED TOPICS

Given the distinct requirements for topics of shared mobility and micromobility, freight goods movement, communities of concern, and coordinated human services to be included in *Moving Forward 2055*, separate/specific public outreach for these topics was conducted via focus group sessions and public topical forums.

- » Focus groups were held for two topics: Coordinated Human Services and Communities of Concern. See Section 2.8 for more information.
- » Virtual public forums were conducted for seven topics: Freight, Active Transportation, Human Services Transportation, Safety and Micromobility, Alternative Energy, Curb and Parking Management, and Transportation and Technology. See Section 2.9 for more information.

2.2 A MOVING FORWARD 2055 BRAND LOGO

For the current planning cycle, the Project Team implemented a refreshed version of the *Moving Forward* brand and style guide to ensure consistency with the previous plan while signaling a renewed vision for *Moving Forward 2055*. The updated logo retained core elements from the original *Moving Forward* design to establish connection to the previous plan, while also incorporating an updated color palate and design elements. The branding for *Moving Forward 2055* also incorporated a new tagline: *Connecting Communities, Creating Opportunities*.

NYMTC implemented this brand logo and style guide for all outreach elements to provide a consistent look for *Moving Forward 2055* that was easily recognizable and eye-catching for public outreach collateral

materials, publicity, and social media campaigns. The title of the plan incorporated the words “moving” to reference the concepts of movement and transportation, while the design elements alluded to progress and forward motion.

2.3 MOVING FORWARD 2055 WEBSITE

NYMTC employs an interactive website as a conduit for disseminating and gathering information during the Plan’s development. The website provides the following information:

- » Home page with an overview of the NYMTC planning process and the process for the development of the Plan.
- » Outreach page with access to event information and registration.
- » Interactive exercises page with active links to the engagement platform modules in NYMTC planning area core languages (English, Spanish, Russian, and Simplified and Traditional Chinese).
- » Document page with access to related outreach materials and draft Plan documents.
- » Contact information for NYMTC staff for any inquiries about the Plan via email comment form and telephone.

A memo of website content pages is found as an attachment to this appendix.

2.4 INTERACTIVE EXERCISES ONLINE ENGAGEMENT PLATFORMS

From September 2023 through January 2024, NYMTC launched an interactive public engagement platform for the Plan using a custom-built survey tool to gather feedback from the public on the vision and six strategic goals for *Moving Forward 2055* that include: maximizing safety and security, maintaining and improving infrastructure, increasing transportation resiliency, reducing congestion, encouraging land use decisions that improve transportation choices, and enhancing mobility fairly across demographics. The modules were translated into Spanish, Russian, and Simplified and Traditional Chinese to provide better access to the survey for the population in the NYMTC planning area. These interactive exercises were designed to engage diverse groups of people throughout the metropolitan area. All visitors were required to sign up to join the site, and the information was used to create a demographic profile of users. The survey modules provided access to interactive questions that included prioritization activities, pinning input to maps, budgeting games, and prioritization exercises. In addition to the interactive platform, NYMTC conducted an online survey using the “Pollfish” platform to boost survey response rates across all TCC regions. The questions selected for use in the survey instrument were sourced from the interactive public engagement survey employed earlier in the outreach process. In total, survey findings comprised over 2,800 responses, including over 1,300 geolocated data points and over 500 comments. For a summary of survey outreach as well as an example of a promotional flyer, see attachments to this appendix.

The project team used Esri Experience Builder to develop an interactive dashboard that established new data analysis processes and presented data in an easily digestible format. Filtering enabled the Transportation Coordinating Committee (TCC) members to see big picture data trends. Commenting capabilities equipped TCC members to identify which publicly proposed projects should be included in the final plan. Response details permitted TCC members to click on comments to get detailed information about the response. An interactive map allowed TCC members to zoom in to see exact comment locations. Non-geolocated data showed all data types together to permit TCC members to compare results easily. For more information about the dashboard, see attachments to this appendix.

2.5 PAID SOCIAL MEDIA CAMPAIGN

To reach a wider audience across the NYMTC Region, a paid social media component was incorporated into outreach efforts to drive participation in the interactive online survey. Paid advertising was placed on the Meta advertising platform, which included ad placements on Facebook and Instagram. The ads ran for a total of eight weeks and provided direct link to the survey modules. On a weekly basis, the results of the advertisements were reviewed, and strategy adjustments were made as needed.

During the combined advertising campaigns, *Moving Forward 2055* social media ads were seen by more than 812,000 people resulting in over 4,900 link clicks, and over 2,600 survey modules (introduction, safety, mobility, infrastructure, congestion, land use, and resiliency) completed by more than 460 individual participants.

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2.6 VIDEO

A three-minute video was developed to introduce *Moving Forward 2055* to the community, explain the NYMTC planning process, and encourage public participation. In addition to being posted on the *Moving Forward 2055* website, the video was shared on the project website and in social media promotional clips during the active outreach period for the interactive survey. Region-specific videos were also developed for New York City, Long Island, and the Lower Hudson Valley to inform stakeholders about the draft review plan period in July of 2025.

2.7 POP-UP EVENTS

The Moving Forward 2055 project team conducted pop-up events, two in each of the three NYMTC Transportation Coordinating Committee (TCC) regions: New York City, Long Island (Nassau and Suffolk Counties), and Mid-Hudson South (Putnam, Rockland, and Westchester Counties).

- » October 7, 2023 | Long Island Fall Festival, *Huntington, New York*
- » October 8, 2023 | Nyack's Famous Street Fair, *Nyack, New York*
- » October 21, 2023 | Hempstead Lake Fall Family Freshwater Fishing Festival, *Hempstead, New York*
- » October 28, 2023 | Bed Stuy Alive, *Brooklyn, New York*

- » November 8, 2023 | White Plains TransCenter, *White Plains, New York*
- » November 17, 2023 | Concourse Plaza, *The Bronx, New York*

The purpose of these events was to inform the public of the effort, entice members of the public to complete the project survey, and get a sense of community priorities. Below is a summary from each event, including the number of participants, photos, and stated project goals that were most important to event attendees.

Pop-up events were advertised on the project website, via NYMTC social media channels, and communicated to Plan Subcommittee members so that information could be passed along to their constituents.

The pop-up teams prepared several project-branded collateral items to use at the events to drive engagement. A custom branded tablecloth with the project name and NYMTC logo as well as a branded sandwich board that advertised a chance to win a \$75 gift card drew participants into the booth. Participants engaged in an activity where they prioritized regional planning goals most important to them. Over 456 people participated in the activity across the six events. The activity was accompanied by a flyer with translations in the NYMTC region's five core languages.

Participants were offered candy, a choice of one of three different branded tote bags, and a bookmark to take away from the booth. The bookmark included a link to the project website, and a link and QR code with a call to action to take the project survey in the NYMTC region's five core languages. Participants were also able to complete the survey with a team member at the pop-up on a tablet or their own personal device if they preferred.

A detailed summary of the pop-up events is provided as an attachment to this appendix.

2.8 FOCUS GROUPS

Outreach for Moving Forward 2055 included professionally convened virtual focus groups conducted during the week of December 5, 2023. The facilitated focus groups were conducted via a virtual platform, which allowed each recruit to participate using their own video screen, including the moderator(s). For each of the three NYMTC geographies (Lower Hudson Valley, New York City, and Long Island), the team held two focus groups: one made up of members of Communities of Concern, and one made up of members of the coordinated human services community.

Participants were recruited by a professional market research firm, Fieldwork, from an extensive database of potential focus group participants. The objective of the recruitment was to find a diverse range of groups who live within the 10-county NYMTC planning area who identify with the topic categories and have an interest in explaining how existing transportation systems and services support their transportation needs and how they could be improved.

The purpose of these focus groups was the following:

- » For the Communities of Concern sessions, to understand transportation issues, needs, and what should be prioritized to improve mobility options for communities. Communities of Concern are defined in the Plan as census tracts with an above average percentage of populations cited in the Title VI/Non-Discrimination Program policy statement, including race, creed, color, national origin, sex, marital status, disability, age, sexual orientation or income level.
- » For the coordinated human services sessions, to understand transportation issues, needs, and what should be prioritized to improve mobility options for people over age 65 and people with disabilities.

To view summaries of these focus groups, see attachments to this appendix.

2.9 VIRTUAL PUBLIC FORUMS

NYMTC convened virtual public forums in Spring and Summer of 2024 throughout the NYMTC planning area. These forums provided the public with opportunities to learn about and provide feedback on various elements of *Moving Forward 2055*. The forums explored seven different topics: Freight, Active Transportation, Human Services Transportation, Safety and Micromobility, Alternative Energy, Curb and Parking Management, and Transportation and Technology.

Each public forum was scheduled for a 3:00 pm afternoon session and 7:00 pm evening session, which enabled numerous stakeholders to attend based on their personal schedules.

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- » NYMTC Region-wide Public Freight Forum - Tuesday, April 9, 2024
- » NYMTC Region-wide Public Active Transportation Forum - Tuesday, April 15, 2024
- » NYMTC Region-wide Public Human Services Transportation Forum - Tuesday, April 30, 2024
- » NYMTC Region-wide Public Safety and Micromobility Forum - Tuesday, May 21, 2024
- » NYMTC Region-wide Public Alternative Energy Forum - Tuesday, June 4, 2024
- » NYMTC Region-wide Public Curb and Parking Management Forum - Tuesday, June 11, 2024
- » NYMTC Region-wide Public Transportation and Technology Forum - Tuesday, April 9, 2024

The project team publicized the forums through social media announcements (Facebook, X, Instagram, Threads, and LinkedIn), mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and e-blasts to NYMTC's Thriving Communities Network (TCN) list. TCN is an initiative launched in conjunction with the USDOT's Thriving Communities Program, which supports underrepresented community organizations working within NYMTC's planning area. Through TCN, community organizations can learn about the resources available to participate in regional and local transportation planning and how to apply for funding that supports important community projects and transportation improvements.

Sessions were recorded and archived, and presentations were made available to the public via the *Moving Forward 2055* website. See attachments to this appendix for workshop flyers and forum summaries.

2.10 ADDITIONAL OUTREACH TOOLS

To publicize available outreach resources to the general public for their input into the Plan, NYMTC used the following tools to maximize participation:

- » Press releases (available in multiple languages for the diverse communities in the New York metropolitan region)
- » Social media/internet message boards through established NYMTC channels
- » Email e-blast announcements in coordination with other transportation-focused agencies

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IMPACT OF PUBLIC INVOLVEMENT ON DEVELOPMENT OF THE DRAFT PLAN

Throughout the development of *Moving Forward 2055*, NYMTC has engaged the public to gather input. The *Moving Forward 2055* outreach plan was designed as a living document to accommodate any changes in strategies that might be required to optimize input. The goal of the *Moving Forward 2055* outreach plan was to receive meaningful and diverse input for the Plan. The communication goals were to reach and educate the public, including underrepresented populations, on the Plan and to provide the public with the tools needed to provide informed input.

Public responses cited promoting active mobility across the region, increasing transportation and communication, and encouraging connectivity between suburban and urban transit systems, and protecting the environment as important priorities for the future in the region. These priorities are discussed at length in Chapter 4 of *Moving Forward 2055*.

This section briefly describes input on what the public perceives to be priority transportation issues across the NYMTC planning area with respect to the six strategic goals of: safety and security, improving infrastructure, increasing transportation resiliency, reducing congestion, land use decisions that improve transportation choices, and enhancing mobility.

3.1 SAFETY AND SECURITY

To maximize safety and security for people and goods across all uses and types of transportation.

- » Regarding traffic safety issues, stakeholders prioritized amending and enforcing micromobility laws to address bike/e-bike/scooter hazards and building safety infrastructure that protects active transportation users (e.g., sidewalks, bike lanes, lighting, and signage on pedestrian pathways). Regarding the reduction of crime on public transit systems, stakeholders prioritized increasing law enforcement presence; addressing fare evasion, sexual assault and harassment on public transit, and violence on subway platforms; and investing in surveillance and security on public transit systems (e.g., surveillance cameras). Regarding the promotion of clean and safe transportation systems, stakeholders prioritized keeping streets and roadways clean, as well as keeping subways and buses clean.

3.2 INFRASTRUCTURE

To maintain and improve infrastructure while prioritizing sustainability and environmental justice.

- » Regarding maintaining a convenient, reliable transportation system, stakeholders prioritized supporting and promoting Complete Streets and Smart Growth principles, as well as investing in road maintenance. Regarding the expansion of public transit infrastructure to promote connectivity, stakeholders prioritized expanding access to and from the suburbs; investing in high-speed rail and light rail infrastructure; building exclusive right-of-way bus lanes; and increasing park-and-ride lots. Regarding strengthening and expanding the network of active mobility infrastructure, stakeholders prioritized investing in bike share programs, protected bike lanes, and pedestrian pathways. Regarding the modernization of public transit infrastructure, stakeholders prioritized implementing tap-to-pay systems for all public transit; investing in electric vehicle infrastructure; and integrating transportation timetables with transit apps (e.g., Google Maps, Apple Maps, etc.). Regarding prioritizing the environment when planning infrastructure projects, stakeholders prioritized preserving nature and protecting Communities of Concern; using environmentally friendly materials for construction; and promoting renewable resource use in projects. Stakeholders also prioritized communicating information about infrastructure planning, budgeting, and resource use.

3.3 RESILIENCY

To increase transportation resiliency by mitigating, adapting to, and responding to frequent and one-time transportation disruptions.

- » Regarding timely and reliable transportation systems, stakeholders prioritized preventing construction delays; preventing delays to subway and bus systems; updating technology to prevent issues that may cause delays; and developing systems to reliably communicate transit delays with users. Regarding promoting environmental resiliency, stakeholders prioritized addressing the

impact of flooding events on subways, trains, and roads; improving ferry landings to adjust for rising sea levels; and addressing ice damage to roads.

3.4 CONGESTION

To reduce congestion by investing in technology to support healthier communities, more seamless travel, improved quality of life, and economic competitiveness.

- » Regarding the mitigation of transportation delays and crowding, stakeholders prioritized avoiding construction during rush hour and holidays, as well as making the shift toward waterborne freight. Regarding faster and more convenient transit times, stakeholders prioritized increasing the frequency of public transit service during rush hour.

3.5 LAND USE

To encourage land use decisions that improve transportation choices.

- » Stakeholders prioritized increasing land use density and diversity. Stakeholders also prioritized promoting multiuse communities, walkable communities, and bikeable communities; they supported investing in bicycle and pedestrian infrastructure in suburban communities and increasing mass transit accessibility in suburban communities.

3.6 MOBILITY

To enhance mobility equitably for currently underserved populations and locations.

- » Stakeholders prioritized encouraging connectivity between suburban and urban transit systems to eliminate transit deserts and reduce private vehicle use: they suggested increasing service frequency outside of 9-5 working hours, including late-night transit options; creating more express and direct routes; increasing access to bicycle infrastructure and bike share programs, and connecting bus service to public transit lines. Regarding accessibility for all, stakeholders prioritized incorporating language accessibility across public transit networks; increasing accessibility for elderly, disabled, and low-income users; and increasing non-emergency medical transportation for elderly/disabled users. Regarding maintaining affordability, stakeholders prioritized the implementation of fare controls.

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COMMENTS AND RESPONSES

The required 30-day public comment period for the Draft Plan 2055 occurred during the period June 30 – July 30, 2025. The public comment period was announced using various means of communication, and the draft documents were made available to members of the public and other stakeholders on NYMTC's website www.nymtc.org and the RTP website, www.nymtc.org/movingforward2055.

During the comment period, virtual public review sessions were held on Tuesday, July 15 at 3:00 p.m. and 7:00 p.m., held as webinars to provide online access to members of the public and other stakeholders. The details of these meetings can be found in an attachment to this appendix. In addition to the public meetings, members of the public and other stakeholders were also encouraged to submit comments on the draft documents using other methods such as the RTP website comment form, e-mail, USPS mail, and social media channels. The comments received and NYMTC responses are noted below.

General Comments

Comment #1

June 29th, 2025

Rick Horan

Via Plan comment portal

Subject: Reactivation of the Rockaway Beach Branch as a Subway – QueensLink

NYMTC's plan should include a recommendation that New York City reactivates Queens' only north-south rail corridor, a NYC-owned transit right-of-way and not encumber it with a park or any other non-transit use.

NYMTC Response: The MTA's Comparative Evaluation and 20 Years Needs Assessment looked at the potential to reactivate the Rockaway Beach Branch, 6-mile alignment along former Long Island Railroad right-of-way serving Central Queens. Findings showed that this project, operated by either LIRR or NYCT, was not cost effective as it would serve a relatively low to modest number of riders at a relatively high cost.

https://future.mta.info/documents/20-YearNeedsAssessment_ComparativeEvaluation.pdf

MTA currently has in place the City Ticket program, which allows those traveling on the Long Island Railroad or Metro-North Railroad within New York City, to purchase a CityTicket for \$5 during off-peak hours or \$7 during peak hours. LIRR serves the following stations in Queens: Woodside, Forest Hills, Kew Gardens, Long Island City, Hunterspoint Avenue, Mets-Willets Point, Jamaica, Hollis, Queens Village, St. Albans, Locust Manor, Laurelton, Rosedale, Flushing-Main Street, Murray Hill, Broadway, Auburndale, Bayside, Douglaston, and Little Neck.

Comment #2

June 30th, 2025

Sean Cirillo

Via Plan comment portal

Subject: Lack of Constrained Active Mobility Plans Nassau

I am disappointed in the lack of constrained active mobility plans for Nassau County. The constrained project list includes zero non-motorized projects and the vision list is littered with projects that have been floating around for over a decade now. NSNC1997V was included in Nassau County's 2010 master plan and NSNC1995V plan was published in 2012. NSNC623V is just a general plan to connect key destinations and even that can't be moved to the constrained project list. The projections in Moving Forward 2055 constantly emphasize the poor conditions in Nassau and project it to get worse, yet no viable alternatives are being pushed forward. Extremely disappointing and lackluster plan. What is the point of putting out this grand plan when none of it ever gets implemented?

NYMTC Response: Projects are prioritized based on their potential to most effectively enhance safety and efficiency across the transportation network. While not all projects make the constrained list, Nassau County is diligently striving to improve active mobility.

Comment #3

July 8th, 2025
Clifford Hymowitz
Via email

Subject: Accessibility

I have sent multiple correspondences to the MTA regarding the lack of accessibility at Grand Central Madison station. Additionally, I have requested information about the wayfinding technology used at other stations. I would appreciate it if you could contact the appropriate person and provide me with an update. This situation should never have arisen; accessibility should always be prioritized over aesthetics. Is this something you can assist me with? I would like to identify funding once the appropriate technology is determined.

NYMTC Response: We have two active smartphone-based wayfinding pilots. These pilots are mostly designed improve access for the Deaf and blind/low-vision communities, but can be used by all. We are currently studying the viability of a systemwide expansion for both apps:

- NaviLens is a wayfinding app that uses colorful codes to provide step-by-step, audio/visual navigation within subway stations as well as real-time service status (e.g., line disruptions, train/bus arrival times), all in dozens of languages. It is now live at dozens of subway stations, on 6 line subway cars, and along the Bx12 SBS, M23 SBS, and M66 bus corridors. The MTA is currently in the final months of its most recent pilot from a federal grant program and once it concludes, we will determine whether or not a systemwide expansion is viable.
- Convo Access or “Convo” is a mobile app that provides users with live ASL interpretation to help them chat with MTA employees regarding questions/concerns about their trip (e.g., fare payment, planned service changes). Convo is currently in use at several locations throughout the subway and railroad systems, including at LIRR’s Grand Central Madison, Penn Station, Atlantic Terminal, Jamaica, Babylon, and Ronkonkoma. For more information on how to use the app and where to find it, visit [our webpage on Convo](#).

Comment #4

July 14th, 2025

Sanjeev Ramchandra

Via Plan comment portal

Subject: Reroute SR 25A from Northern Blvd to Astoria Blvd

I recommend that SR 25A designation on Northern Blvd west of Grand Central Parkway be rerouted onto Astoria Blvd between GCP and Hoyt Ave.

Northern Blvd roadway west of GCP no longer has a highway structure whereas Astoria Blvd between GCP and Hoyt Ave is a highway truck route.

More broadly, SR 25 already connects to Queensboro Bridge so SR 25A need not be redundant to connect there but should connect to RFK Bridge.

NYMTC Response: We thank the commenter for the recommendation.

Comment #5

July 14th, 2025

Osama Shahbaz

Via Plan comment portal

Subject: Moving Forward 2055 - Lower Hudson Valley

Hello, I am a resident of Southern Westchester. Thank you for providing a detailed overview of the state of transportation in the region today and how it will be improved tomorrow.

I have a few comments and questions. First, my vision for the Moving Forward 2055 is one where all modes of transportation, whether it's pedestrian, micro mobility, public transit or car based transit are equally viable options to get around the Southern Westchester region.

With that being said, the video summary stated that 10% of Rockland's trips and 20% of Westchester's trips are to NYC. The remaining 70% are within the Hudson Valley. Of those 70% of trips, where do they start and end? Are they commuters from homes to workplaces, homes to transit hubs or other trips (i.e. to stores, parks, etc.)? I want to know this because I want the Moving Forward 2055 plan to include projects and visions to reduce our reliance on personally owned vehicles and improve public transit infrastructure, pedestrian or micromobility to the point where those modes are the first thing that someone might use to get around the region, rather than a car. If most trips are to transit hubs, then an obvious project would be to improve public transit infrastructure to transit hubs, whether its Transit Signal Priority, separated busways or bus lanes, or turning oversized roads/routes/streets into multi-modal pathways. Another aspect of this that I would like to see is the reduction of the over-subsidization of car parking i.e. an elimination of parking minimums for any and all new development, reducing or eliminating free parking, and reducing or eliminating street parking, limiting to off street parking only.

Another question I have is that the Appendix does not clearly identify projects or visions that are taking place in Southern Westchester, specifically Yonkers, Mount Vernon and New Rochelle. These are 3 of the most populous cities in the Lower Hudson Valley - there should be a much stronger focus on their improvement of public infrastructure. What projects or visions have been identified for those 3 cities and how can more be contributed to the plan? Furthermore, the Cross County Parkway, in my opinion is an over-built and car-centric parkway that does not serve other modes of transportation well. It is the only major connector of the aforementioned 3 cities, yet it also divides those 3 cities into north/south regions. How does the plan address the Cross County Parkway? I believe it should be turned into a multi modal connector, with rail, biking, buses and personally owned vehicles. It really should be a "park" way, with parks lining the right of way or otherwise embedded into it.

Thank you for your time.

NYMTC Response: Your comments are noted and appreciated in relation to a future network that is less reliant on personal vehicles and addresses trip pairs entirely within Westchester, which comprises of most of the trips that people take on a daily basis. The Plan includes many policies and projects that will directly contribute to Westchester County's Bee-Line Bus System adapting new technology and infrastructure to improve the experience of its passengers. Both Moving Forward 2055's guiding principles and shared vision for regional mobility are congruent with multimodalism that strongly supports active transportation and public transit priorities described in this comment – these are supported by specific projects identified in the Plan along with being broadly described as TSMO strategies and actions. Moving Forward 2055 was developed in coordination with input from local and regional stakeholders, and needs to be balanced to support all users of all types of modes and facilities; furthermore, many policies such as those related to parking are managed at the local level and tie more into the comprehensive plans of their individual jurisdictions rather than a regional document such as Plan 2055, with Yonkers, Mount Vernon and New Rochelle all actively working on many projects that dovetail with Moving Forward 2055.

Comment #6

July 16th, 2025

Sanjeev Ramchandra

Via email

Subject: Alternative Cross Harbor Freight Plan

Hello NYMTC Leaders,

I would like to share with you my Cross Harbor Freight Plan that uses a bridge instead of a tunnel across NY Harbor as a multimodal corridor for trains, trucks, buses, bicycles, and pedestrians.

Please see the attachment for my presentation slides which describes the details of my proposal. I am sending this information to transportation, government, business, and community leaders.

Thanks for your time and attention and feel free to share this information with anyone else.

NYMTC Response: We have received the comment and shared it with project sponsors.

Comment #7

July 16th, 2025

Greg Wayrich

Via Plan comment portal

Subject: Comment

My comment is that I cannot wait to leave this shithole region as you destroy it and make it a wasteland of mini-prisons and warehouses. I hope it costs billions and people have to leave as it sinks into the ocean.

NYMTC Response: The comment is noted.

Comment #8

July 17th, 2025

Review Session Participant

Via Webex Chat

Comment: What updates/improvements are part of the subway accessibility project?

NYMTC Response: Station accessibility upgrades include a new ADA-compliant, stair-free path of travel (e.g., elevators, ramps) between street level and platforms, accessible boarding areas, staircase upgrades, detectible warning strips (DWS) along platform edges, and accessible fare control (currently through an AutoGate, which will be replaced by modern gates in the near future). The MTA's 2020-2024 Capital Program dedicated \$5.2 billion to making 67 subway stations newly accessible and almost \$600 million to rebuilding elevators to ensure continued reliability, with additional funding coming from revenue from Congestion Relief Zone tolling. In the MTA's 2025-2029 Capital Plan, over 60 more stations are to be made accessible. In addition to adding new elevators and ramps, this Capital Program includes the replacement and modernization of 45 elevators across our system to keep them running smoothly. The MTA also launched a revamped Elevator and Escalator Status tool, making it easier for riders to check the status of any elevator or escalator. More details on specific stations receiving accessibility upgrades can be found at <https://www.mta.info/project/station-accessibility-upgrades>.

Comment #9

July 17th, 2025

Review Session Participant

Via Webex Chat

Comment: What is being proposed for Route 9 in Greenburgh? (Confirmed that this question refers to the roundabouts proposed as part of the Route 9 Complete Streets Program.)

NYMTC Response: Project 8010.84 – Route 9 Safety and Operational Improvements is currently in design and anticipated to complete Preliminary Engineering by early 2026. Design concept recommendations are still in development. Please reference the project website (<https://www.dot.ny.gov/route9completestreetsfor>) for the most current project information.

Comment #10

July 24, 2025

Robert Fass from Friends of the Hudson River Greenway in the Bronx

Via Plan comment portal

Subject: In support of a greenway along the Hudson River in the Bronx

I strongly applaud the inclusion of the Hudson River Valley Greenway in the Vision Elements for non-motorized transportation in the Bronx. The local community and all our elected officials are strongly behind the creation of a greenway along the Hudson connecting the Manhattan and Yonkers greenways. This project would align extremely well with the seven stated goals of the Moving Forward 2055 plan. The feasibility study has been done, now it's time for the engineering study to be funded and for the MTA to act in good faith to incorporate the Hudson River Greenway into their resiliency plans for improving and protecting the Metro-North tracks along the Hudson in the Bronx. The greenway plan could easily be part of a shoreline restoration which would create an attractive and transformative multi-use environment for NYC residents, commuters between Westchester and Manhattan, as well as visitors to the city from around the world.

NYMTC Response: This comment is noted, and NYMTC is aware of and facilitating coordination and discussions with nearby stakeholders and initiatives.

Comment #11

July 25, 2025

Bob Bender from Friends of the Hudson River Greenway in the Bronx

Via Plan comment portal

Subject: Appendix A, Table 2.2 Bronx Vision Element: the Hudson River Greenway

Thank you for including the Hudson River Greenway in the Bronx in your Moving Forward 2055 plan. This project has been on NYC greenway maps since 1993. It should be built. It will connect Manhattan to Westchester through the northwest Bronx. It will offer non-motorized recreational and transportation options. Please continue to recommend that this project be built.

NYMTC Response: This comment is noted, and NYMTC is aware of and facilitating coordination and discussions with nearby stakeholders and initiatives.

Comment #12

July 27th, 2025

Jessica Haller

Via Plan comment portal

Subject: Hudson River Greenway

As a Bronx/Riverdale resident I was glad to see the Hudson River Valley Greenway on the "vision elements" list for non-motorized transportation. The community and all the local elected officials are firmly behind it and it aligns with most if not all of the 7 goals of the NYMTC plan.

It's time the MTA acknowledge that any resiliency and/or restoration efforts to the shoreline NEEDS to include the greenway. In fact the GREENWAY is HOW you achieve the resiliency goals and enhance the community.

NYMTC Response: This comment is noted, and NYMTC is aware of and facilitating coordination and discussions with nearby stakeholders and initiatives.

Comment #13

July 30th, 2025

Mordechai Schweid

Via Plan comment portal

Subject: Housing Inclusive Plus Transportation

Thank you for your comments. These comments are noted, and NYMTC is aware of and facilitating coordination and discussions with nearby stakeholders and initiatives. Additional responses from NYMTC to comments received are as follows:

Comment:

Serious Concerns Regarding Discriminatory Impacts of MIH and Accessibility in Transportation Planning

To: Marie Therese Dominguez, NYMTC Co-Chair and Commissioner

Bruce Blakeman, NYMTC Co-Chair and Nassau County Executive

Dan Garodnick, Director, NYC Department of City Planning

Ydanis Rodriguez, Commissioner, NYC Department of Transportation

Janno Lieber, Chair & CEO, Metropolitan Transportation Authority

Kevin Byrne, Putnam County Executive

Ed Day, Rockland County Executive

Ed Romaine, Suffolk County Executive

Kenneth W. Jenkins, Westchester County Executive

Advisory Council Members

Richard Cotton, Executive Director, Port Authority of NY & NJ

Kris Kolluri, President and CEO, NJ Transit

David Behrend, Executive Director, North Jersey Transportation Planning Authority

Sean Mahar, Interim Commissioner, NYS Department of Environmental Conservation

Michael Cullota, Regional Administrator, Federal Transit Administration - Region 2

Richard Marquis, Division Administrator, Federal Highway Administration - NY Division

Michael Martucci, Regional Administrator, U.S. Environmental Protection Agency

Dear Esteemed Members of the NYMTC and Public Planning Officials,

I am writing with urgency and sincerity regarding the planning and implementation of housing and transportation policy outlined in NYMTC's "Moving Forward 2055." As a Brooklyn resident and a

member of the religious Jewish community, I must raise what I believe are serious and systemic shortcomings in the application of the Mandatory Inclusionary Housing (MIH) program and transit design that amount to de facto discrimination against our community.

The MIH policy — while framed as progressive and inclusive — has in practice functioned to systematically exclude religious Jewish families, especially those from Hasidic communities. These families are often large, with specific space and layout needs that have been completely disregarded in the current model of “affordable housing.” Most of these new units are designed with minimal square footage, are placed on upper floors, and are structured in a way that is incompatible with the lifestyle of large, observant families. This does not merely limit access — it outright bars our participation.

Recently, I walked through the Williamsburg waterfront neighborhood — historically a vibrant center of Jewish life — and I did not see a single visibly religious Jewish family entering or leaving any of the newly developed residential buildings. This absence is visible to everyone and underscores a disturbing reality: the developments are not welcoming or suitable for our community, despite our long-standing presence and growth in the area. This is not a coincidence — it reflects the result of policies that fail to account for our real needs and existence.

New York City’s own data confirms the robust and ongoing growth of the Jewish population, particularly in Brooklyn neighborhoods like Borough Park, Williamsburg, and Crown Heights. Religious Jewish families contribute to the city’s social, cultural, and economic fabric, and their exclusion from new housing is not just unjust—it is unsustainable.

On the matter of transportation, I express support for the Interborough Express (IBX) project, which presents a critical opportunity to connect underserved communities. I ask that serious consideration be given to aligning the route with the street level, as seen in Boston’s Beacon Street Green Line, in order to make the transit accessible for families with strollers, seniors, and those with mobility needs. If designed well, IBX can be a symbol of equitable planning; if not, it risks becoming another system that bypasses our needs.

Additionally, I only recently became aware of the “Moving Forward 2055” public comment process. There was no visible outreach or signage in key parts of my community, and this lack of communication has deprived many residents of their chance to participate. I respectfully request that the comment period be extended, and that culturally relevant outreach be conducted to ensure inclusion.

This is not simply a bureaucratic oversight — it reflects a deeper and troubling pattern in which our growing community is continually overlooked. These decisions — whether in housing, zoning, or transit — cannot be made in a vacuum. Without engaging the people affected, the result will continue to be inequity disguised as progress.

I respectfully urge your offices to:

- Conduct a formal review of MIH implementation for discriminatory outcomes;

- Redesign unit size and building access to accommodate larger families;

NYMTC Response: NYMTC is not involved with or has jurisdiction over building unit size and building access.

Comment:

- Plan IBX to serve the full range of city residents, including those with religious and family-based needs;

NYMTC Response: Thank you for your support of the Interborough Express project. IBX is expected to be fully accessible for all riders, including those with strollers, seniors and customers with mobility needs. The project design phase is beginning soon, and MTA will have more details to share regarding station design as the project progresses.

Comment:

- Extend the “Moving Forward 2055” comment period and implement outreach strategies to affected communities;

NYMTC Response: Per NYMTC's Public Outreach operating procedures, the public comment period for the draft of Moving Forward 2055 was thirty calendar days from June 30 through July 30, 2025. Extensive outreach activities took place during the early stages of Plan development (*from 2023 through June 2024*). These were advertised on multiple platforms, in multiple languages, notified using targeted social media campaigns, public forums, subregional in-person pop-ups and more to reach as many interested parties as possible. Information on these outreach activities can be found in Appendix H of Moving Forward 2055.

Comment:

- Include religious and minority representatives in future planning processes.

NYMTC Response: NYMTC complies with Title VI and all other federal and state requirements for non-discrimination of individuals in its planning processes and outcomes. ***NYMTC's Title VI/Non-Discrimination Program establishes a framework for compliance with Title VI of the Civil Rights Act***

of 1964. Additionally, the Title VI/Non-Discrimination Program considers the requirements of 49 U.S.C. Section 5332, Executive Order 12898 on Environmental Justice (EJ), and related statutes regarding the nondiscriminatory delivery of services and benefits.

New York City prides itself on being a city for all — but this promise can only be realized if planning reflects the diversity of its people. We seek to be included and heard, and we urge you to correct course before these patterns of exclusion become permanently embedded in the city's future.

Thank you for your time and dedication to public service.

Sincerely,

Mordechai Y. Schweid

mschweidr@gmail.com

NYMTC Response:

Thank you for your support of the Interborough Express project. IBX is expected to be fully accessible for all riders, including those with strollers, seniors and customers with mobility needs. The project design phase will be starting soon, and we expect to have more details to share regarding station design as the project progresses.

Comment #14

July 30th, 2025

Mary Parisen-Lavelle and Mary Arnold from Citizens United for Railroad Environmental Solutions (CURES)

Via email

Subject: CURES Public Comment

Thank you for your comments. These comments are noted, and NYMTC is aware of and facilitating coordination and discussions with nearby stakeholders and initiatives. Additional responses from NYMTC to comments received are as follows:



Comment:

Thank you for this opportunity for public comment on the update of the Moving Forward plan. Please enter CURES's comments and all supporting material and the articles in the hyperlinks and those referenced within this document into the public record and email CURES an acknowledgment. Thank you, Mary Parisen-Lavelle, Chair CURES 718-772-6563, Mary Arnold, Board Member, 973-943-6151 civicsunited@gmail.com

2-17: "The balance of New York State sent 23 million tons and received 6 million tons of freight to and from the NYMTC planning area. The leading inbound commodities include nonmetallic minerals (9 million tons), secondary traffic (6 million tons), and farm products (2 million tons). The essential outbound commodities are waste or scrap materials (2 million tons), secondary traffic (2 million tons), and nonmetallic minerals (1 million tons)." The economics of rail in the NYMTC area: at least 2/3 of annual carloads are full and empty low and no value waste and stone cars. Waste-by-rail has been the growth sector.

NYMTC Response: Comment is noted.

Comment:

2-17: "The proportion of freight trips made by truck in the multi-state region and NYMTC planning area exceed the truck share nationally, in part due to the limited capacity and utilization of freight rail east of the Hudson River, and in part due to the fact that the region's large consumer market generates a large volume of pickup/delivery and mid-mile distribution

trips that are almost exclusively made by truck. Given the region's high dependence on trucking, effective strategies to reduce or mitigate social and environmental impacts and costs of trucking will be especially important and valuable." As far as the so-called "underutilization" of rail goes, the market for rail east of Hudson is limited to businesses that are physically located in the area and that need carloads of heavy bulk goods that can be transported by rail within the operating windows that the LIRR gives freight rail, the MTA-LIRR rail infrastructure constraints, the investments railroads are willing to make, and if the rates, handling, and time work for shippers and their customers.

2-23 *"The value of exploring or encouraging strategies to reduce the number of truck vehicle miles traveled associated with empty vehicular, barge and rail car movements, possibly through load- matching services and strategies; and Water and rail, while relatively limited in tonnage and value, can provide viable alternatives to trucking for certain types of commodities and markets, and continuing to maximize their potential will be important."* Any customer that wants rail service can get it. So the planning focus here turns from capturing new rail customers along customary lines to grabbing backhauls? Commercially, what can move by rail are commodities that are heavy bulk that fill out the weight limit of a railcar. As far as rail goes, rail cars are not typically available for backhaul. For every shipper's full freight car that is hauled there is a corresponding empty, which is hauled back empty to the same shipper to be refilled and shipped again. C&D cars on Long Island typically have the markings on them that identify their transfer station or waste company. There is a complex freight rail car hire system. Also, mandates for modernizing rail have not been implemented by railroads; not even the law to put solid covers on loads of C&D that NYS presumes are toxic. Even with trucks, more than half the tractor trailers leaving NYC are hauling air per the last iteration of Moving Forward.

4-11 Mention should be made of the waste-by-rail industry in Suffolk County that is served by the New York & Atlantic Railway. Waste-by-rail has been the major driver of growth in NYA's carloads and comprises at least 1/3 of its business. Waste-by-rail transfer stations have proliferated on a site-by-site basis, driven by competition among private disposal companies, and lacking underlying planning, as NYMTC points out in its Regional Waste Movement Study. Lack of timely, matching datasets and waste management plans resulted in NYMTC's use of per capita tonnage increases based on population growth to estimate future tonnage and the need for facilities. NYMTC admitted the inadequacies of this approach, which was the only common data they had, during the Regional Waste Movement Study public hearing. The actual need for facilities if Zero Waste plans and actions are pursued instead of the same old private export and so-called "responsible disposal" by incinerating and landfilling has yet to be determined.

NYMTC Response: This section of the draft Regional Freight Plan is focused on a description of physical infrastructure. Commodity flows - including waste — are described in Chapter 2

Comment:

4-18 Mention should be made here of the federal "Blue Highways" program and NYC's freight transportation plan that focuses on more use of marine transport, which comes later in the document.

NYMTC Response: Physical infrastructure is the focus of this chapter. Waterborne programs and recommendations are in subsequent sections.

Comment:

4-5 Mention should be made of ongoing industry efforts to extend pipelines carrying petroleum products in NYC, the strong opposition to doing so, and the legal, environmental, health, and economic consequences of doing so after the passage of NYS's Climate Leadership and Community Protection Act.

NYMTC Response: Pipeline infrastructure is described in Section 4.5. The limitations of the pipeline infrastructure are noted.

Comment:

4-6 Truck to Rail Terminals should mention that such factors as predominately low and no value rail commodities, spacial requirements that make double stack containers east of Hudson infeasible, dense (and getting more dense, due to City of Yes) higher value urban development, and other infrastructure limitations -- including already congested roadways and the primacy of passenger transport, which continues to take operating windows and trackage from freight rail, e.g., Grand Central Madison, perhaps the IBX, and the ready Blue Highways alternative -- render construction of modern intermodal rail terminals on Long Island infeasible.

NYMTC Response: Description of existing physical infrastructure is the focus of this chapter. Freight land use is described in Section 4.7.

Comment:

4-27 "Freight-handling facilities are mostly mature, meaning there is little development of new rail or highway rights-of-way, marine terminals, or airports anticipated. However, existing facilities may be upgraded, expanded, modernized, or otherwise improved through planned or programmed public projects and/or private investments over the next three decades. These investments could provide capacity to handle greater volumes of freight to keep up with regional and national population and economic growth. The distribution of land parcels categorized as freight-handling in the multi-state region is shown in Figure 4.12."

This blanket statement that investments could provide more capacity is not correct in many cases because money alone is not the determining factor. An analysis of constraints and feasibility would have to be conducted for each facility in order to determine where capacity could actually be increased through funding and what the feasibility is. For example, is there a conflict with passenger service, since operating windows for freight are limited. Is there a customer, a market to support more capacity, are railroads willing to invest, and does the cost-benefit support a capacity increase?

For example, the capacity of Fresh Pond Yard is constrained by the size of the railroad right of way that NYA doesn't own and that is in a mainly residential area, e.g., is the city going to demolish homes and retail businesses to increase the size of a railyard that is largely handling waste and stone, particularly when marine options are available?. There are underground spatial constraints that limit the dimensions of rail cars that can enter and exit the yard. The market/customers for rail freight (e.g., the potential number of carloads and the value of that rail freight) has proven to be limited, even after BRT was built. The number of companies involved in rail freight handling and the time and money it takes for that handling, e.g., rail to barge to rail to truck for the car float, are a further drag on rail's competitiveness east of Hudson. Also, residents already are suffering from the way freight rail operates today, for example, from excessive pollution due to outmoded locomotives and open rail cars of toxic waste. There is no getting away from this because rail cars are stored and rail moves take place on tracks in residential areas, and the railroads and their customers won't spend money on new technologies that protect public health and the environment. There should no expansion of freight rail use without this mitigation first.

NYMTC Response: Several of the recommended actions in Section 7.2 speak to maximizing capacity of existing facilities, including roadways, rail and waterborne. Chapter 6 describes many of the factors which limit capacity of existing facilities.

Comment:

Freight Decarbonization 5-2 must include passenger and work trains, and freight rail, including rail yards. Congress Member Velázquez's [Priorities](#) include freight rail decarbonization.¹

Decarbonization 5-10: Kudos for including health and environmental impacts.

NYMTC Response: Comment is noted.

Comment:

Table 5.2 Barriers to Freight Decarbonization also include, among other barriers: 1. need for batteries with greater energy density that can power heavier on and off-road vehicles and that have fewer downsides, e.g., development of solid state batteries that recharge quickly and are not flammable. 2. the current dynamic era in the development of on and off-road vehicles with

¹ Velázquez Pushes Bold Priorities in Upcoming Surface Transportation Package, <https://velazquez.house.gov/media-center/press-releases/velazquez-pushes-bold-priorities-upcoming-surface-transportation>

alternative power sources, without clear winners and losers and standardization currently, 3. lack of voluntary or regulatory action that would ensure that industries stop externalizing their costs, which results in health and environmental costs that are presently going uncounted and unaddressed, 4. The indifference of shareholders and other national and international investors to adverse economic, health, and environmental impacts from lack of investment in R&D and in modern technologies designed to eliminate adverse impacts and "unintended consequences" of pollution from freight transport. For more information about barriers to decarbonization and the use of new technologies please see this report, which was prepared by the Locomotive Workgroup² of [US EPA's Mobile Sources Technical Review Subcommittee](#), of which CURES is a Member. The Subcommittee approved transmission of the report³ to the Clean Air Act Advisory Committee for their review and vote on its transmission to EPA at the December, 13, 2024 MSTRS meeting.

NYMTC Response: Comments are noted and will be discussed with the Freight Subcommittee.

Comment:

With the understanding that transportation, not solid waste management, is NYMTC's expertise, we respectfully note that all appearances of the jargon "WTE" and "Waste-to-energy facility" must be replaced by the correct terminology, i.e., "municipal waste combustor" in the Regional Waste Movement Study and the MPO's Moving Forward Regional Transportation Plan. "Municipal waste combustor" is the terminology used by NYS DEC and US EPA, so NYS DOT- NYMTC staff need to make this correction throughout the documents. Municipal waste combustors are not legally classified as sources of "renewable energy" in NYS, and cannot be implied to be such by using the jargon "waste to energy," or by implying that municipal waste combustors are constructed primarily to generate energy instead of for waste disposal, as in 5- 6, 7-6 4: *"After being collected and streamed, waste is transported to recycling facilities within the U.S. or abroad to be converted into new products, sent to waste-to-energy plants where they are burned to generate energy, or taken to landfills for disposal."* For accuracy, the sentence above should read: *"After being collected and streamed, waste is transported to recycling facilities within the U.S. or abroad, hopefully to be converted into new products,*

² Acknowledgments: MSTRS Members and Report Authors, December 2024,
https://drive.google.com/file/d/1du5tiQBajRuAz_wHPV94fuUhVzYngNTu/view?usp=sharing

³ Report on Considerations for Emissions Standards for Locomotives, 2024 Final Draft, Prepared by the Locomotive Workgroup of the EPA Mobile Sources Technical Review Subcommittee (MSTRS), <https://drive.google.com/file/d/1gw4vCQl8nA6lBFxpfnT35XkOdfiK-uBj/view?usp=sharing>

taken to landfills for disposal, or sent to a municipal waste combustor where it is burned, generating more pollution than a coal-fired power plant."⁴

"Recommendation I-5: Modernize and expand Waste-to-Energy Facilities. Include Waste-to- Energy (WTE) facilities as part of a long-term regional disposal strategy. Properly designed and regulated, modern WTE facilities can provide in-region capacity for waste disposal, reduce dependence on long-distance landfills, produce energy, and safely handle byproducts such as ash. The recent closure of Hartford, CT's facility demonstrates the political opposition these sites face, but abandoning this infrastructure altogether will constrain the region's options. The CopenHill WTE facility in Copenhagen demonstrates how a modern facility can be safely integrated into urban life and public perception. The facility is located in an industrial area close to the city center and designed as an architectural landmark including public areas, in the form of an artificial ski slope or hiking trails on the rooftop. Apart from the visual advantages and the public participation and engagement, in 2013 the facility was known to be the cleanest WTE plant in the world, emitting CO2 emissions in sudden, bursting smoke rings, instead of a continuous stream of smoke [10]." This spurious "Recommendation" is from the Regional Waste Movement Study. The corresponding Moving Forward Recommended Action (#4) promoting municipal waste combustors falls outside the scope of past and present transportation projects, which have included capital and non-capital surface transportation projects, bicycle and pedestrian facilities, and other transportation enhancements.⁵ In addition, there are a host of actual transportation projects that need funding at a time when federal funding is more uncertain. Whatever is going on here to line up federal funding or otherwise federally facilitate #4, promoting construction of municipal waste combustors is not a transportation project and needs to be removed from this plan.

NYMTC Response: The Freight Plan recommendation #4 speaks to the study recommendations as a whole.

Comment:

The #4 Recommended Action also needs to be removed because the need for facilities could not be determined due to lack of data. During NYMTC's Regional Waste Movement Study presentation NYMTC acknowledged that due to the lack of timely, matching datasets, waste management plans -- including for waste reduction, etc. NYMTC and its consultants fell back on population growth estimates to estimate/model future waste tonnage. The study could only posit that the waste

⁴ Energy Justice Network et al., July 22, 2025 public comment re. Mandatory Greenhouse Gas Reporting Rule Part 253 regulation, page 3, 4, to New York State Department of Environmental Conservation, Mandatory Reporting, via email, <https://energyjustice.net/ny/GHGreporting.pdf>

⁵ United States Department of Transportation, Federal Transit Administration, Transportation Improvement Program (TIP), <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/transportation-improvement-program-tip>

volumes of today will increase on a straight line, per capita basis. The use of this crude method means facilities needs have not been determined. Today "New York has more waste incinerators than any other state, with ten municipal solid waste (trash) combustion facilities -- some of which are burning other wastes including treated medical waste, construction and demolition waste, tires, pharmaceutical wastes and other industrial wastes" -- and waste incinerators emit more air pollution than burning coal.⁶ As to the assertion in the Regional Waste Movement Study about "safely handling byproducts such as ash," [for every hundred tons of waste incinerated about 30 tons of toxic ash are produced.](#)⁷ This ash requires disposal, thus spreading toxics. Ash that is disposed of in landfills contributes toxics -- including heavy metals and PFAS -- to [landfill leachate, which is then trucked and piped to municipal sewage treatment plants.](#)⁸ aka, "Wastewater Resource Recovery Facilities". The resulting sewage sludge from those plants is laden with toxics, and is in turn both landfilled and spread on agricultural lands, which can pollute water, soil, and produce. Maine banned the spreading of sewage sludge after PFAS contamination came to light. In January 2025 USEPA warned the public about the dangers of PFAS contamination from spreading sewage sludge on farmland. In 2025, a [bill was introduced in the NYS Legislature for a moratorium on the spreading of sewage sludge on farmland.](#)⁹ Some NYS counties already have moratoria.

NYMTC Response: The study's primary recommendation in the infrastructure category is waste reduction. That primary recommendation is followed by a series of other infrastructure options, of which WTE modernization is one. The study is clear that no single option, including waste reduction, will resolve all waste movement issues and that choices among several options will be needed.

Comment:

It also was made clear in remarks during the Regional Waste Movement Study portion of the May 16, 2025 MAP Forum public meeting -- where the study was presented by then NYMTC Planner and NYSDOT official Gerry Bogacz -- that municipal waste combustors were being presented as one option, not as the Recommendation, that pollution from incineration and waste export is

⁶ Energy Justice Network et al., July 22, 2025 public comment re. Mandatory Greenhouse Gas Reporting Rule Part 253 regulation, page 1, 3, 4, to New York State Department of Environmental Conservation, Mandatory Reporting, via email, <https://energyjustice.net/ny/GHGreporting.pdf>

⁷ Trash Incinerator Ash – Nearly 30 tons for every 100 tons burned: For every 100 tons burned in an incinerator, about 30 tons of toxic ash are produced, Energy Justice Network, <https://energyjustice.net/incineration-ash/>

⁸ The Leachate Loophole: A Project of the Hudson and Mohawk Rivers Leachate Collaborative, <https://leachateloophole.org>

⁹ Statement in Support of A6192B_S5759A, from the Bronx, Brooklyn, Manhattan, and Queens Solid Waste Advisory Boards, https://drive.google.com/file/d/1ms_Glin_gA--Dd2RTeGhOTG2ldMHpV-X/view?usp=sharing

acknowledged to be an issue, and there is merit in a change in direction from export and disposal to reduction -- which drew supportive comments from the public during this public meeting. These are additional reasons why this "Recommendation" for municipal waste combustors, if that's what it is, should be removed from the study and Moving Forward's "Recommended Action Items." The May 16, 2025 MAP Forum meeting appears on [NYMTC's official May calendar](#) for 2025. The recording of that meeting documents these facts. It appears to be the NYMTC public meeting where the public had the opportunity for public comment before the Moving Forward Draft with this Recommended Action was released for public comment. The link to the recording of that MAP meeting -- both the presentation and the public comment and Q&A -- must be posted on [NYMTC's website as part of the Regional Waste Movement Study with the other online meetings, which already are up there](#).¹⁰

Furthermore, the impacts of waste incineration -- which includes the burning of plastics in and from the NYMTC Region -- on communities where municipal waste combustors are located, e.g., in Newark, NJ, Westchester, and Chester, Pennsylvania must be included in any mention of building or expanding municipal waste combustors. It also must be noted that these municipal waste combustors are operating under US and state law and regulation, where [emissions regulation is not protective enough of public health or the environment](#).¹¹

The [history and issues of the CopenHill plant](#)¹² are not accurately portrayed in NYMTC's disingenuous Recommendation for municipal waste combustors. The above link to a paper on CopenHill and newspaper articles about the Brookhaven landfill -- where incinerator ash has been dumped -- that follow need to be included when there is any mention of municipal waste combustors, in order to give a realistic picture of incineration and ash disposal to landfill in the NYMTC Region and beyond. Instead, the description of CopenHill in the Recommendation is shamefully reminiscent of so-called "benefits" that were peddled in the past to residents of greater Long Island about disposal facilities (see the Long Island Advance article that follows). As one Brookhaven resident described actual outcomes, "Our community is left with broken promises, a mountain of ash, [fumes, plumes](#),¹³ and [decades of refusal to plan sustainably for the region's waste](#)

¹⁰ Regional Waste Movement Study, New York Metropolitan Transportation Council, <https://www.nymtc.org/en-us/Regional-Planning-Activities/Freight-Planning/Regional-Waste-Movement-Study>

¹¹ Energy Justice Network et al., July 22, 2025 public comment re. Mandatory Greenhouse Gas Reporting Rule Part 253 regulation, Page 1, to New York State Department of Environmental Conservation, Mandatory Reporting, via email, <https://energyjustice.net/ny/GHGreporting.pdf>

¹² Copenhagen's Struggle to Become the World's First Carbon Neutral Capital: How Corporatist Power Beats Sustainability, Urban Planning, 2022 Volume 7, Issue 3, Pages 230-241, <https://www.cogitatiopress.com/urbanplanning/article/view/5327/2773>

¹³ Brookhaven Landfill, New York State Department of Environmental Conservation, <https://dec.ny.gov/environmental-protection/waste-management/solid-waste-program/brookhaven-landfill>

future."¹⁴ The Abstract of the paper about the CopenHill plant at the link above, which states, "Our findings reveal how the sustainability concept can be utilized as an empty vessel to promote private export agendas," applies directly to the Recommended Action for municipal waste combustors.

Residents of the NYMTC Region and places that take the Region's waste are suffering adverse impacts from waste export and disposal. They well understand how their public health and environmental interests diverge from the financial interests of national and multinational companies invested in waste export and disposal. To NYMTC's credit, then Planner Gerry Bogacz touched on the issue of community burdens at the MAP Forum public meeting, as well as stating that municipal

The Long Island Advance

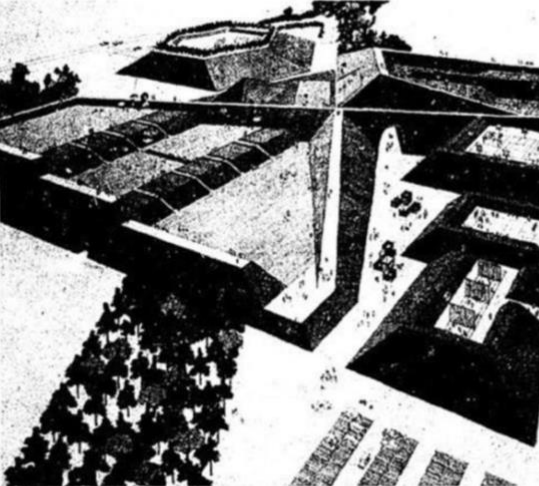
A CONSOLIDATION OF THE FAYETTEVILLE ADVANCE AND THE NORFOLK TRIBUNE

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'40 Million Cost in 25 Years: Landfills, Super Parklands Planned in Garbage Report

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

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



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

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

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

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

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

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

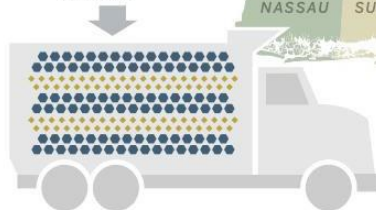
waste combustors were not the Recommendation. The history of incineration and ash disposal in landfills in or associated with the NYMTC Region includes serious health and environmental problems, and other ongoing public costs, such as those as documented in the excerpt from the 2023 Newsday article that follows, about the Covanta municipal waste combustor and the Brookhaven landfill, on Ed Romaine's watch.

¹⁴ Brookhaven sided with landfill vendor Covanta after whistleblower raised concerns about ash, records show, Newsday, October 8, 2023, <https://www.newsday.com/long-island/investigations/brookhaven-landfill-covanta-incinerator-ash-oyk2qbxt>

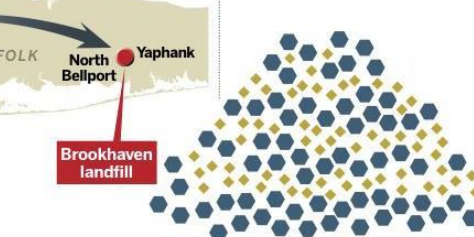
5 REDUCING ASH'S TOXICITY
Typically, the two types of ash are **mixed** to minimize concentrations of metals and be deemed nonhazardous. Brookhaven landfill cannot accept hazardous materials.



Records show Covanta, from 2006 to 2014, **just layered** fly ash into trucks with bottom ash.



6 DISPOSAL
Covanta dumps ash at Brookhaven landfill.



NEWSDAY / PAUL LAROCO, ANDREW WONG



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

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

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

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

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

The probe began after North Bellport residents complained about proposed lawsuit settlements that wouldn't have pro-

vided funds for potential environmental cleanups. Roughly 20,000 people live in the communities immediately surrounding the landfill, most of them in North Bellport, but also in Yaphank and Brookhaven hamlets.

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

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

cause respiratory irritation, according to environmental health experts.

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

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

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

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

Fly ash in the community

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

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

Mount Everest.

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

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

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

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

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

See **LANDFILL** on A14

NEWSDAY / STEVE PROST
NEWSDAY / SUNDAY, OCTOBER 8, 2023

The Long Island Metro Business Action (LIMBA) announcement and its list of sponsorships that follow are current examples of "the promotion of private export agendas" mentioned in the CopenHill article. These private interests are working with public leadership that helped create the waste pollution problems described in the Newsday article above. Now greater Long Island leadership is trying to pull the region down another version of the same unhealthy, unsustainable path of export to incinerating and landfilling. The public deserves better.



Regional Solid Waste Challenges – And Solutions

Winters Bros Waste Management
Michael White

Friday, May 2, 2025

8:30am - 10:00am

Candlelight Diner Corporate Room

56 Veterans Memorial Highway, Commack, NY 11725

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

2025 PREMIERE SPONSORS



HAVE YOU EVER THOUGHT ABOUT SPONSORING A
LIMBA MEETING?

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



NYMTC Response: The study recommendations are waste movement options for the future. The very complex regulatory landscape of waste and its disposal is addressed in the study and greater regulatory consistency is among the recommendations.

Comment:

The waste export to disposal business model needs to be rapidly supplanted by a paradigm change to [Zero Waste policy, planning, and action, including Reduction](#)¹⁵, as NYC is trying to do. For example, NYC is spending \$200 million annually exporting organics to landfilling and incineration when the organics could be composted locally, with benefits that include low tech sequestration of carbon, production of beneficial soil amendments for the city's trees, parks, and gardens, and no production and spreading of toxic ash or sewage sludge. [To this end, a NYC Council bill has been introduced to expand composting facilities within NYC.](#)¹⁶

The pie chart below is from the NYS Climate Leadership and Community Protection Act Scoping Plan.¹⁷ The proliferation of municipal waste combustors would increase pollution, which is

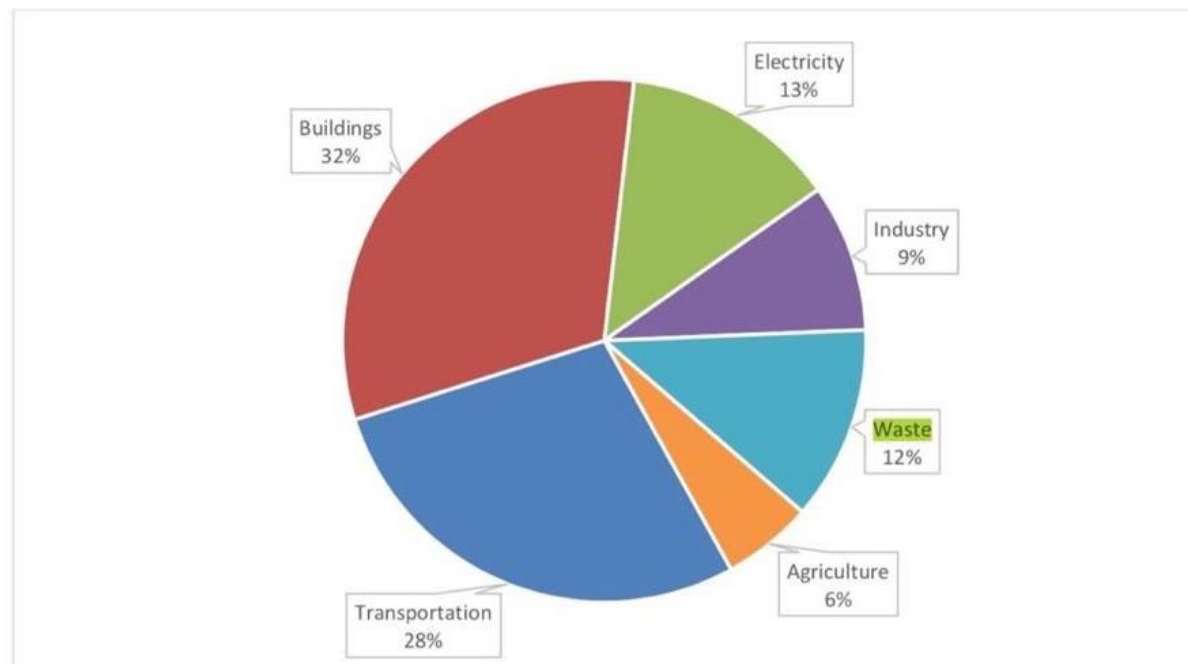
¹⁵ Zero Waste International Alliance: working towards a world without waste, <https://zwia.org/zwh/>

¹⁶ Int. 0696-2024, <https://zwia.org/zwh/>

¹⁷ New York State, Climate Act, New York's Scoping Plan, <https://climate.ny.gov/resources/scoping-plan>

antithetical to achieving the requirements of the CLCPA Law.¹⁸ Note in the pie chart that the electricity generation sector produces 13% of the state's greenhouse gas emissions, and the waste sector produces almost as much: 12%. Instead of going to bat for "WTE" and more waste-by-rail to incineration and landfilling, greater Long Island electeds could be avidly pursuing Zero Waste actions, such as source separating gypsum wallboard construction debris for gypsum recycling, and source separating and composting organics, which comprise 30-40% of municipal solid waste. The resulting compost could be used on greater Long Island's public lands and farms. Greater Long Island is the region in NYS that has experienced notable growth in the number of farms and farmland acreage. According to the NYS Comptroller, "There were 607 farms on Long Island in 2022, a 3% increase from 2017. In comparison, the state as a whole lost just over 8% of its farms during the same timeframe. There are 34,468 acres of farmland in the region, an 11% increase from 2017."¹⁹

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



¹⁸ Energy Justice Network et al., July 22, 2025 public comment re. Mandatory Greenhouse Gas Reporting Rule Part 253 regulation, to New York State Department of Environmental Conservation, Mandatory Reporting, via email, <https://energyjustice.net/ny/GHGreporting.pdf>

¹⁹ Long Island Experienced Gains in Farms and Farmland, DiNapoli: Agriculture Report Reveals Economic Growth and Challenges Facing New York Farms, November 14, 2024, <https://www.osc.ny.gov/press/releases/2024/11/dinapoli-agriculture-report-reveals-economic-growth-and-challenges-facing-new-york-farms-long-island#:~:text=Some%20of%20the%20important%20findings,an%2011%25%20increase%20from%202017>

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

5-23 Re. Freight Villages: Brookhaven Rail Terminal (BRT) has never achieved the scope of development or levels of traffic originally anticipated.²⁰ This is likely because their STB license for their railroad precluded them from dealing in waste -- Long Island's and NYS's biggest export by rail - at the request of the Town of Brookhaven -- and the demand for freight rail is otherwise limited. After BRT's violations due to illegal sand mining on LIPA and LIRR property, and illegal dumping on their own property, BRT's owners entered into agreements that imposed further restrictions on their use of their property, including a conservation easement. In 2020, BRT sold off their railroad -- and some of the "surplus" land they purchased from Suffolk County to build BRT -- including some acreage with the conservation easement restrictions, thus, a 'Pig in a Poke' -- to the carting company Winters Brothers. Winters' failed to prove the need for its planned massive new C&D-by-rail transfer station and otherwise made fruitless efforts to remove restrictions on the property and circumvent local and state land use law and associated public input. [Governor Hochul](#),²¹ the [NYS and Brookhaven NAACP](#),²² and [others](#)²³ opposed Winters plan. Winters wound up [giving up this plan](#)²⁴ and selling out to Waste Management. BRT still operates warehouses that have rail connections via the New York & Atlantic Railway and CSX, but today BRT is far more limited a facility than the one BRT's owners initially envisioned or a "freight village."

NYMTC Response: The context of the current BRT is noted and does not preclude future long-range opportunities, either at the BRT site or elsewhere on Long Island.

²⁰ Brookhaven Rail Terminal Long Island, LIMBA Presentation, November 2011, <https://studylib.net/doc/5573982/brookhaven-rail-terminal>

²¹ GKH Letter to US STB re. Brookhaven Rail Project, November 29, 2021, <https://drive.google.com/file/d/12gYCGCjxfzgVhoMrLwjowg14LP-pkKiE/view?usp=sharing>

²² Press Release Brookhaven Garbage Dump 520.21, NAACP New York State Conference, <https://drive.google.com/file/d/1B9azS0j2RW7i1qHIdaQN87Of6vtFI70q/view?usp=sharing>

²³ Memorandum of Opposition: Alienating Parkland in Town of Brookhaven, Citizens Campaign for the Environment, <https://drive.google.com/file/d/10JNiFlfXg99MOHdnTbcqkwzmkNluNqt/view?usp=sharing>

²⁴ Winters drops plan for controversial Yaphank waste transfer station, Newsday, September 27, 2024, https://drive.google.com/file/d/1xJTr6v37F44C0ksB5YglP32vRPd_iG8S/view?usp=sharing

Comment:

5-24 The inland ports concept requires 1. a market that requires shipments of rail carloads of bulk freight and is large and high margin enough to justify the investment, e.g., not no and low value loads of waste and stone, 2. acreage devoted to freight rail, e.g., not shared with, densely developed urban land or passenger transportation, 3. the yard, trackage, bridge, switching, and other infrastructure required for the movement of double stack trains, autoracks, e.g., not a system constrained to cars no larger than Plate F associated with a 10-acre rail yard for classification and switching.

Flood walls do not magically make the volume and force of water disappear. They simply push them onto someone else's property. The idea that flood walls can be built to protect property on a site-by-site basis is unsound from both a scientific and planning standpoint, and should be removed from this document. Best practices such as rain gardens, leaving open space, retention and detention basins, wetlands preservation and restoration, daylighting streams, and retreat from the coast and other areas that will flood are more sound practices than having industrial real estate developers, landowners, and others invest in constructing flood walls or other "preventative" measures to protect land and facilities that generate, receive, and/or handle freight. This increases development and real estate costs and will prove to be futile due to sea level rise and climate change. Use of the region's Blue Highways and retreat from areas that flood are the only sure means of ensuring that freight-generating and freight-handling land uses are relocated to areas less prone to flooding or sea level rise, as described in this panel discussion by Newsday: ["Paying the Price: Long Island's Stormy Future"](#).²⁵

NYMTC Response: Chapter 4 presents a complete review of these approaches related to Moving Forward 2055's resilience vision goal. The Regional Freight Plan mentions flood walls and other protective measures and also mentions relocations as a potential approach.

Comment:

6.2.2, 6-39, 7-8 14. *"Advance the Cross Harbor Freight Program Tier II Environmental Impact Statement."* The freight rail needs list is full of reasons why the Cross Harbor Tunnel will never be built and funding tunnel planning should cease. The Port Authority had come to the conclusion that investing in modern ferry service for rail cars was the most feasible solution for handling Cross Harbor rail freight when Laura Shabe was leading the program for PANY-NJ. See the attached public comments from CURES and other stakeholders, including CSX and a trucking association, which were [submitted](#)

²⁵ Watch: Experts answer questions on Long Island's rising insurance costs, flooding, Newsday, nextLI, <https://www.newsday.com/nextli/long-island-insurance-costs-flooding-storms-paying-the-price-du7jt200>

during previous phases of the EIS process²⁶ and a CURES' comment to [NYMTC re. TIP](#).²⁷ The infeasibility of the tunnel is reinforced by the IBX plan, which will take trackage on the Bay Ridge -- trackage used for freight moves and rail car storage, as [this MTA slide from a presentation about the IBX clearly shows](#)²⁸-- even though the only nearby place to store them will be trackage in residential areas. This will inevitably increase problems of toxic diesel pollution and noise for residents, including when they are trying to sleep at night. To compare rail east of Hudson to Chicago, e.g., saying that something like the CREATE program could be implemented, demonstrates lack of understanding of [how the rail system of today east of Hudson is a fragment of the public and private freight rail facilities that existed in the 1960's](#)²⁹ and its customer base, and they are not coming back due to changes in the economy and land use. Other limitations are constraints in the physical space and the markets for freight rail that exist, how heavily subsidized by the public purse the New York & Atlantic Railway (NYA) is, how little of their own money NYA's owners are willing to invest in that railroad, and how little interest Class 1 railroads have in investing and operating east of Hudson on Long Island, including investing in a Cross Harbor Tunnel. Sure, CSX will pick up a 100 car train once a day at the Fresh Pond Yard interchange, but has invested its own money west of Hudson and elsewhere. Don't throw good money after bad -- more than \$100 million to date -- by spending more increasingly scarce public resources on planning the Cross Harbor Tunnel. Documentation of comments above and the EIS Appendix in which market research for the tunnel is referenced are in [CURES' Cross Harbor Freight comment](#).³⁰

7-2 1. b. *"Prioritize safe streets, intersections, railroad grade crossings and shared-use right of ways, and establish road safety initiatives that follow a Safe System approach."* For years residents have been asking for a Quiet Zone in Queens Community District 5, to reduce night time noise and increase

²⁶ CURES public comment on the Cross Harbor Tunnel FEIS, addressed to Jonathan McDade and Patrick Foye, October 26, 2015,
<https://drive.google.com/file/d/1YLSH3vs9oePzzSkDocF42cvD4U8nFUSA/view?usp=sharing>

²⁷ CURES Public Comment on TIP Amendment NYC 17-38 - X50201,
<https://drive.google.com/file/d/11oluhXst4U0bfep2wtHqvF5lVVZjj54-/view?usp=sharing>

²⁸ Interborough Express, a presentation by the MTA, Technical Advisory Committee, NYS DOT & ESDC, NYC DOT, EDC, Parks, City Planning, Stakeholders: PANYNJ, New York & Atlantic Railway, CSX Railroad, Amtrak, LIRR, 2022, https://drive.google.com/file/d/1NM6vfTnE8zz_hPcDhpoN2zhJGvxt-2uy/view

²⁹ LIRR FREIGHT STATIONS & PRIVATE SIDINGS 1966, from Pasquale J. Cuomo,
<https://docs.google.com/document/d/1G3QcxHcC86VDCckiglj3loBfc8oWRwrb/edit?usp=sharing&ouid=106932285069103280791&rtpof=true&sd=true>

³⁰ CURES public comment on the Cross Harbor Tunnel FEIS, addressed to Jonathan McDade and Patrick Foye, October 26, 2015,
<https://drive.google.com/file/d/1YLSH3vs9oePzzSkDocF42cvD4U8nFUSA/view?usp=sharing>

safety at grade crossings that have only freight rail grade crossing protection.³¹ There are even freight rail grade crossings in MTA-LIRR freight territory in NYC that require a crew member to exit the locomotive and walk the train across the grade crossing holding a lantern, for example on the Bushwick. There have been collisions and injuries because of this situation and the proximity of trackage to residential and commercial areas. Serious consideration should be given to increasing safety through upgraded crossing protection and increased security measures on the part of railroads in freight territory within MTA-LIRR's right of way, a subject that was raised at a roundtable with then FRA Administrator Amit Bose that was organized for the community by Congress Member Nydia Velázquez. The Congress Member's [Railroad and Freight Priorities for the Surface Transportation Package](#)³² address freight rail problems east of Hudson.

NYMTC Response: Comments are noted and will be shared with appropriate NYMTC member agencies.

Comment:

1. c. *"Rebuild, replace, and/or modernize needed transportation assets for passengers and freight."* Railroads have resisted decarbonizing even to the extent of repowering to Tier 4 emissions standards, which means thousands of times more air pollution for residents and workers. (For additional information please see this final draft Locomotive Workgroup report³³, approved for transmission to the Clean Air Act Advisory Committee by USEPA's Mobile Sources Technical Review Subcommittee on December 13, 2024, and the list of contributors³⁴.) In addition, the waste-by-rail industry has sued in federal court in the Southern District of New York to overturn NYS's new 2023 law to fully contain waste-by-rail in rail cars and containers: Case No. 24-CV-135 (RA). Containing waste in rail cars and modernization of rail fleets to Tier 4 or cleaner were NYMTC goals years ago, and it's time to fully fund and implement them. There are funds from the NYS Legislature that accumulated since 2013, which can be leveraged with private and federal funding to repower freight

³¹ RE. Public Comment - Draft FFY 2020-2024 Transportation Improvement Program and Draft Transportation Conformity Determination, Letter from Hon. Grace Meng to NYMTC, July 23, 2019, <https://drive.google.com/file/d/185DwAYlAtIF-cDVdXGU7b13kXmE3eL4s/view?usp=sharing>

³² Velázquez Pushes Bold Priorities in Upcoming Surface Transportation Package, <https://velazquez.house.gov/media-center/press-releases/velazquez-pushes-bold-priorities-upcoming-surface-transportation>

³³ Report on Considerations for Emissions Standards for Locomotives, 2024 Final Draft, Prepared by the Locomotive Workgroup of the EPA Mobile Sources Technical Review Subcommittee (MSTRS), <https://drive.google.com/file/d/1gw4vCQl8nA6lBFxpfnT35XkOdfiK-uBj/view?usp=sharing>

³⁴ Acknowledgments: MSTRS Members and Report Authors, December 2024, https://drive.google.com/file/d/1du5tiQBajRuAz_wHPV94fuUhVzYngNTu/view?usp=sharing

locomotives operating in the MTA-LIRR right of way to Tier 4 or cleaner emissions standards, giving communities and workers cleaner air to breathe. MP-15 frames can be used for this repowering, as Class 1 railroads are doing, making the money go farther. The funds are in NYS Comptroller's Contract # DR36644. MTA has procured Dual Mode Tier 4-electric passenger locomotives. Repowering the freight fleet also is overdue.

NYMTC Response:

MTA/LIRR is engaged in an active procurement to upgrade both the LIRR work locomotive fleet and locomotives used by LIRR's freight operator, New York & Atlantic Railway (NYAR) to Tier IV standards. Upgraded NYAR locomotives will be supported by New York State-allocated funding.

Freight on the LIRR network is required to be transported in accordance with all applicable laws and regulations. As the regulations referenced in the comment are either proposed or the subject of ongoing litigation, MTA/LIRR cannot respond at this time.

Comment:

3. i *"Promote resiliency strategies that account for environmental determinants of health and their impact on vulnerable communities."* A Recommended Action to [build and expand municipal waste combustors does not comport at all with "promoting resiliency" in the "Shared Vision."](#)³⁵

There are NYS designated Disadvantaged and Potential Environmental Justice Communities that are being adversely impacted almost every day of the year by toxic diesel emissions from outdated locomotives and toxic waste blowoff, leachate, and gas from open rail cars with "muffintop" loads of C&D covered only by pervious orange netting. EJ communities in NYC, on Long Island, and in the Bronx are overburdened with pollution from waste transfer stations, including C&D transfer stations that are not fully enclosed, and from trucks, and/or locomotives. The same problems exist east of Hudson as when The [State of Waste in Queens report](#) was written in 2021, but now there's even more waste-by-rail.³⁶

Also, the LIRR has ancient rescue trains, diesel locomotives that idle 24-7, including idling day and night by new development in Long Island City. LIRR can utilize electric shore power to keep these units powered with resulting zero local emissions and cleaner community air. While repowering is imperative, electric shore power is an interim fix for some of the harms the LIRR is inflicting on the public by using ancient locomotives, including these rescue trains.

³⁵ Energy Justice Network, Incineration and Environmental Racism, <https://energyjustice.net/incineration/ej/>

³⁶ The State of Waste in Queens, A Report by the Queens Solid Waste Advisory Board Organizing Committee, Waste Impacts, pages 64-70, April 2021 <https://queensswab.nyc/wp-content/uploads/2021/05/Waste-Impacts.pdf>

The new business that the New York & Atlantic Railway's owners did invest in and opened this year east of Hudson is another toxic-waste-by-rail business on MTA-LIRR property (this time in Blissfield Yard): their Precision Terminal Logistics' open-air intermodal transfer station for coal ash. The toxic ash is intended to be sourced from coal-fired power plants' waste ash and used by [cement plants, which are notorious for spreading pollution in vulnerable neighborhoods](#).³⁷

7-8 11. *"Develop transload yards and industrial sidings to enhance regional freight rail volumes. Address vertical clearances and railcar storage capacity needs in order to support growth in rail freight movement."* Please be aware that unless transload yards also increase the capacity of trackage for rail car storage, those rail cars are going to wind up stored on tracks in neighborhoods, with attendant toxic pollution and noise from old locomotives and trains during rail moves. And where is the space to build those yards coming from, as pressure to construct more housing builds and formerly industrial areas gentrify? Building transload yards also does not increase the capacity of local streets to handle traffic. Pollution from trucks moving through and parking in residential areas already is an issue. Why spend the time and labor required for multiple intermodal freight moves -- when shippers can put it on a truck at an intermodal warehouse and deliver it directly to the customer? Trucks serve ports and railyards that can handle double stack and autorack rail cars that can never come through Fresh Pond Yard, which is another issue for shippers. The tallest rail car that goes into Fresh Pond yard to be classified and switched to or from the Bay Ridge, the Fremont Secondary, the Bushwick, the Montauk, etc. is a Plate F high side gondola. There is a new bridge by Metropolitan Avenue that limits the size of rail cars. Electrified sections of LIRR track pose other spacial limitations. You can't put 10 pounds of flour in a five pound sack. And it is not worth spending billions of public dollars on infrastructure to give waste shippers their choice of routes off Long Island.

NYMTC Response: These are important considerations for transload facilities. However, the operational design of future facilities is beyond the scope of a long-range regional freight plan.

Comment:

There are many references in this plan about the use of new technology. When it comes to freight rail, CURES' experience since 2009 is that on Long Island, within the MTA Right of Way, this is extremely naive thinking. Why? Public and private railroads are still using Tier 0 locomotives to haul freight, fouling the air our families breathe. Bridges have been modernized and some trackage added at public expense, but the heavier, high side Plate F waste-by-rail gondolas they were made for are still hauling toxic "muffintop" loads of C&D without solid covers, in defiance of a 2023 NYS

³⁷ WASTED CITY STREETS Pols' toxic tour shows pollution peril in Queens, Daily News, April 9, 2018, <https://www.nydailynews.com/2004/08/20/wasted-city-streets-pols-toxic-tour-shows-pollution-peril-in-queens/>

law. The AAR, ASLRRRA, and the National Waste & Recycling Organization-New York State Chapter are in federal court fighting this modest public protection tooth and nail. The case is scheduled to be heard in 2026. The C&D in the photos of rail cars that follow is presumed to be toxic by NYS. Residents who are being adversely impacted by waste-by-rail pollution took the photos on pages 19, 20, 23, 26, and 27.

NYMTC Response: As a long-range regional plan, anticipation of possible future technology is essential. The point about the track record to date on Long Island is noted.

Comment:

Our comment reflects the fact that the health and quality of life of residents and workers is at stake. Please give it your most serious attention. When making transportation decisions, more than lip service must be paid to protecting public health, the air we breathe, the water we drink, the food we eat, and vulnerable and overburdened communities.

If you do nothing else we have asked, we implore NYMTC to remove Recommended Action #4 from Moving Forward 2055. Every building -- including municipal waste combustors -- is served by truck, rail, or barge. Please stick to the regional waste movement aspects, and don't go to bat for the proliferation of municipal waste combustors -- which would tragically lock in export and disposal to incineration and landfilling, while externalizing costs of climate and health altering pollution. #4 as advocacy for municipal waste combustors would undercut emerging Zero Waste policy and action to reduce unsustainably unhealthy levels of toxics and waste, and render innovative technologies and actions -- that protect health and the environment instead of externalizing costs -- uncompetitive. NYMTC, the decisions you make will affect us, our neighbors, families, children, grandchildren, and generations to come. Thank you again for this opportunity to comment on Moving Forward 2055.



WIN Waste Innovations gondola loaded with C&D

NYC Council Member Holden to NYS: FIX WASTE-BY-RAIL PROBLEMS Or Be DENIED New Transfer Station Permit

CURES
Civics United for Railroad Environmental Solutions

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

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

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

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

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

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

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

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

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

The problem of waste blowoff polluting community air

Since the waste is not completely contained within the rail cars, the cars emit clouds of dusty C&D blowoff in neighborhoods, as they are hauled, classified, and the wind blows through them. And yet the Peconic Environmental Services application says they will test it. "No! Should any fill material or residue leave the facility for reuse, it shall be analyzed in accordance with the sampling and analysis requirements outlined in section 360.13(c) of Part 360. A minimum of one analysis is required for every 1000 cubic yards of fill material and must follow the criteria outlined in section 360.13(f) of Part 360"

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

Analytical parameters. Fill material samples must be analyzed for:

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

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

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

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

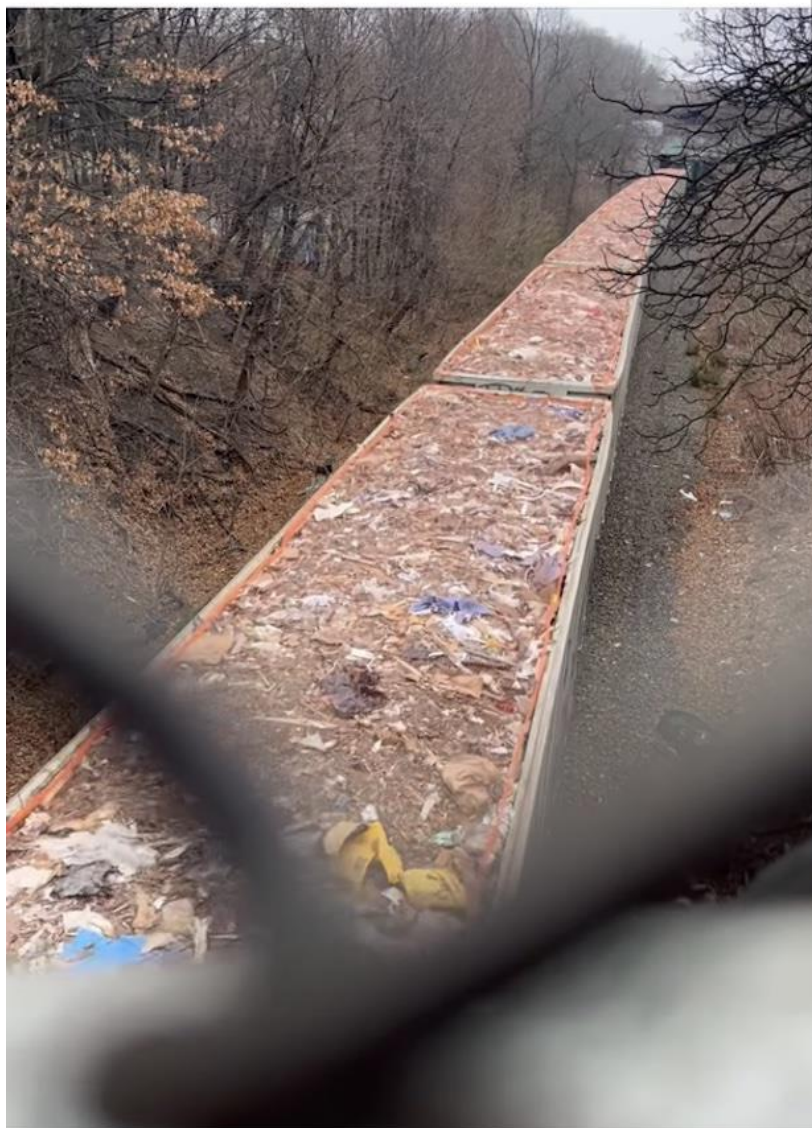
What happens to your family when they load waste odors, blowoff, and leachate into rail gondolas with open tops and drains in the bottom?

24 JUNIPER BERRY • Winter 2022

JUNIPER BERRY • Winter 2022 25

Please note that the above is a stock photo selected by the publication.

Garbage train.





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

May 17 at 9:21 AM · 🌐

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

Derailment of Tunnel Hill-Coastal Distribution C&D gondolas near Sunny Farm Landfill in Ohio

NTSB

Railroad Accident Report

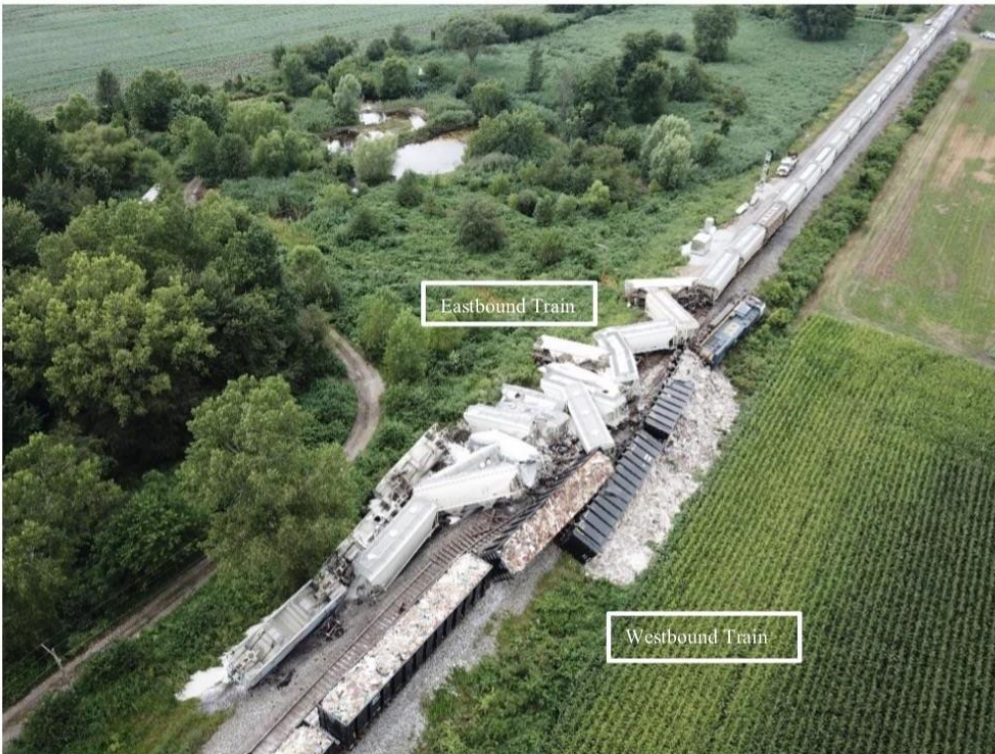


Figure 1. Aerial view of collision location. (Photograph courtesy of CSX.)



CURES - Civics United for Railroad Environmental Solutions

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



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



WIN Waste Innovations

January 26 at 4:12 PM ·

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

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

2015



2009



C&D DERAILMENTS.

3-14-15



9-15-15



Hoping to get

on track

BY ALFONSO A. CASTRO

alfonso.castro@newsday.com

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

The derailment — the third incident in just two weeks to cause major service disruptions on the LIRR — impacted about 25,000 riders, more than a third of the railroad's



Trash-filled train causes concern

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

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

NEWSDAY, FRIDAY, MAY 23, 2014

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

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

5-14-14





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

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

UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK

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

Plaintiffs,

v.

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

Defendants.

No. 24-CV-135 (RA)

OPINION & ORDER

RONNIE ABRAMS, United States District Judge:

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

7/24/25

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



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



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

Residents took these photos of the LIRR's freight rail concessionaire and the LIRR operating ancient, high-polluting diesel locomotives in the MTA-LIRR right of way.

Submitted to the New York Metropolitan Transportation Council by Civics United for Railroad
Environmental Solutions

July 30, 2025

NYMTC Response:

MTA/LIRR is engaged in an active procurement to upgrade both the LIRR work locomotive fleet and locomotives used by LIRR's freight operator, New York & Atlantic Railway (NYAR) to Tier IV standards. Upgraded NYAR locomotives will be supported by New York State-allocated funding. Freight on the LIRR network is required to be transported in accordance with all applicable laws and regulations.

Comment #15

July 30th, 2025

Karen Argenti from the Bronx Council on Environmental Quality

Via email

Subject: Bronx Council on Environmental Quality Comment

Thank you for your comments. These comments are noted, and NYMTC is aware of and facilitating coordination and discussions with nearby stakeholders and initiatives. Additional responses from NYMTC to comments received are as follows:

**Bronx Council for Environmental Quality comments on the
2055 NYMTC Plan and Resilience Plan – Vision, Examples, Goals**

Comment:

1. Trucks

Vision:

Increased capacity of city streets in the metropolitan core through local DOT enforcement/design modifications for truck and commercial vehicle parking

Trucks are coming into New York City, and particularly the Bronx all the time. NYS DOT is ignoring the logistical demands of truck-bound freight coming in and out of NYC and is relying on NYC DOT city streets to serve as makeshift depots. New York City streets are not truck depots.

Local enforcement can regulate the time of day for travel and transport, places to park when at rest (and not on our streets, bridges, traffic islands, etc.), and special routes for each truck type and size. This is especially urgent during the warmer months where the air pollution increases with higher temperatures. Enforcement is urgent and should be the DOTs based on location.

Examples:

DOT put Jersey barriers around a triangle at the Jerome Avenue exit of the Cross Bronx expressway to stop trucks from resting there. There are other locations like Jerome Avenue where it is a service road for the Major Deegan in Van Cortland Park. In that case it doesn't help that there are two gas stations with rest rooms and food in the park along the highway making the whole thing a virtual rest stop for truck drivers. It's the same along the Deegan near Cedar Avenue Playground.

Goals:

Increased capacity for truck parking, stopping, idling, etc.

NYMTC Response: NYCDOT's Smart Truck Management Plan addresses issues related to truck parking and enforcement which are beyond the jurisdiction on the NYMTC Plan. This comment will be forwarded to NYCDOT for consideration.

Comment:

2. Freight Networks

Vision:

A regional freight rail/truck/boat transportation network that removes heavy truck traffic from secondary and tertiary roadways, alleviates idling pollution in dense urban neighborhoods, and speeds the delivery of goods and services to the metropolitan core.

What is needed is a comprehensive regional plan for heavy truck travel into and out of our communities. Satellite distribution centers removed from commercial districts could easily alleviate traffic and congestion that hinder local neighborhood economic development and bring truck idling pollution to our Bronx communities.

These need to be developed so that things can be delivered with the least impact on the quality of life of other economic and social segments in our communities.

Centralization of distribution facilities in the metropolitan core has come at a heavy price. Hunts Point is an unmitigated environmental disaster, creating and exacerbating chronic health problems due to truck idling. Only now do we see electrification coming to the site. Centralization, a longtime NYS logistical goal for freight, has a cost--and a price.

NYMTC needs to adopt guidelines and programs for mitigating exhaust at high volume sites and adopt "do no harm" principles for design, construction, and maintenance of its freight transfer facilities, especially as they are located in poor neighborhoods.

The Blue Highway initiative languishes while New York's waterfronts are rezoned to eliminate commercial and freight traffic. State IDA and DOT cooperation is needed with local zoning to ensure that waterfront deindustrialization does not eliminate all water-based distribution.

Examples:

Blue Highways initiative. It looks to be mostly focused on Brooklyn. There was an attempt to get the fish market involved in such a thing a long time ago but not much came of it. Why not?

Goals:

Increased local economic activity through greater mobility of goods and services; segregation of light and heavy truck traffic to benefit local economies and alleviate air pollution in neighborhoods; increased and purposeful investment in distribution infrastructure to grow state industries.

NYMTC Response: Recommendation 22 of the Regional Freight Plan element of Plan 2055 calls for developing urban and suburban freight hubs/consolidation centers, and microdistribution facilities drawing on the data collected through the Regional Freight Land Use Study in order to facilitate the transfer of freight and parcel deliveries to smaller, lower emissions vehicles.

Comment:**3. Rail Infrastructure in our community***Vision:*

A transparent master planning process that engages MTA with the needs of the communities in which it locates its operations and houses its maintenance facilities and that distributes them equally and fairly across its service areas; a sustainability strategy that mitigates the environmental impacts of large facilities on communities.

Capital Improvements and Increasing Maintenance are an essential part of the complete transportation system. This should not only rely on complaints but should be on a regular basis and built into the cost analysis of any and all infrastructure. As this becomes standard operating procedures, sustainable choices will take the lead.

NYMTC plans for NYS should include MTA plans for transportation changes or improvements. Currently, MTA plans do not make their capital plans for their leased or owned property publicly transparent; they do not issue master plans for regions; they do not have public comment on the impact of their current or proposed space utilization planning.

Transportation facilities in our community have become a burden to surrounding neighborhoods. The failure of these facilities, which include MTA train depots, to manage stormwater in the Bronx have led to chronic flooding in the poorest Bronx communities. BCEQ supported MTA in their search for FHWA grants to manage and mitigate but we have seen no results and had no outreach from MTA to follow up on the dangers we noted in our comments/letter of support. Though MTA treats its facilities and properties as "islands," they are not isolated from the environment and neighborhoods in which they are located. Citizens need to know that MTA will not degrade their community's capacity for resilience.

All around the city streets MTA and their affiliates never remember to sweep the garbage or remove snow and ice around its perimeter. Along the waterfront and in the yards, it is worse.

MTA has made the dubious decision to place its maintenance and transfer facilities for its operations on the most precious public asset known to New York City--its shoreline. MTA tracks follow this shoreline from upstate but those that run through the Bronx are supplemented by facilities and sheds that compound the obstacles for community access to the Harlem River waterfront and expand the footprint of MTA, making shared use all but impossible. As there are many examples of shared use for active railroads through the nation, we find it absolutely discretionary and indefensible on the part of MTA to deny all collaboration/contact with longtime advocates of waterfront community, in and out of local government.

MTA sent a clear message to the Bronx when it decided to shift waste transfer operations from the underground facilities of the newly activated Grand Central Terminal to accommodate the direct commuter link with the LIRR. The Bronx has received more than its fair share. The warehousing of

these facilities in a stretch of the Harlem River on which the poorest neighborhoods in the New York City reside calls for a reexamination, and public justification, for this discretion, which has no public review process, no environmental assessment, no authorization or consultation with local officials.

It is not neighborly to have facilities on the waterfront that are filled with garbage, cleaning the cars, or transferring trash. All over the world people treasure waterfronts. MTA has offered no funds or design to improve waterfronts in exchange for using them as industrial facilities.

All maintenance operations conducted at the waterfront sites should incorporate strict environmental controls given the proximity of the waterway and the use of industrial strength cleaners. Design modifications at these sites should ensure that there is no stormwater runoff or other pollutants going into the waterway. That includes the weed killer sprayed from the back of the train, which is totally inappropriate, as it not only harms our natural resources it is not healthy for people either.

NYMTC needs to issue ASAP a fair share analysis of MTA that quantifies the distribution of maintenance facilities and operation in its service area, cross referencing with population demographics. MTA is a huge land and lease owner in New York City, and controls the environmental health, waterfront planning, recreational access, and community development of all the communities that border its properties. Putting the trash and washing cars for the MN system along the Harlem River without becoming part of the statewide system to help clean up the river and build community access, is not fair, equitable, or effective. Access to the water is a sacred right. Clean water is part of that.

Examples:

Harlem River waterfront in the Bronx at Harlem River Yard, Highbridge Yard, Fordham Landing North (not sure how to describe it); TA yards at Water Place and 149th Street behind the old Post Office on the Concourse, etc.

Goals:

Immediately, adopt, implement and publicly list individual Stormwater Management Plan and Annual Report as required by law.

NYMTC Response:

MTA has an extremely transparent planning process, with public outreach and comment solicitation, and is fully viewable during the 20-Year Needs process and in the final adoption of the five-year Capital Plan. Further, MTA has a large net positive impact on the environmental quality in the Bronx.

Transportation facilities in the Bronx predate the residential communities that are near them. For example, Metro-North yards in the Bronx are generally over 100 years old (BN yard has been a yard for over 100 years, originally serving as a switching yard for where the Hudson Line met the Putnam

Line) and the Hudson Line is 175 years old. The Bronx began to develop as an urban center with the introduction of trains, with the lines now being the same ones that ran back then.

The vast majority of Metro-North maintenance facilities and maintenance work is done outside of NYC and the Bronx. Although there are yards in the Bronx, they are smaller, less active, and less impactful than the larger facilities as they supporting operational needs within the Bronx and support functions that need to be done between trips. The largest and busiest facilities are in New Haven and Croton with Stamford, White Plains, Poughkeepsie and Brewster as the next tier.

Comment:

4. Bridges over water ways for cars, subways and railroads

Vision:

A bridge infrastructure that manages and recycles stormwater for productive uses.

With 14 bridges spanning the Harlem River, NYS DOT and NYC DOT bridges serve as prime sources of stormwater outfall into the river. Bridges need to be repaired and replaced with modern stormwater management systems that can redirect, retain, and when possible, recycle stormwater for greywater uses. As they are, these bridges are stormwater pollutant discharge systems that need to be brought to the modern age. The stormwater management for these highways is left to municipalities and their local sewer systems, or when those systems run through parks, on-site park management.

It is time for this off-loading of transportation infrastructure stormwater management from state to municipality to end. Since 1985, stormwater runoff from every bridge cannot discharge into a waterway. The rule is to treat all stormwater to the highest level of the waterbody based on its use. This needs to be a priority for the regional plan because bridges and roads are part of the waterbody infrastructure system and represent a large share of impervious surfaces across the city.

Examples:

Many of our rivers, including the Bronx and Harlem Rivers, have degraded. Recently, the state issued a proposal to lower the primary contact recreation use to secondary. While runoff from the bridges are not the only pollutants, that runoff is filled with oils and dirt from the roadways – which have the added complication of temperature, which has a impact on habitat.,

Goals:

Whenever a bridge has a capital project, it must include managing the scrubbers so that they are off loaded on the approaching bridge landscapes.

NYMTC Response: Stormwater management as it relates to facilities is an operational aspect of the transportation system that is beyond the scope of Moving Forward 2055. Therefore, these comments will be forwarded to the relevant NYMTC member agencies — primarily NYCDOT and NYSDOT — for their consideration.

MTA Response:

The MTA acknowledges BCEQ's support for our application to the FHWA's PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) program for Westchester Yard. Westchester Yard is the home of the 6 train, plus many work trains that keep the subway system running. BCEQ's support contributed to the successful award of \$33.2M in stormwater and coastal flood protections. These protections will include stormwater detention facilities that will benefit the adjacent tidal wetlands around Westchester Creek. More information on the award is here: <https://www.mta.info/press-release/mta-awarded-federal-grant-protect-nyc-transit-westchester-train-yard-flooding>

The MTA also appreciates BCEQ's support for our 2023 applications to FHWA's PROTECT program for Metro-North Mott Haven Yard Flood Mitigation Planning and Hudson Line Resilience Planning. While those applications were not successful, the MTA's 2025-2029 Capital Plan includes funding for Mott Haven Yard stormwater mitigation and climate resilience investments for the Hudson Line.

Comment:

5. Resilience

Vision:

The complete system needs to consider resiliency as an every day goal. We note the focus on storm surge and coastal flooding resilience. But the plan needs to concentrate on non-coastal flooding as well--a principle cause of recent stormwater transit system shutdowns. In addition, the full transportation complex, including bus stops and subway stations, needs to adopt the rules for Managing Stormwater, like site specific Annual Stormwater Management Plans. Every one of your sites are in flood zones, and have no SMPs publicly available.

Examples:

An example of this would be to make another stop in the Bronx at the intersection of the 4, 5, 2 and Metro North at 149th Street behind the former Grand Concourse Post Office. This site needs special attention that is not limited to moving people to Manhattan but to other places like Connecticut and Westchester.

Another point would be the recent flooding of the #1 subway at 28th Street and also at 145th Street. You are responsible for managing your stormwater, and there are now many ways to do it. If you want to make sure it does not rain on the platform, you may have to help out on the street above,

but building and maintaining green infrastructure – at the very least around the entrances to the subway stations.

Goals:

Good Housekeeping as required by the MS4 and CSO permits. Try to be a Good Neighbor.

NYMTC Response: Stormwater management, particularly in the era of climate change as warmer air brings more frequent and intense rainfall events, is of paramount importance to the MTA. The MTA has several climate resilience initiatives that will mitigate impacts of stormwater on critical infrastructure described in the 2025-29 Capital Plan as well as the MTA Climate Resilience Roadmap (both documents available at mta.info). Of paramount importance are the parallel actions taken by city agencies, including DEP and DOT, to mitigate the neighborhood scale impacts of torrential rainfall and stormwater runoff.

Note that the MTA posts information on its website regarding MS4 here:

mta.info/transparency/storm-water-reports

Comment:

6. Environmental & Land Use - See Chapter 4 for Goals and Fairness and access

Vision:

Recarbonize the properties of the Transportation Industry to protect the urban environment by using Green Infrastructure and ecosystem services including maintenance to create carbon to offset current levels of pollution. Use GI in all landscapes as much as possible to the point of creating 30% protected forest and/or GI, including creating wetlands.

Examples:

Comprehensive plan to reimagine the Cross Bronx Expressway, New England Thruway, Bruckner Expressway, and the Major Deegan Expressway by rebuilding all the viaducts and bridges, including stormwater management treating runoff.

Comprehensive Cross Bronx Expressway plan - bridges, decking, parallel bus routes, MS4 compliance.

Goals:

In the Recarbonization of the Biosphere: Ecosystems and the Global Carbon Cycle Book (2012), the abstract describes the model we need to adapt. The book explains how the biosphere, including urban lands are potential C sinks, see below:

Human activities are significantly modifying the natural global carbon (C) cycles, and concomitantly influence climate, ecosystems, and state and function of the Earth system. Ever increasing amounts of carbon dioxide (CO₂) are added to the atmosphere by fossil fuel combustion but the biosphere is a potential C sink. Thus, a comprehensive understanding of C cycling in the biosphere is crucial for identifying and managing biospheric C sinks. Ecosystems with large C stocks which must be protected and sustainably managed are wetlands, peatlands, tropical rainforests, tropical savannas, grasslands, degraded/desertified lands, agricultural lands, and urban lands. However, land-based sinks require long-term management and a protection strategy because C stocks grow with a progressive improvement in ecosystem health.

In addition, the article “Evidence and attribution of the enhanced land carbon sink”, Nature Reviews Earth & Environment, 25 July 2023. This article explains how long term sequestration is possible if nature based climate solutions and appropriate ecosystem management strategies are used:

Climate change has been partially mitigated by an increasing net land carbon sink in the terrestrial biosphere; understanding the processes that drive this sink is thus essential for protecting, managing and projecting this important ecosystem service. In this Review, we examine evidence for an enhanced land carbon sink and attribute the observed response to drivers and processes. This sink has doubled from 1.2 ± 0.5 PgC yr⁻¹ in the 1960s to 3.1 ± 0.6 PgC yr⁻¹ in the 2010s. This trend results largely from carbon dioxide fertilization increasing photosynthesis (driving an increase in the annual land carbon sink of >2 PgC globally since 1900), mainly in tropical forest regions, and elevated temperatures reducing cold limitation, mainly at higher latitudes. Continued long-term land carbon sequestration is possible through the end of this century under multiple emissions scenarios, especially if nature-based climate solutions and appropriate ecosystem management are used. A new generation of globally distributed field experiments is needed to improve understanding of future carbon sink potential by measuring belowground carbon release, the response to carbon dioxide enrichment, and long-term shifts in carbon allocation and turnover.

NYMTC Response: The Environment is one of Moving Forward 2055’s seven vision goals described in Chapter 4. This goal focuses on long-term environmental stewardship and reducing harmful pollutants from the operation, preservation, and enhancement of the transportation system. The goal seeks to minimize the transportation system’s environmental impacts through land use measures, environmental stewardship, managing vehicular travel, promoting lower impact vehicle technologies, and mitigating community impacts. NYMTC’s member agencies have individual policies for addressing the impacts of transportation on the environment, which include design elements such as Green Infrastructure.

Comment:

7. Enhanced community participation

Vision:

We cannot state enough that the lines of communication between the metropolitan transportation system are in need of work.

Examples:

A few things about the plans for renewing the Cross Bronx Expressway show a lack of planning.

In 2004 The State of New York performed a Major Investment Study (MIS) for the Cross Bronx and Major Deegan. Most of the Deegan work, the Highbridge Interchange and the Hamilton Bridge, has been completed. The Cross Bronx part is only now beginning. The MIS proposed “connector roads” alongside the Cross Bronx Expressway and areas of decking over it to carry part of the service roads for buses and for open space.

Goals:

A plan to “Reimagine the Cross Bronx Expressway” was released in 2025, twenty years later, nothing having happened for the Cross Bronx in the interim. It contains some of the same ideas, new side roads, decking/capping and open space. It does not include a bus route on the capped portions, moving such Bus Rapid Transit ideas to the south and north. NYSDOT was heavily involved in this plan.

However, actual Cross Bronx Expressway projects are very different. When the current project to replace five bridges was presented in 2016 NYSDOT said the “Bronx Borough President’s Office asked if this project had any connection to the CBE Major Investment Study (MIS) that was done by NYSDOT. NYSDOT responded that while the proposed project does not incorporate the connector roadway recommended in the CBE MIS, it does not preclude that roadway from being implemented in the future.” The presentation said: Temporary three-lane structure south of existing mainline.

Now the idea of a permanent connector road has come back again but there is no plan or design to connect it to anything to the west. A second project at Third and Webster Avenues is at some stage of study or design, again with little or not reference to the 2004 or 2025 work to “fix” the Cross Bronx. There are no plans, or funding, to connect the connectors to each other or to much of anything to the west.

And there are more projects in development, apparently four expansions of the Cross Bronx, near Coop City. We have no information about what two of the “phases” might be. This expansion is taking place within walking distance of a new Metro North Station. Is it possible that the new station might reduce the need for more highway space?

A robust community driven plan to redesign the Cross Bronx puts the buses someplace else, State DOT told us in 2016 that the diversion structure was temporary, we have 20 years of planning that is

invisible in the actual proposed construction. Even the new connector is only meant to: "Improve multi-modal accessibility within the project limits". We are expanding a highway right next to a train station, there are no funded mitigations for the communities through which the most infamous highway disaster in the country was built: no capping, no sound barriers, no new crossings, no open space expansions or improvements. This situation is neither just nor sensible.

Conclusion:

Thank you for this opportunity to comment. We are available to have a discussion anytime.
Sincerely,

Karen Argenti, BCEQ Recording Secretary – karen@bceq.org

Robert Fanuzzi, BCEQ President – robert@bceq.org

Formed in 1971, Bronx Council for Environmental Quality (BCEQ) has sought to establish a sound, forward-looking environmental policy regarding an aesthetic, unpolluted, environment protecting a natural and historic heritage. We are a volunteer organization with no staff.

NYMTC Response:

Comment #3 – Rail infrastructure in our community

The MTA acknowledges BCEQ's support for our application to the FHWA's PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) program for Westchester Yard. Westchester Yard is the home of the 6 train, plus many work trains that keep the subway system running. BCEQ's support contributed to the successful award of \$33.2M in stormwater and coastal flood protections. These protections will include stormwater detention facilities that will benefit the adjacent tidal wetlands around Westchester Creek. More information on the award is here: <https://www.mta.info/press-release/mta-awarded-federal-grant-protect-nyc-transit-westchester-train-yard-flooding>

Comment #5 - Resilience

Stormwater management, particularly in the era of climate change as warmer air brings more frequent and intense rainfall events, is of paramount importance to the MTA. The MTA has several climate resilience initiatives that will mitigate impacts of stormwater on critical infrastructure described in the 2025-29 Capital Plan as well as the MTA Climate Resilience Roadmap (both documents available at [mta.info](https://www.mta.info)). Of paramount importance are the parallel actions taken by city agencies, including DEP and DOT, to mitigate the neighborhood scale impacts of torrential rainfall and stormwater runoff. Note that the MTA posts information on its website regarding MS4 here: [mta.info/transparency/storm-water-reports](https://www.mta.info/transparency/storm-water-reports)

Appendix E: Coordinated Public Transit – Human Services Transportation Plan

Comment E-1

July 25th, 2025

People's Arc of Suffolk

Via email

Subject: Request for Inclusion in Coordination Plan

NYSARC Inc - Suffolk Chapter has received FTA 5310 funding for vehicles in Suffolk County, NY.

I am writing to request inclusion in the 2055 Coordinated Human Service-Public Transportation Plan.

This is a requirement of receiving grant funding.

NYMTC Response: People's Arc of Suffolk will be added to the Appendix E- Coordinated Plan of the *Moving Forward 2055*.

Comment E-2

July 25th, 2025

John T. Mather Memorial Hospital

Via email

Subject: Coordinated Plan – Mather Hospital

Mather Hospital has received FTA 5310 funding for vehicles and service provision. Mather Hospital is located in Suffolk County.

I am writing to request inclusion in the 2055 Coordinated Human Service-Public Transportation Plan. This is a requirement of receiving grant funding. Mather has been included in the past, and is in the current plan.

NYMTC Response: John T. Mather Memorial Hospital will be added to the Appendix E- Coordinated Plan of the *Moving Forward 2055*.

Comment E-3

July 25th, 2025

Jewish Guild for the Blind

Via email

Subject: Inclusion in 2055 NYMTC Coordinated Plan

Jewish Guild for the Blind (an affiliate of Lighthouse International) has received FTA 5310 funding for the provision of mobility management to individuals who are blind or visually impaired in the 5 boroughs of New York City.

I am writing to request inclusion in the 2055 Coordinated Human Service-Public Transportation Plan. This is a requirement for receiving grant funding.

NYMTC Response: Jewish Guild for the Blind will be added to the Appendix E- Coordinated Plan of the *Moving Forward 2055*.

Comment E-4

July 25th, 2025

Community Program Centers of Long Island, Inc.

Via email

Subject: Request to be included in the 2055 Coordinated Human Service-Public Transportation Plan

Community Program Centers of Long Island, Inc. (DBA Day Haven Adult Day Services) has received FTA 5310 funding to purchase vehicles in Ronkonkoma and Port Jefferson New York

I am writing to request inclusion in the 2055 Coordinated Human Service-Public Transportation Plan. This is a requirement of receiving grant funding.

NYMTC Response: Community Program Centers of Long Island, Inc. will be added to the Appendix E- Coordinated Plan of the *Moving Forward 2055*.

Comment E-5

July 25th, 2025

United Cerebral Palsy of Greater Suffolk, Inc.

Via email

Subject: Request to be included in the 2055 Coordinated Human Service-Public Transportation Plan

United Cerebral Palsy of Greater Suffolk, Inc. (DBA United Cerebral Palsy of Long Island, Inc.) has received FTA 5310 funding to purchase vehicles in Hauppauge New York

I am writing to request inclusion in the 2055 Coordinated Human Service-Public Transportation Plan. This is a requirement of receiving grant funding.

NYMTC Response: United Cerebral Palsy of Greater Suffolk, Inc. will be added to the Appendix E-Coordinated Plan of the *Moving Forward 2055*.

Comment E-6

July 25, 2025

YAI

Via Plan Comment portal

Subject: Add YAI to Coordinated plan- Appendix E

Good morning,

I am writing as YAI receives 5310 funding for Mobility Management and should be included in Appendix E- Coordinated Plan of the Moving Forward Plan.

NYMTC Response: YAI organization will be added to the Appendix E- Coordinated Plan of the *Moving Forward 2055*.

Comment E-7

July 31st,2025

Head Injury Association

Via email

Subject: NYMTC Coordinated Plan

Head Injury Association (HIA) is a non-profit organization located in Hauppauge, NY. We have groups homes and day programs located in Nassau and Suffolk counties. HIA is a recipient of 5310 vehicles. As such, we are respectfully requesting to be included in the next revision of revision of Appendix 6 of the NYMTC Coordinated Plan.

NYMTC Response: Head Injury Association will be added to the Appendix E- Coordinated Plan of the *Moving Forward 2055*.

5

NYMTC OUTREACH SUMMARY MATERIALS

The *Moving Forward 2055* outreach summary materials are included below.

Moving Forward 2055

Connecting Communities, Creating Opportunities

Welcome to Moving Forward 2055!

We're excited you're here and interested in learning about crafting the next regional transportation plan.

Outreach Activities

From in-person pop-up events across all three NYMTC sub-regions, to virtual focus groups and online topical forums, the New York Metropolitan Transportation Council (NYMTC) has engaged the public on critical transportation issues, priorities, needs, and opportunities. Subject areas included freight, active transportation, human services, micromobility, alternative energy, curb and parking management, and transportation technology.

Learn More!



What is Moving Forward 2055?

The New York Metropolitan Transportation Council (NYMTC), in collaboration with stakeholders and members of the public, is working to develop Moving Forward 2055, the next Regional Transportation Plan for New York City, Long Island, and the Lower Hudson Valley.

Learn More



Click on the buttons below to explore Moving Forward 2055.



About

Learn about NYMTC, what a Regional Transportation Plan is, and the role of the planning process.

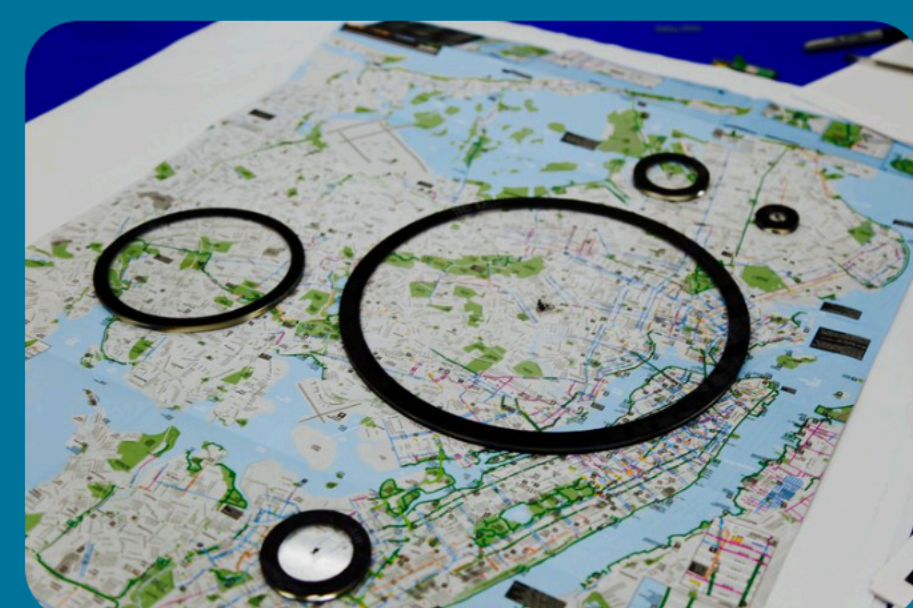
Learn More



Outreach

Find out how the NYMTC regions are being engaged and how public input is part of the plan development.

Learn More



Documents

Review past plans, current resources, and plan documents.

Learn more

Join the Mailing List

Sign up to receive project updates and learn how you can get involved.

Email (required)

Zip Code

Submit

About

What is a Regional Transportation Plan?

Updated every four years, a Regional Transportation Plan is a blueprint that helps support sustainable growth and guides federal funding for transportation investment in the region.

Moving Forward 2055 will cover all modes of ground transportation including highways, roads and bridges, streets, rail and bus transit, bicycle and pedestrian facilities, movement of goods, and transportation for people with disabilities.

The Plan is being developed collaboratively with New York Metropolitan Transportation Council member agencies, other stakeholders, and members of the public – like you! Let’s work together to explore and plan for the future of transportation in the region.

To review the current plan and plan documents, visit the [Documents](#) page.



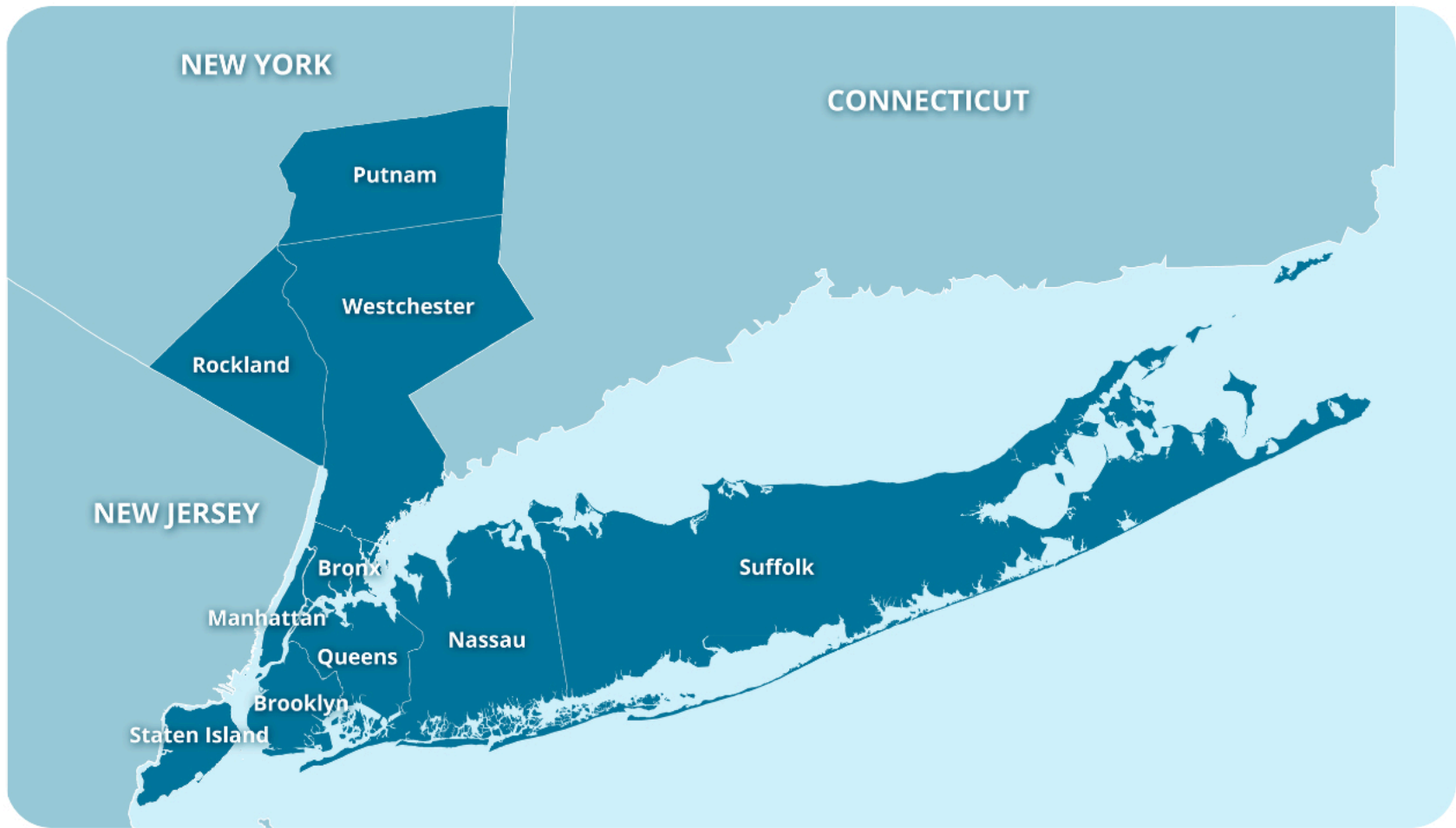
What is the New York Metropolitan Transportation Council?

The New York Metropolitan Transportation Council (NYMTC) is the Metropolitan Planning Organization for New York City, Long Island, and the Lower Hudson Valley.

Federal legislation requires that metropolitan regions must have a Metropolitan Planning Organization to plan for and make decisions on the use of federal transportation funding. NYMTC ensures that existing and future spending for transportation projects and programs is based on a cooperative comprehensive, and continuing planning process.

NYMTC is governed by nine voting members and seven advisory members. The voting members include five suburban county executives, two New York City commissioners, the New York State Transportation Commissioner and the chief executive of the Metropolitan Transportation Authority.

Advisory members include the New York State Commissioner of Environmental Conservation, the chief executives of the Port Authority of NY and NJ, New Jersey Transit and the North Jersey Transportation Planning Authority, and the local administrators of the US Environmental Protection Agency, the Federal Highway Administration, and the Federal Transit Administration.



NYMTC Planning Area



Outreach

Moving Forward 2055 is being developed collaboratively with NYMTC member agencies, stakeholders, and members of the public – like you!

Both virtual and in-person events have offered members of the public the opportunity to provide input that will help guide the development of the Plan. These have included in-person pop-up events across all three NYMTC sub-regions, virtual focus groups, and a series of online topical forums.

Learn about our outreach activities below, and sign up for the project mailing list to be informed about other ways to get involved!



Upcoming Engagement Activities

Check back for upcoming events.

Past Engagement Activities

Topical Forums

During the months of April, May, and June of 2024, NYMTC held a series of Online Public Forums with regional experts for participants to share their insights on critical transportation issues, needs, and opportunities in the areas of freight, active transportation, human services, safety, micromobility, alternative energy sources, curb and parking management, and technology.

April 9, 2024 | *Moving Freight* - NYMTC Regional Freight Forum

Regional experts and participants spoke about how trends in manufacturing, cargo delivery, and consumer behavior could impact the region's transportation system and change personal and business transportation needs.

[View Afternoon Meeting Recording](#)
[View Evening Meeting Recording](#)


April 16, 2024 | *Moving Actively* - NYMTC Regional Active Transportation Forum

Regional experts and participants spoke about active transportation (biking, walking, or rolling) trends, priority projects, and gaps in safe connections for all users.

[View Afternoon Meeting Recording](#)
[View Evening Meeting Recording](#)


April 30, 2024 | *Moving Accessibly* - NYMTC Regional Human Services Transportation Forum

Regional experts and participants spoke about mobility needs for human services, healthcare transportation access, and transportation for seniors and individuals with disabilities.

[View Afternoon Meeting Recording](#)


May 21, 2024 | *Moving Together Safely: Pedestrian and Cyclist Opportunities for Sharing Space* - NYMTC Regional Safety and Micromobility Forum

Regional experts and participants spoke about the region's micromobility services, including electric bikes and scooters, for pedestrians and cyclists, and how to share space safely among all transportation system users.

[View Afternoon Meeting Recording](#)


June 4, 2024 | *Moving with Alternative Energy: Current and Emerging Trends* - NYMTC Regional Alternative Energy Sources Forum

Regional experts and participants spoke about the region's alternative transportation energy sources, including vehicle technologies and charging networks.

[View Afternoon Meeting Recording](#)
[View Evening Meeting Recording](#)

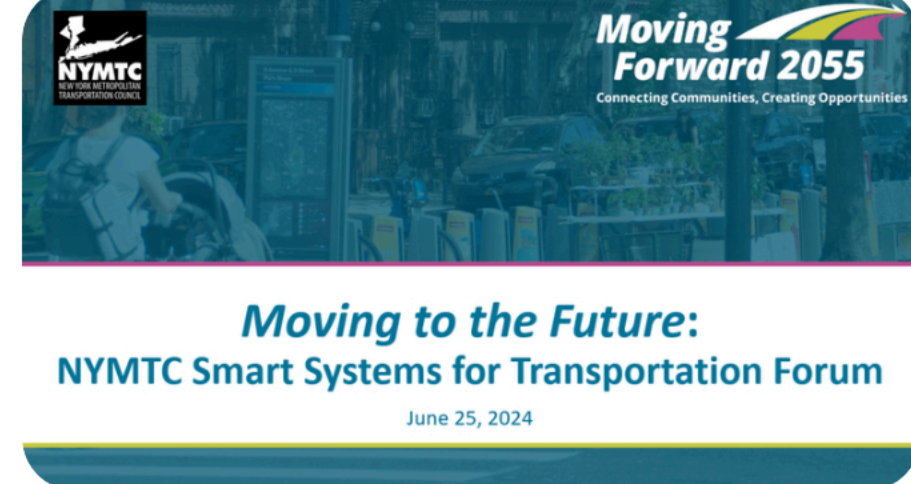

June 11, 2024 | *Moving Efficiently: Exploring Curb and Parking Management Needs* - NYMTC Regional Curb and Parking Management Forum

Regional experts and participants spoke about the region's shared curb space and efficient parking for all transportation services.

[View Afternoon Meeting Recording](#)
[View Evening Meeting Recording](#)


June 25, 2024 | *Moving to the Future: Smart Systems for Transportation* - NYMTC Regional Transportation and Technology Forum

Regional experts and participants spoke about issues and opportunities in the region's new and emerging transportation technologies for personal and freight mobility.

[View Afternoon Meeting Recording](#)


Pop-Up Events

In the months of October and November 2023, we held pop-up events across the NYMTC region to launch the planning process and get feedback from you.

October 7, 2023 | Long Island Fall Festival, Huntington, New York



October 8, 2023 | Nyack's Famous Street Fair, Nyack, New York



October 21, 2023 | Hempstead Lake Fall Family Freshwater Fishing Festival, Hempstead, New York



October 28, 2023 | Bed Stuy Alive, Brooklyn, New York



November 8, 2023 | White Plains TransCenter, White Plains, New York



November 17, 2023 | Concourse Plaza, The Bronx, New York



Join the Mailing List

Sign up to receive project updates and learn how you can get involved.

Email (required)

Zip Code

Submit

Documents

Reference Documents

Moving Forward: Your Region Connected

The current NYMTC Regional Transportation Plan, released in September 2021.

More resources coming soon!



Questions? Comments?

Email

info@movingforward2055.org

Phone

646-518-9358

Or fill out our contact form

A member of the project team will review the comments received.

Name

First Name

Last Name

Email (required)

Zip Code

Message

Do you want to be added to the project mailing list? (required)

- ☐ Yes
- ☐ I am already on the list
- ☐ No

Submit

Introduction

The Moving Forward 2055 project team developed and launched an interactive web exercise (survey) across the NYMTC region between September 2023 and January 2024. The purpose of the survey was to gather information to inform plan development, build awareness of Moving Forward 2055 goals, share information with the public about the NYMTC planning area, and gain an understanding of participants' priorities as they relate to each of the Moving Forward 2055 goals.

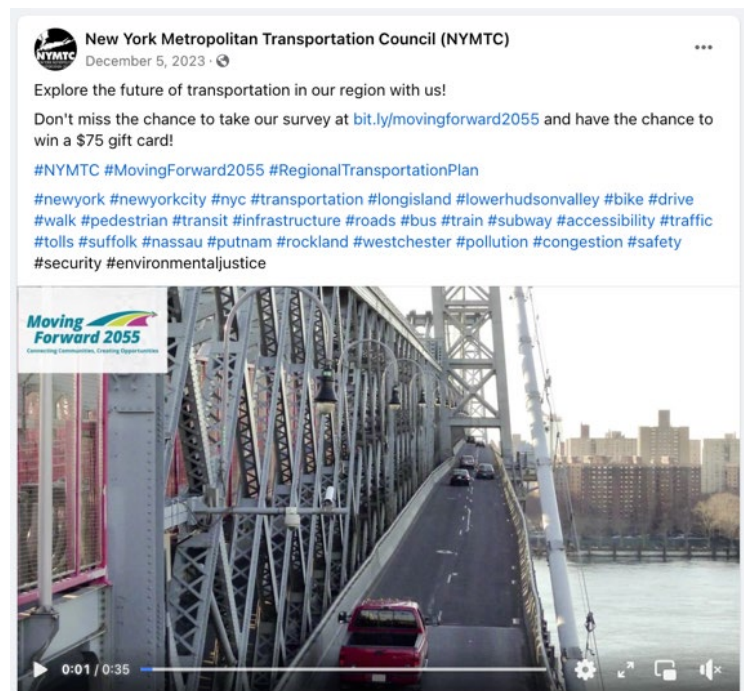
Below is a summary of survey development and analysis methodologies and findings.

Methodology

Survey content was guided by the six project goals established by NYMTC and the Moving Forward 2055 Plan Subcommittee. Each goal had a series of questions and mapping activities designed to get input from participants on potential future projects. The project team collaborated with NYMTC to develop the survey on a custom-built platform to allow for a range of question types and interactive elements.

The survey was publicized in a variety of ways: on the project and NYMTC websites, via NYMTC social media channels and e-blasts, and through communication to Plan Subcommittee members so that information could be passed along to their constituents.

In addition, the project team employed an online application, Pollfish, to boost participation in locations with lower response rates.



Sample social media messaging advertising the survey

Analysis

Geospatial and Quantitative Data

The project team developed an [Interactive Geospatial Database](#) to display survey findings.

Qualitative Data

As part of the survey, participants were prompted to respond to an open-ended question asking whether they thought any goals were missing from the list of the six goals identified by NYMTC and its member agencies for the region:

1. Maximize **safety and security** for people and goods across all uses and types of transportation.
2. Maintain and improve **infrastructure** while prioritizing sustainability and environmental justice.
3. Increase transportation **resiliency** by mitigating, adapting to, and responding to frequent and one-time transportation disruptions.
4. Reduce **congestion** by investing in technology to support healthier communities, more seamless travel, improved quality of life, and economic competitiveness.
5. Encourage **land use** decisions that improve transportation choices.
6. Enhance **mobility** fairly for currently underserved populations and locations.

To analyze qualitative data, the project team used an analysis strategy called coding: a process in which each response is labeled and organized based on its main ideas. Over 500 open-ended responses were manually reviewed to determine whether any comments fell outside of the six identified goal categories.

Analysis revealed that most participant responses fell within the six existing goal categories.

In addition, the following topics were mentioned frequently throughout participant comments:

- Promote **active mobility** across the region by increasing bicycle and pedestrian networks to reduce reliance on private automobiles.
- Increase **transparency and communication** about transportation delays, agency planning, and funding and budgeting.
- Encourage **connectivity** between suburban and urban transit systems.

- Protect the **environment** by promoting public transit usage and reducing reliance on fossil fuels.

Below is a summary of participant responses reported most frequently when prompted to identify missing goals; these are called out as emerging themes. In addition, notable participant responses have been quoted in blue text.

Goal #1: Maximize **safety and security** for people and goods across all uses and types of transportation.

Emerging themes

- Address traffic safety issues.
 - Amend and enforce micromobility laws to address bike/e-bike/scooter hazards.
 - Build safety infrastructure that protects active transportation users (e.g., sidewalks, bike lanes, lighting and signage on pedestrian pathways).
- Reduce crime on public transit systems.
 - Increase law enforcement presence.
 - Address fare evasion, sexual assault and harassment on public transit, and violence on subway platforms.
 - Invest in surveillance and security on public transit systems (e.g., surveillance cameras).
- Promote clean and safe transportation systems.
 - Keep streets and roadways clean.
 - Keep subways and buses clean.

"[I would like to see] improved vehicular classification for the dozens of emerging micromobility devices in NYC. Legislation/enforcement around electric mopeds, scooters, pedal-assist e-bikes, and others often get lumped together... A focus on top speeds and weight would be useful metrics for better disaggregating the different kinds of electric bikes/scooters rather than just the blanket label 'e-bike.'"

Goal #2: Maintain and improve **infrastructure** while prioritizing sustainability and environmental justice.

Emerging themes

- Maintain a convenient, reliable transportation system.
 - Support and promote Complete Streets and Smart Growth principles.
 - Invest in road maintenance.

- Expand public transit infrastructure to promote connectivity.
 - Expand access to/from the suburbs.
 - Invest in high-speed rail and light rail infrastructure.
 - Build exclusive right-of-way bus lanes.
 - Increase park-and-ride lots.
- Strengthen and expand the network of active mobility infrastructure.
 - Invest in bike share programs, protected bike lanes, and pedestrian pathways.
- Modernize public transit infrastructure.
 - Implement tap-to-pay systems for all public transit.
 - Invest in electric vehicle infrastructure.
 - Integrate transportation timetables with transit apps (e.g., Google Maps, Apple Maps, etc.).
- Prioritize the environment when planning infrastructure projects.
 - Preserve nature and protect environmental justice communities.
 - Use environmentally friendly materials for construction.
 - Promote renewable resource use in projects.
- Communicate information about infrastructure planning, budgeting, and resource use.

“Reduce reliance on automobiles in New York City. Strengthen and expand the network of protected bikeways. Require community members to pay the full cost of driving. Adopt congestion pricing and use revenue to improve public transit systems.”

“Invest in alternative modes of public transit such as streetcars and trolleys. Develop necessary infrastructure for these alternatives, especially in small cities and suburban areas. Work with towns and municipalities to do so. Provide suburban and rural residents with transportation alternatives that are not dependent on fossil fuels.”

Goal #3: Increase transportation **resiliency** by mitigating, adapting to, and responding to frequent and one-time transportation disruptions.

Emerging themes

- Ensure timely and reliable transportation systems.
 - Prevent construction delays.
 - Prevent delays to subway and bus systems.
 - Update technology to prevent issues that may cause delays.
 - Develop systems to reliably communicate transit delays with users.
- Promote environmental resiliency.

- Address flooding events impacting subways, trains, and roads.
- Improve ferry landings to adjust for rising sea levels.
- Address ice damage to roads.

“Resiliency is a significant need in our area. More frequent storms/flooding negatively impact our communities and investment is greatly needed to address these issues. I also want the next plan to focus a lot less on cars and more on different forms of transportation and making them easier to access/more flexible to the needs of individual communities.”

Goal #4: Reduce **congestion** by investing in technology to support healthier communities, more seamless travel, improved quality of life, and economic competitiveness.

Emerging themes

- Mitigate transportation delays and crowding.
 - Avoid construction during rush hour and holidays.
 - Make the shift towards waterborne freight.
- Ensure faster, more convenient transit times.
 - Increase public transit service frequency during rush hour.

“Congestion is a hindrance to quality of life in our region and a contributing factor in air quality. Investments in alternative methods of cost-efficient transportation would be beneficial to reducing congestion.”

Goal #5: Encourage **land use** decisions that improve transportation choices.

Emerging themes

- Increase land use density and diversity.
- Promote multiuse communities, walkable and bikeable communities.
 - Invest in bicycle and pedestrian infrastructure in suburban communities.
 - Increase mass transit accessibility in suburban communities.

“We could definitely benefit from planning and initiatives that incentivize people to move away from single-passenger, fossil fuel vehicle usage, even in the suburbs. Let’s support Complete Streets principles within municipalities and improvements to public transportation to enable people to decrease car usage when traveling between municipalities.”

Goal #6: Enhance **mobility** fairly for currently underserved populations and locations.

Emerging themes

- Encourage connectivity between suburban and urban transit systems to eliminate transit deserts and reduce private vehicle use.
 - Increase service frequency outside of 9-5 working hours, including late-night transit options.
 - Create more express and direct routes.
 - Increase access to bicycle infrastructure and bike share programs.
 - Connect bus service to public transit lines.
- Ensure accessibility for all.
 - Incorporate language accessibility across public transit networks.
 - Increase accessibility for elderly, disabled, and low-income users.
 - Increase non-emergency medical transportation for elderly/disabled users.
- Maintain affordability.
 - Implement fare controls.

“Rockland County is essentially a transit desert. This area can be greatly enhanced and intelligently grow as an integral part of the region with much needed investments and improvements in public transportation.”

Moving Forward 2055

Connecting Communities, Creating Opportunities

The New York Metropolitan Transportation Council (NYMTC) is collaborating with stakeholders and members of the public like you to create Moving Forward 2055, the next Regional Transportation Plan for New York City, Long Island, and the Lower Hudson Valley.

Moving Forward 2055 will cover all modes of ground transportation including highways, roads and bridges, streets, rail and bus transit, bicycle and pedestrian facilities, movement of goods, and transportation for people with disabilities.

NYMTC and its member agencies have identified the following goals for the region.

Which goal is most important to you?

Maximize **safety and security** for people and goods across all uses and types of transportation.

Maintain and improve infrastructure while prioritizing **sustainability and environmental justice**.

Increase transportation **resiliency** by mitigating, adapting to, and responding to frequent and one-time transportation disruptions.

Reduce congestion to support healthier communities, improved quality of life, and economic competitiveness.

Encourage **land use** decisions that **improve transportation choices**.

Enhance mobility equitably for currently underserved populations and locations.

Complete a survey at movingforward2055.org by October 31st for a chance to win a \$75 gift card!

Moving Forward 2055

Conectando comunidades, creando oportunidades

El Consejo de Transporte Metropolitano de Nueva York (NYMTC, por sus siglas en inglés) está colaborando con partes interesadas y miembros del público como usted para crear Moving Forward 2055, el próximo Plan de Transporte Regional para la Ciudad de Nueva York, Long Island y el Lower Hudson Valley.

Moving Forward 2055 cubrirá todas las modalidades de transporte terrestre, incluidas autopistas, caminos y puentes, calles, transporte ferroviario y de autobuses, instalaciones para bicicletas y peatones, movimiento de mercancía y transporte para personas con discapacidades.

NYMTC y sus agencias miembros han identificado los siguientes objetivos para la región.

¿Qué objetivo es el más importante para usted?

Maximizar la **seguridad** de personas y bienes en todos los usos y tipos de transporte.

Mantener y mejorar la infraestructura priorizando la **sostenibilidad y la justicia ambiental**.

Aumentar la **resiliencia** del transporte mitigando, adaptándose y respondiendo a interrupciones del transporte frecuentes y únicas.

Reducir el congestionamiento para apoyar comunidades más saludables, una mejor calidad de vida y competitividad económica.

Fomentar decisiones de **uso del suelo** que mejoren las **opciones de transporte**.

Mejorar la movilidad de manera equitativa para las poblaciones y ubicaciones actualmente desatendidas.

¡Complete una encuesta en movingforward2055.org antes del 31 de octubre para tener la oportunidad de ganar una tarjeta de regalo de \$75!

Moving Forward 2055

Объединение сообществ, создание возможностей

Городской Транспортный Совет Нью-Йорка (NYMTC) сотрудничает с заинтересованными сторонами и представителями общественности – такими, как вы – для создания Moving Forward 2055, следующего регионального транспортного плана для города Нью-Йорка, Лонг-Айленда и нижней долины Гудзона.

В план Moving Forward 2055 войдут все виды наземного транспорта, включая автомагистрали, дороги и мосты, улицы, железнодорожный и автобусный транспорт, велосипедные и пешеходные объекты, передвижение товаров, а также транспорт для лиц с инвалидностью.

Пройдите опрос на сайте movingforward2055.org до 31го октября и у вас будет шанс выиграть подарочную карту на 75 долларов!

Moving Forward 2055

連接社區，創造機會

连接社区，创造机会

紐約大都會交通委員會 (NYMTC) 正在與利益相關者和像您這樣的公眾合作，制定 Moving Forward 2055，即紐約市、長島和下哈德遜河谷的下一個區域交通計劃。

Moving Forward 2055 將涵蓋所有地面交通方式，包括高速公路、道路和橋樑、街道、鐵路和公共汽車交通、自行車和行人設施、貨物運輸以及殘障者交通。

纽约大都会交通委员会 (NYMTC) 正在与利益相关者和像您一样的公众合作，制定 Moving Forward 2055，即纽约市、长岛和下哈德逊河谷的下一个区域交通计划。

Moving Forward 2055 将涵盖所有地面交通方式，包括高速公路、道路和桥梁、街道、铁路和公共汽车交通、自行车和行人设施、货物运输以及残疾人交通。

10月31日之前在 movingforward2055.org 網站上完成一項調查，就有機會贏得 75 美元的禮品卡！

NYMTC 和 входящие в него агентства установили следующие цели для региона.

Какая цель наиболее важна для вас?

Повысить до максимума **безопасность и защищенность** людей и товаров на всех видах транспорта, вне зависимости от рода назначения транспорта.

Поддерживать и улучшать инфраструктуру, при этом отдавая приоритет **самодостаточности и экологической справедливости**.

Повысить **устойчивость** транспорта путем смягчения последствий частых и разовых сбоев в работе транспорта, а также адаптироваться к ним и своевременно на них реагировать.

Снизить перегруженность для повышения благосостояния сообществ, качества жизни и экономической конкурентоспособности.

Поощрять те решения о **землеиспользовании**, которые **улучшают выбор транспорта**.

Улучшить мобильность, причем сделать это по справедливости в отношении к малообеспеченным слоям населения и районам.

NYMTC 及其成員機構已確定該地區的以下目標：

哪個目標對您最重要？

最大限度地提高所有用途和運輸類型的人員和貨物的**安全性**。

維護和改善基礎設施，同時優先考慮**可持續性和環境正義**。

通過減輕、適應和響應頻繁的一次性交通中斷來提高交通**彈性**。

減少擁堵，以支持更健康的社區、提高生活品質和經濟競爭力。

鼓勵做出**改善交通選擇的土地使用決策**。

為當前服務不足的人群和地區**增強公平流動性**。

NYMTC 及其成员机构已确定该地区的以下目标：

哪个目标对您最重要？

最大限度地提高所有用途和运输类型的人员和货物的**安全性**。

维护和改善基础设施，同时优先考虑**可持续性和环境正义**。

通过减轻、适应和响应频繁的一次性交通中断来提高交通**弹性**。

减少拥堵，以支持更健康的社区、提高生活质量和经济竞争力。

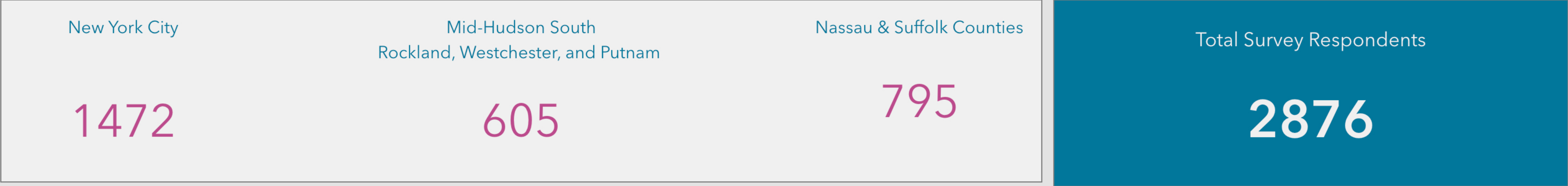
鼓励做出**改善交通选择的土地使用决策**。

为当前服务不足的人群和地区**增强公平流动性**。

10月31日之前在 movingforward2055.org 網站上完成一項調查，就有機會贏得 75 美元的禮品卡！

Welcome to the NYMTC Moving Forward 2055 Survey! Explore each tab, filtering by TCC region, selected question interests, and community types to explore the data.

Respondent Breakdown



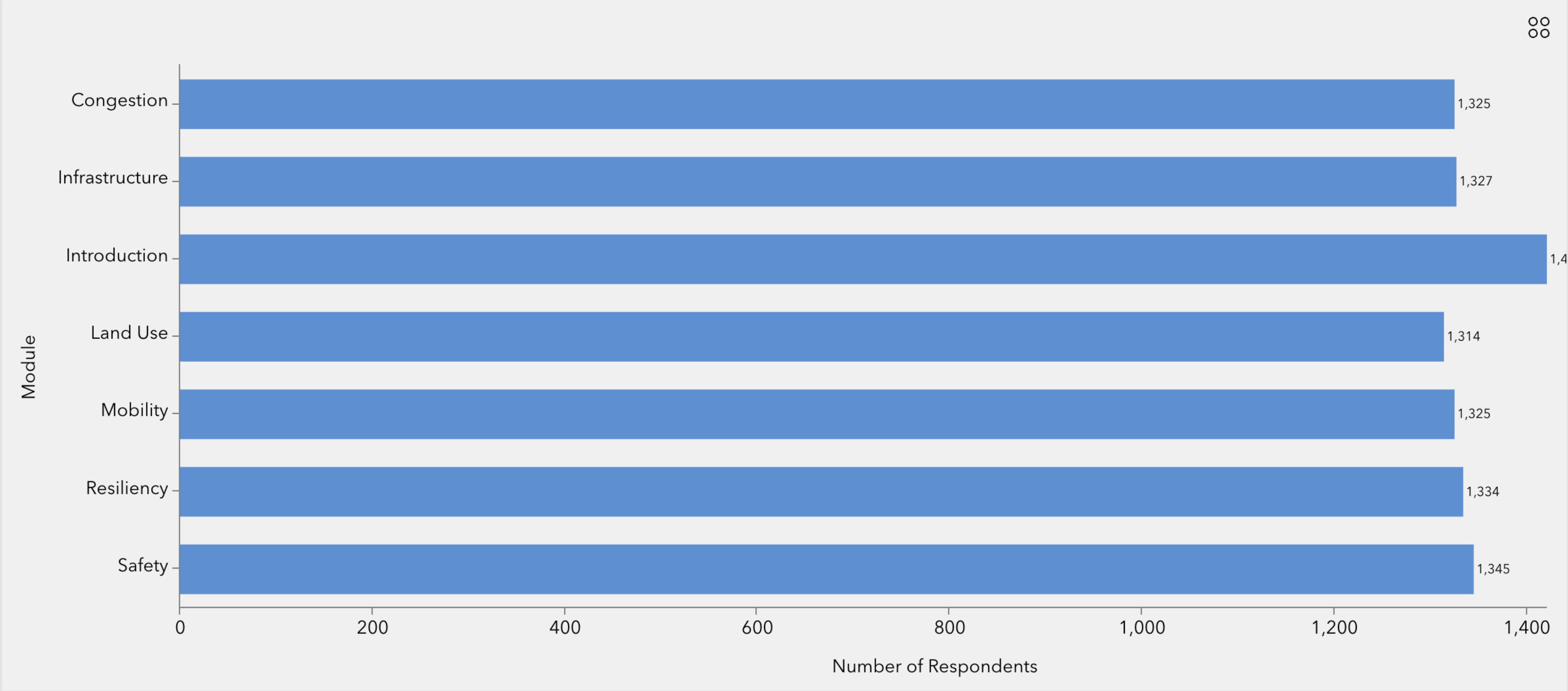
Number of Respondents Per Module

Filter by Focus Region

- All -

Filter by community type

- All -



Introduction

Goal Filters

Filter by Focus Region

- All -

Filter by Community Type

- All -

Average Ranking Position of Each Goal (Participants Ranked Every Goal from 1 - 6 for Importance)

Congestion	3.247	Safety	2.883
Resiliency	3.719	Land Use	3.884
Infrastructure	3.313	Mobility	3.954

Are there any goals missing?
Use the filters above, or search for a keyword

Search

Implement through-running of the commuter and regional rail lines throughout the region and build a new transit hub at Sunnyside Yard, Queens with a station for Amtrak, LIRR, Metro-North, and NJ Transit to better

Increase transit ridership and decrease VMT to meet climate goals. Make the road transport network safer, prioritizing the most vulnerable road users.

Build more transit. Build physical infrastructure, rail lines, exclusive right-of-way bus lanes.

Congestion mitigation because there is a significant need to reduce traffic fatalities and serious injuries on all public roads.

Reduce carbon emissions.

Not really- my biggest concern is bus service area shrinkage and the notion that rideshare services can replace them, especially for disabled and lower-income users.

Not necessarily, as long as all people are able to access high-quality service.

Eliminate transit deserts

Reduce carbon emissions and burning fossil fuels as quickly as possible as economics and new technology allow.

We need more transit connecting New York City residents to surrounding urban and suburban centers, especially affordable and timely transit options.

road work

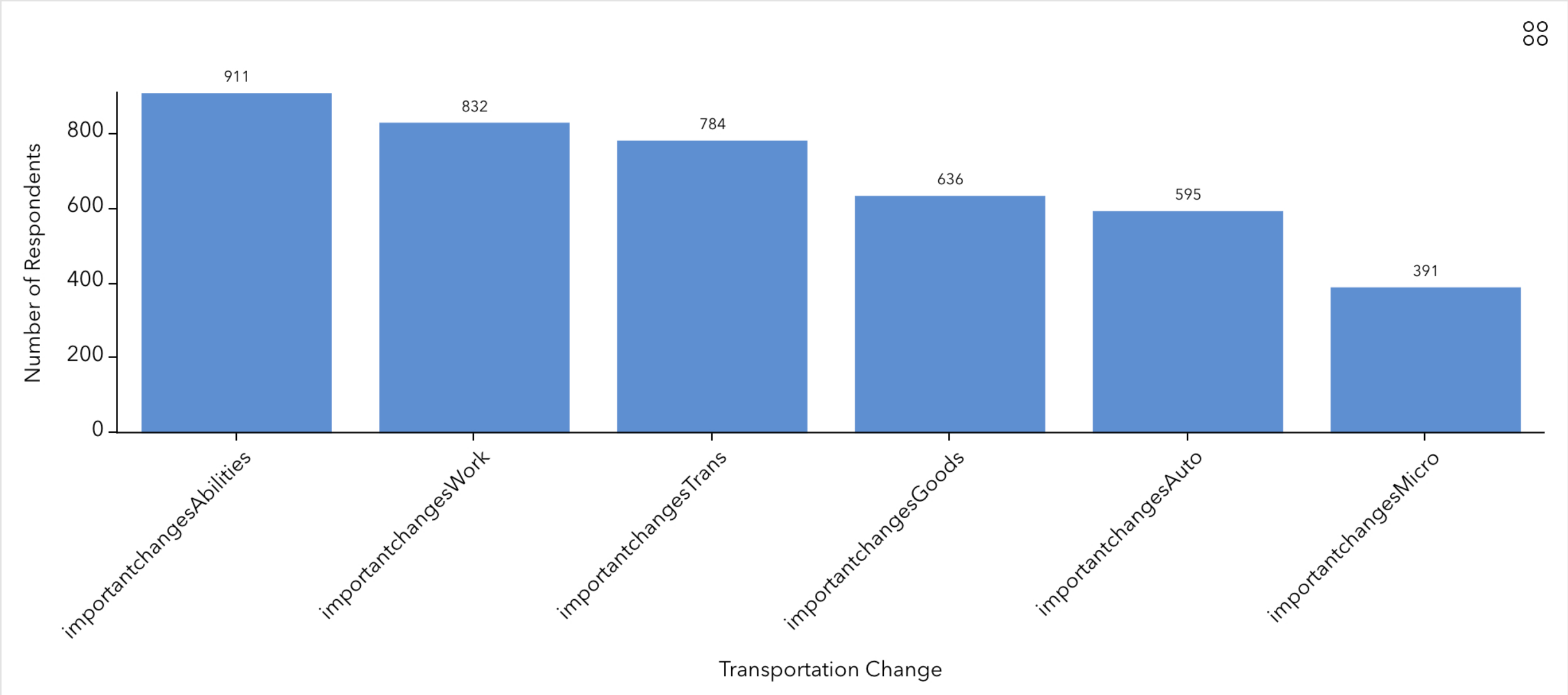
El tren tiene que cambiar muchas cosas hay mucha inseguridad

Charts

Goal Filters do Not Apply

What transportation changes will be most important to the region in the next 10 to 20 years?

Filters not applicable



Safety & Security

Moving Forward 2055's goal is to maximize safety and security for people and goods across all users and types of transportation.

Map Filters

Who is at risk (at the given location)?

What changes could be made to help you feel safer in that situation?

Filter by Focus Region

- All -

Filter by County

- All -

Filter by community type

- All -

TCC Review - Points Marked to Include in the Plan as of 2/20

Search for a userID (Search for results to appear)

Transit Operators at Risk

Bicyclists at Risk

Ferry Riders at Risk

Construction Workers at Risk

Micromobility users at Risk

Drivers at Risk

Pedestrians at Risk

Transit Users at Risk

Others at Risk

More education about safe practices

Better enforcement of traffic laws

Slower Driving Speeds

Enhanced Security Measures

Better Lighting

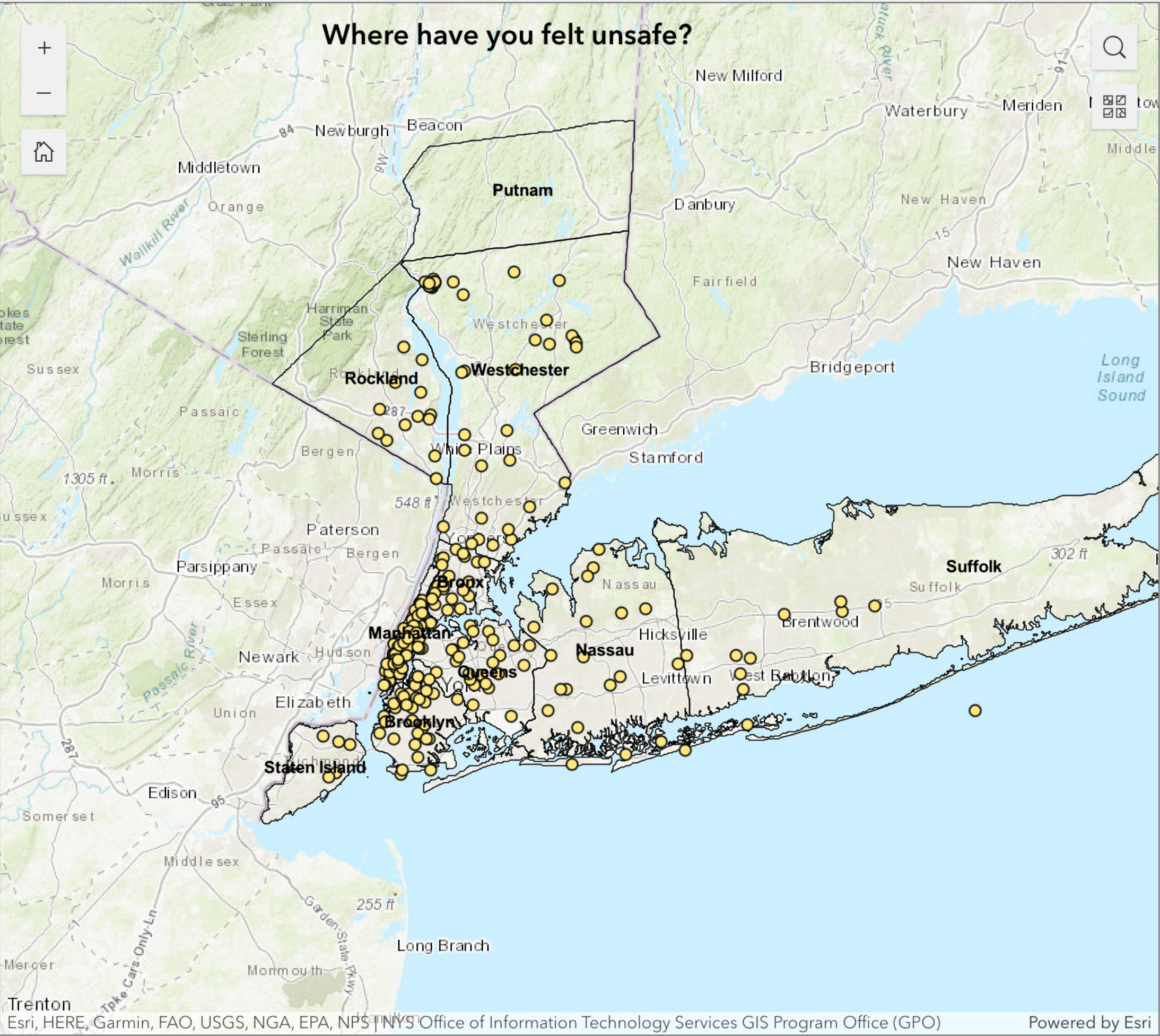
Increased Police Presence

Better Street Design (excluding sidewalks)

Better signage or signalization

Better design of sidewalks, bus stops, or other parts of the street

Other



Infrastructure

Transportation infrastructure is the built system of roads, bridges, and more that enable the movement of people and goods within a region. Moving Forward 2055 aims to maintain and enhance this infrastructure in a way that is both sustainable and fair.

Map Filters

Filter by Focus Region

- All -

Filter by County

- All -

Filter by community type

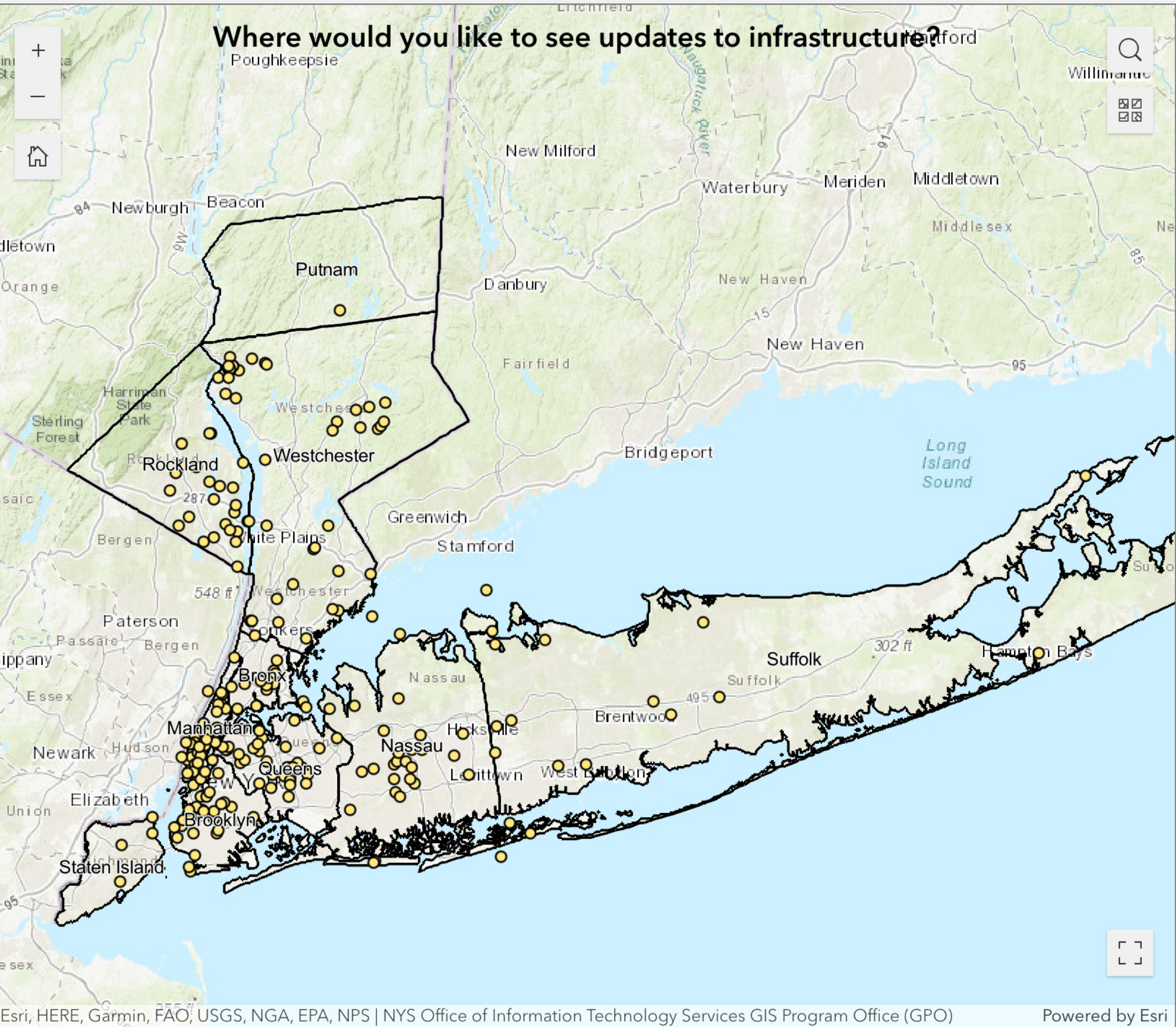
- All -

Filter by project type where respondents would like to see infrastructure updates

15 Selected

TCC Review - Points Marked to Include in the Plan as of 2/20

Search for a userID (Search for results to appear)



User ID (Populate by clicking a point in the map)

Commentor Name

Notes/comments

Should this point be considered in the plan?*

Yes

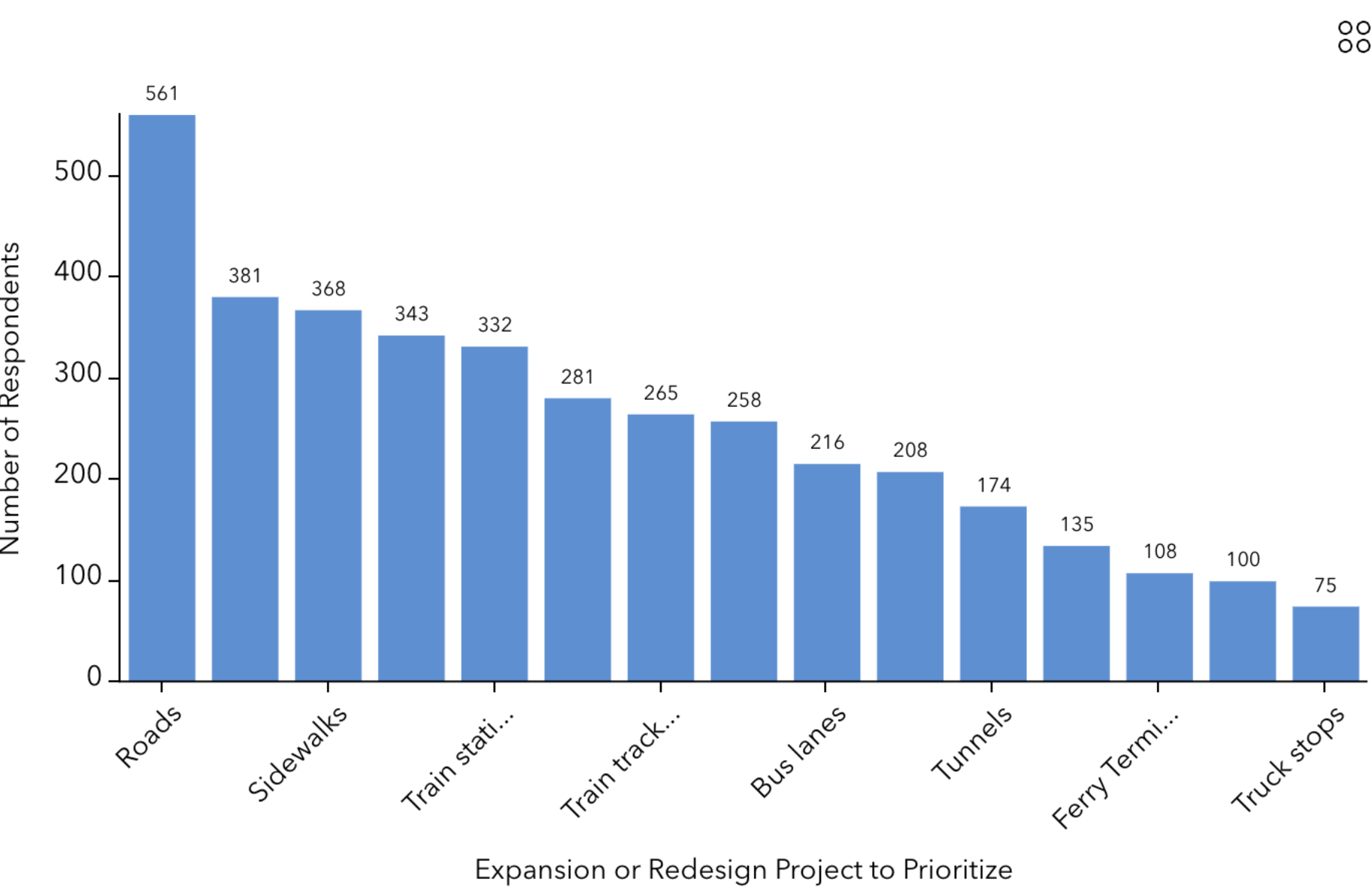
No

Submit

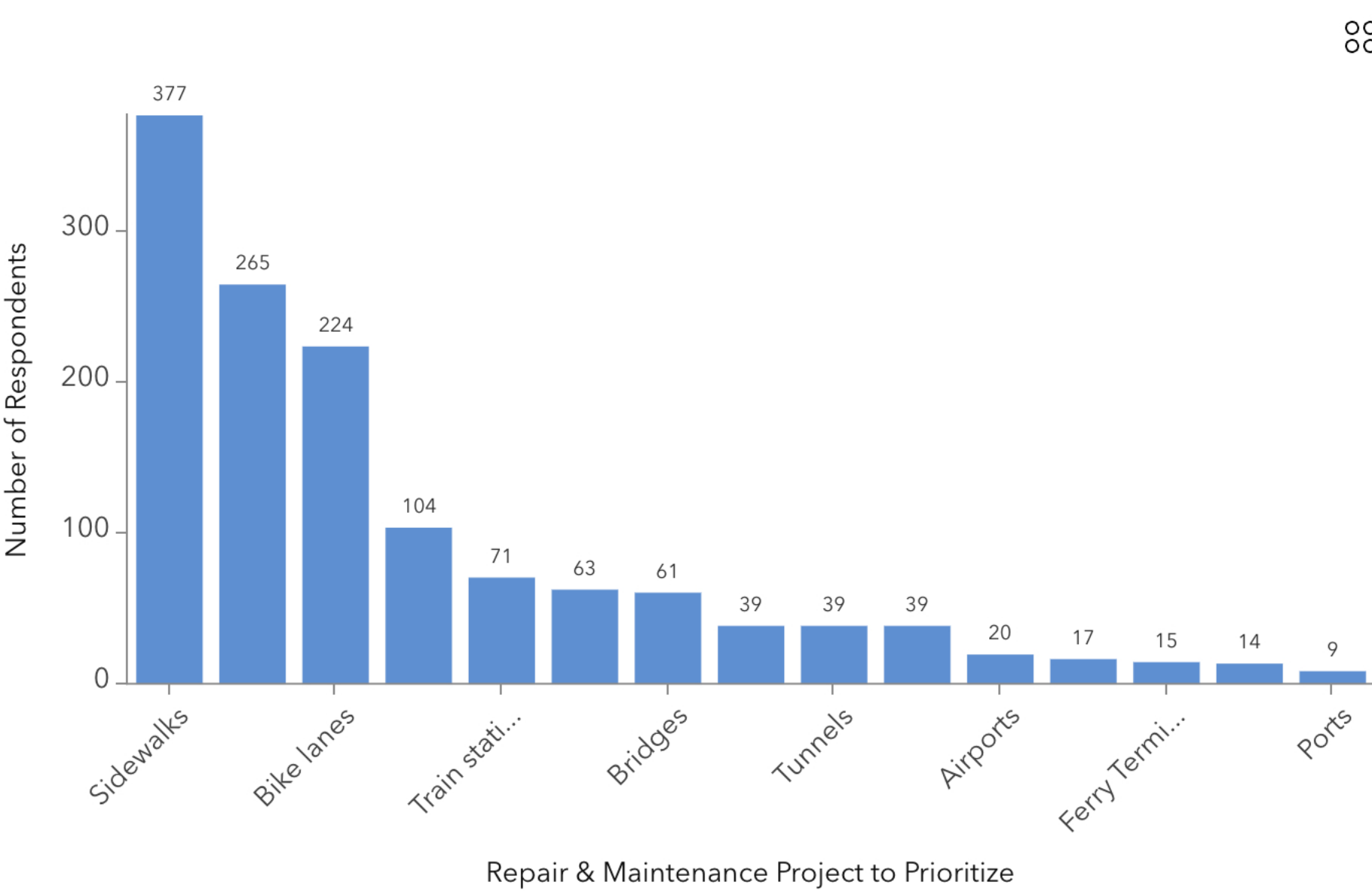
Charts

Map Filters do Not Apply

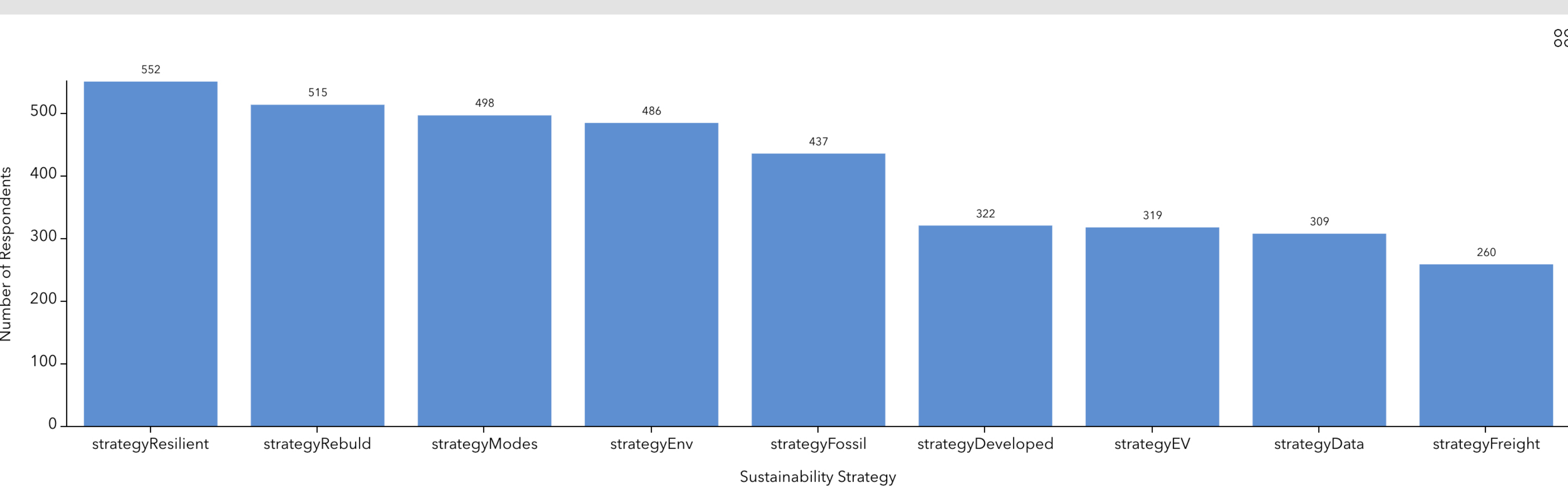
What types of infrastructure expansion or redesign projects should be prioritized for funding?



What types of infrastructure repair and maintenance projects should be prioritized for funding?



What strategies would you support to help make the region more sustainable in the next 10 to 20 years?



Resiliency

Moving Forward 2055's goal is to support resiliency through mitigating, adapting to, and responding to frequent and one-time transportation stresses and disruptions like flooding, high heat, storms, and more.

Map Filters

Select a Focus Region
- All -

Filter by County
- All -

Filter by Community Type
- All -

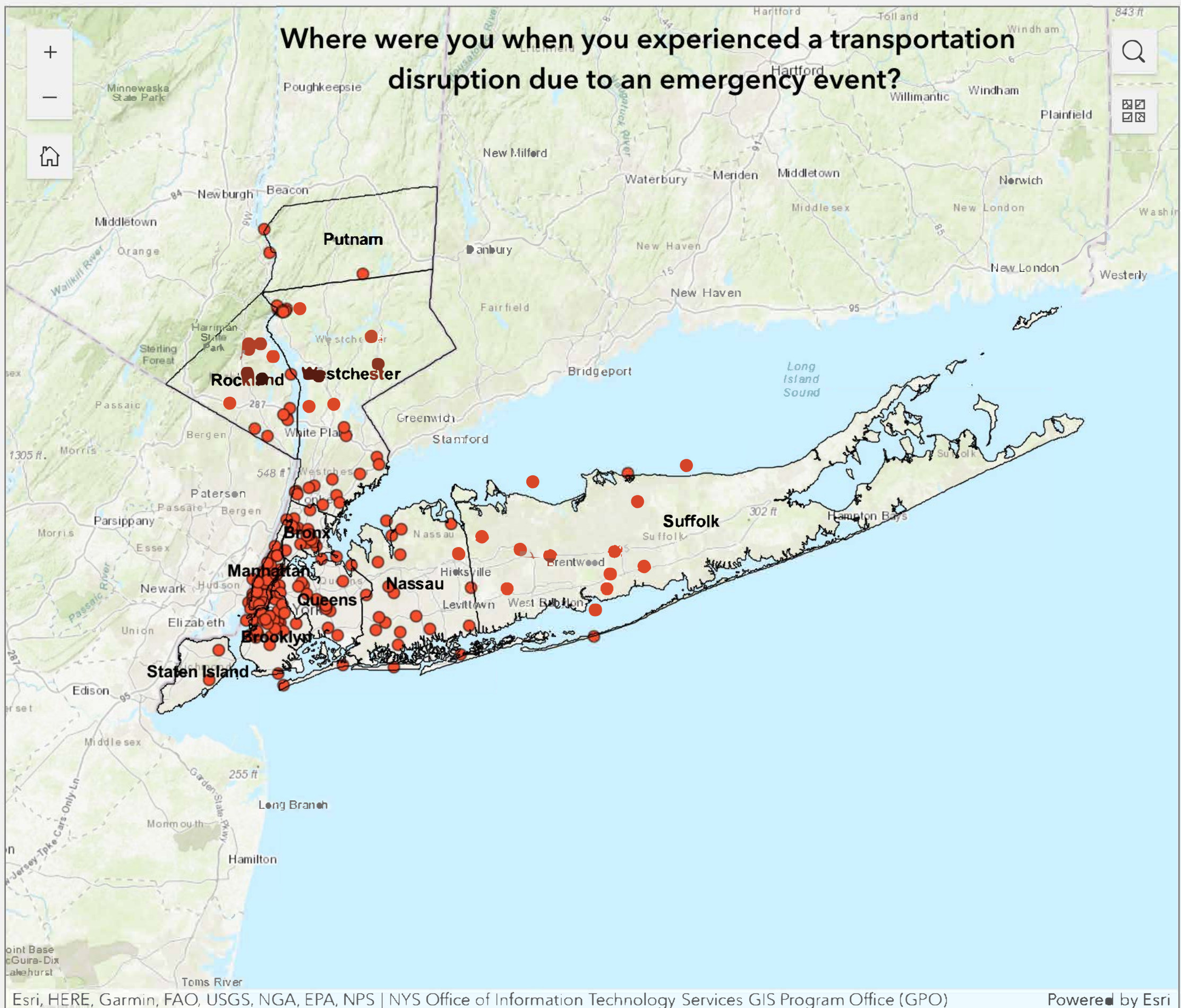
TCC Review - Points Marked to Include in the Plan as of 2/20

Search for a userID (Search for results to appear)

+

-

Where were you when you experienced a transportation disruption due to an emergency event?



User ID (Populate by clicking a point in the map)

Commentor Name

Notes/comments

Should this point be considered in the plan?*

☐ Yes

☐ No

Submit

Charts

Map Filters do Not Apply

Would you be able to complete your typical daily tasks if your preferred mode (car, bus, bike, etc.) was not available?



Respondents who answered "No", please explain your answer.

I typically need public transit to get to places outside of walking.

I'm a law enforcement officer and work out of my car

More bus routes

I would not be able to get to work

I don't have a home office so I need to travel to my office

Can't get anywhere on long island without a car

The distance between work place and home is large

I rely upon the train. If the train isn't working, I'm stuck. Last time I waited for a bus it was a waste, so I can't even consider them an option any more. Pathetic!

A mode of transportation such as a car or public transportation is essential service for many tasks in my daily life.

Respondents who answered "Yes", please explain your answer.

With only one genuine option in from the suburbs, everything runs through Jamaica. As a thru station and transfer point, that's nice, but the only way (Floral Park, Hicksville, Mineola as alternate reverse transfer points) to take a train from one point to another on LI is through Jamaica. So yes, I've been stuck in some parts of the Island without being able to travel north-south.

With any significant weather event, anything more than a usual rain or snow event, Staten Island is shut down by traffic. It seems our transportation infrastructure shuts down with more than 2-3 inches of rain or snow. Cars jam, not just tertiary roads, but nearly every main thoroughfare.

widen the streets, and do constrution at night

When the Metro North Hudson line closed due to flooding or other issues, there is not sufficient back up transportation options. Often, people are stranded and rely on someone to come pick them up.

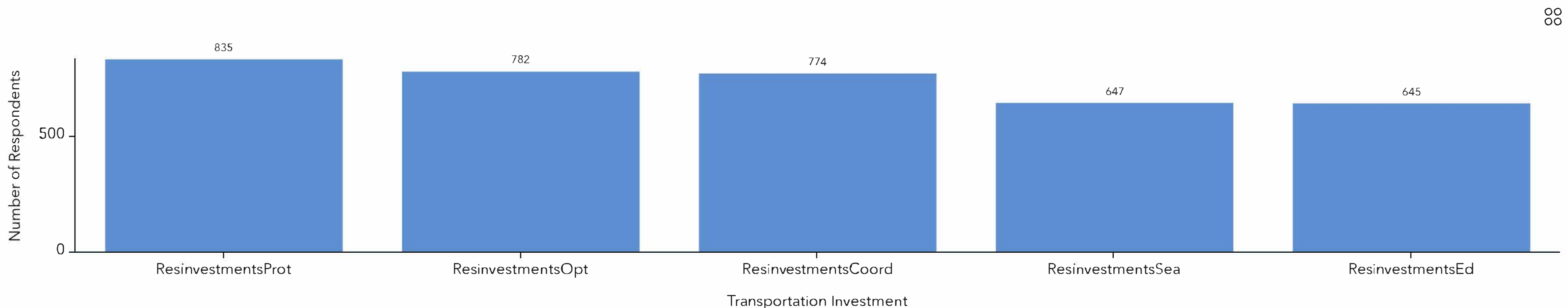
Upgrade the subway and train lines to account for flash flooding. Subway tunnels flooded, weren't enough trains to run to accommodate New Yorkers -- ended up taking a \$45 uber home to Queens from Manhattan.

Tropical Storm Ida in 2021 causes the entryway to the Whitestone bridge to be flooded. We could not get off of the island, making the useess the day after the storm.

Tropical depression Sandy and any other nor'easter or rain maker floods highways and streets making it impossible and unsafe to drive

train tunnel to new jersey

Which transportation investments do you think would help make the region more resilient?



Congestion

Moving Forward 2055's goal is to reduce traffic congestion by investing in technology to support healthier communities, more seamless travel, improved quality of life, and economic competitiveness.

Map Filters

Filter by Focus Region

- All -

Filter by County

- All -

Filter by Community Type

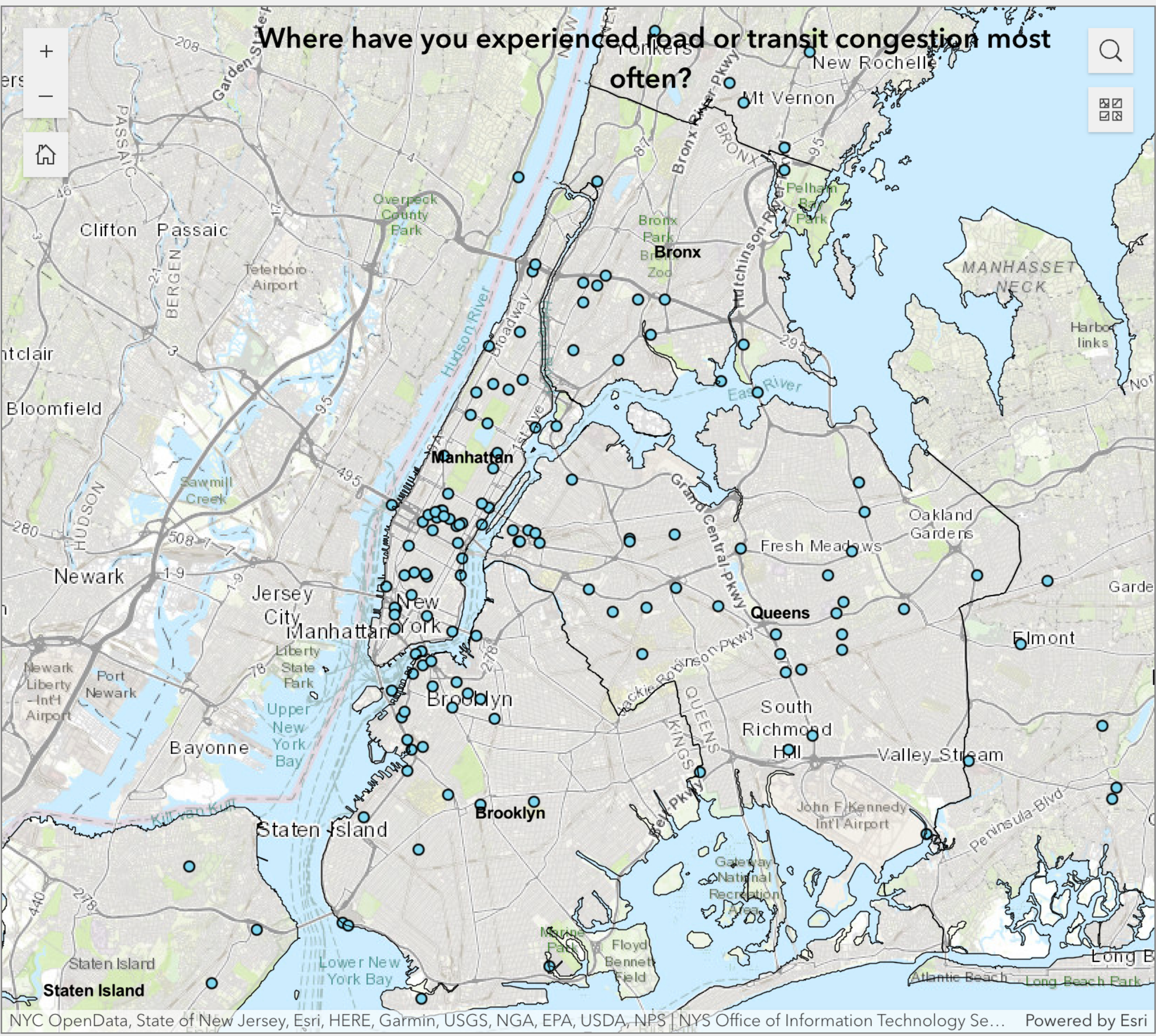
- All -

Filter by Congestion Type

- All -

TCC Review - Points Marked to Include in the Plan as of 2/20

Search for a userID (Search for results to appear)



User ID (Populate by clicking a point in the map)

Commentor Name

Notes/comments

1000

Should this point be considered in the plan?*

☐ Yes

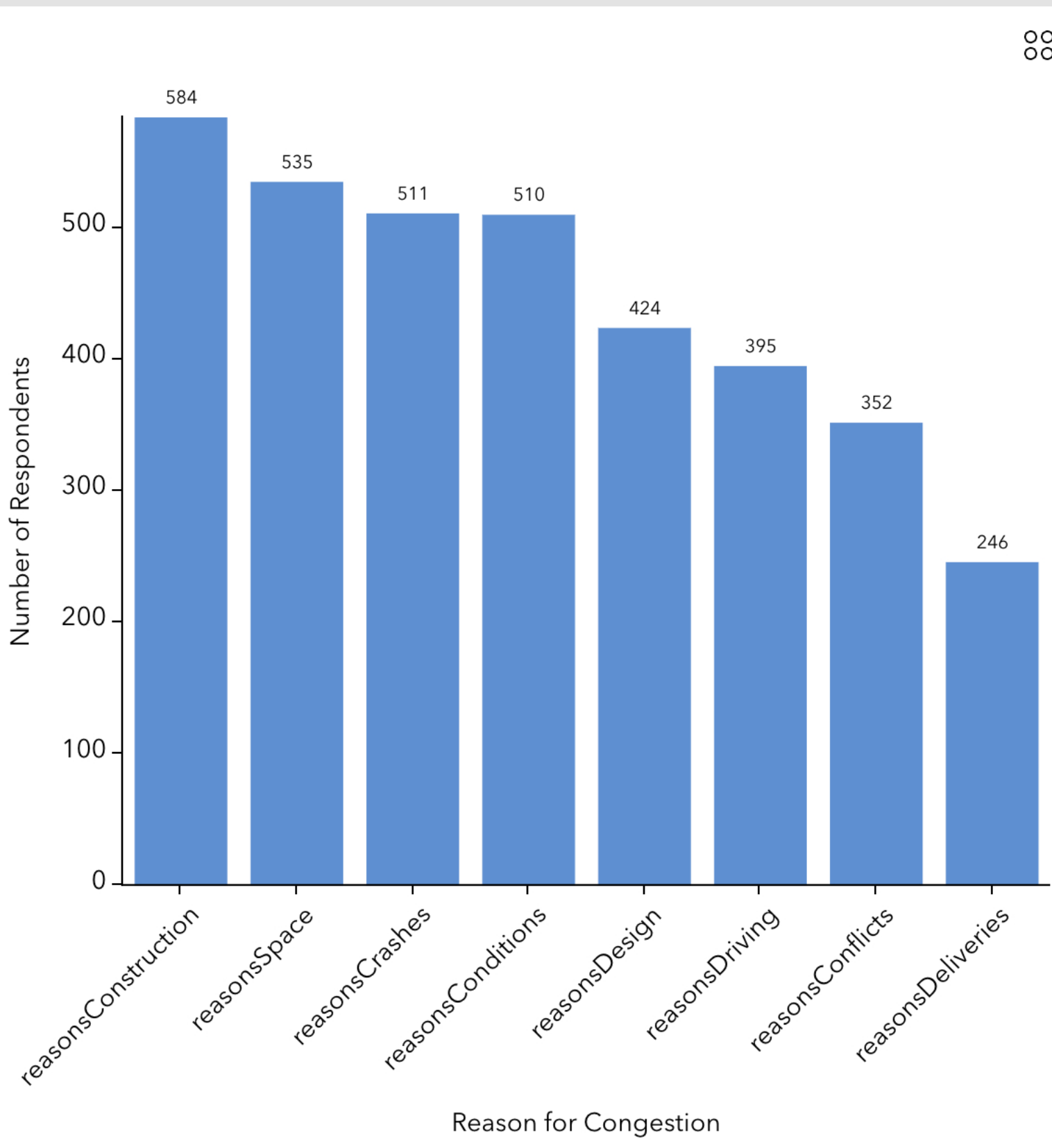
☐ No

Submit

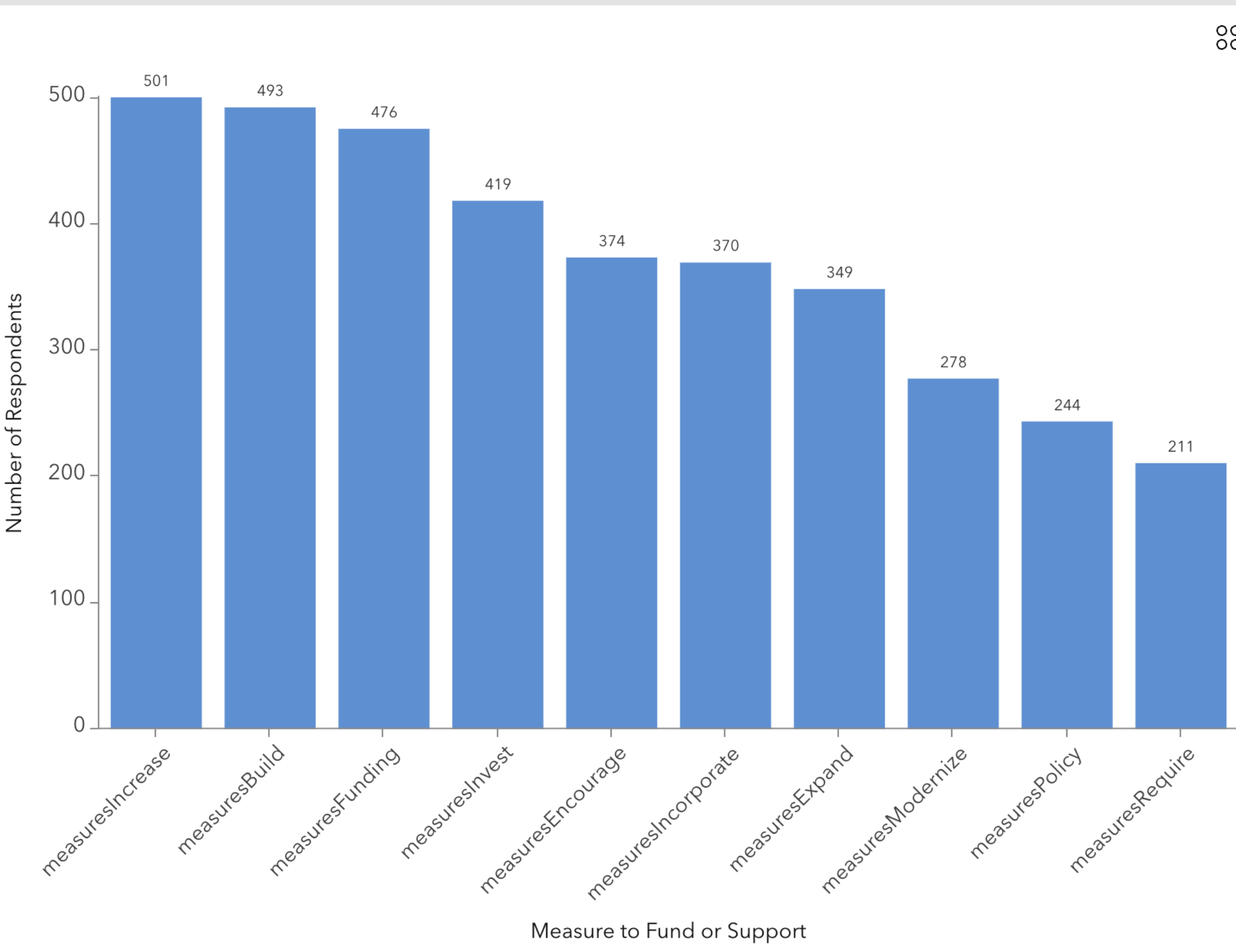
Charts

Map Filters do Not Apply

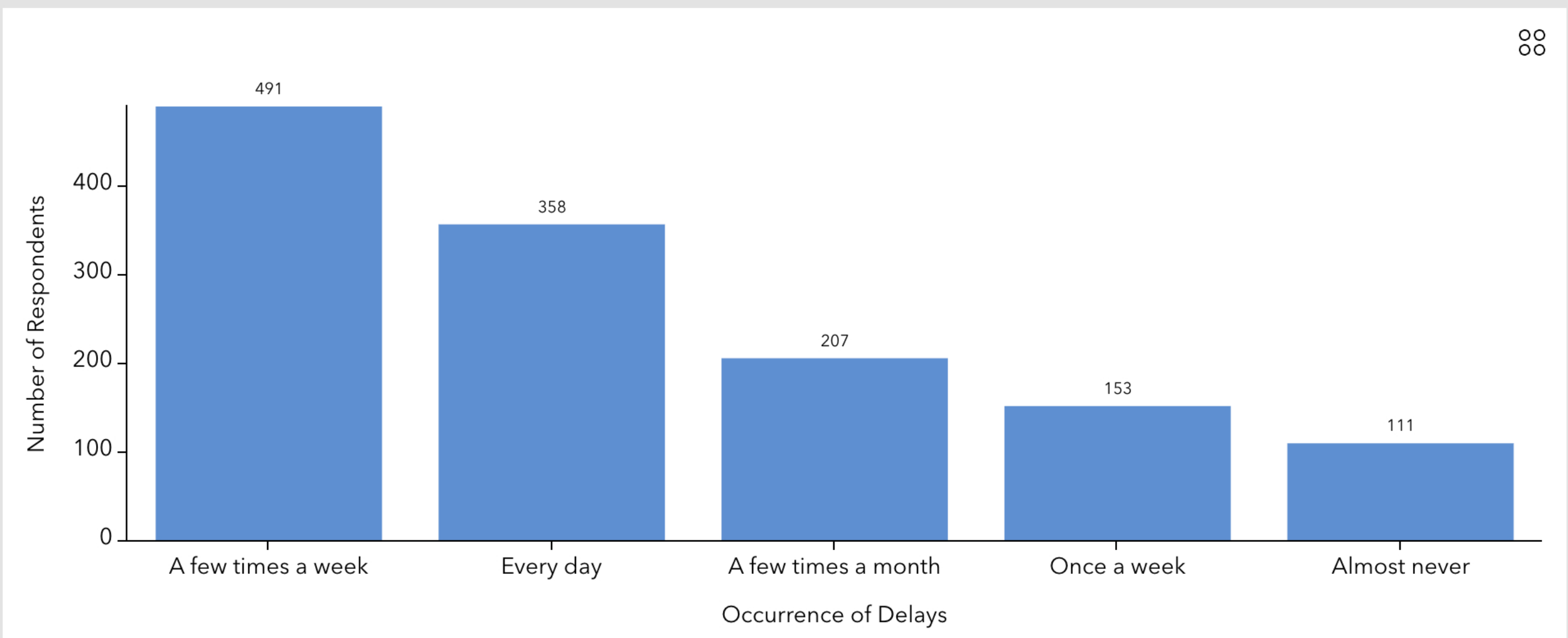
What are the most frequent reasons that you experience roadway or transit congestion?



What measures would you fund or support to reduce traffic congestion in the region?



How often do you experience delays on the road or on transit because of congestion?



Land Use

Moving Forward 2055's goal is to encourage land use decisions that support transportation enhancements and improve choices.

Map Filters

Filter by Focus Region

- All -

Filter by County

- All -

Filter by Community Type

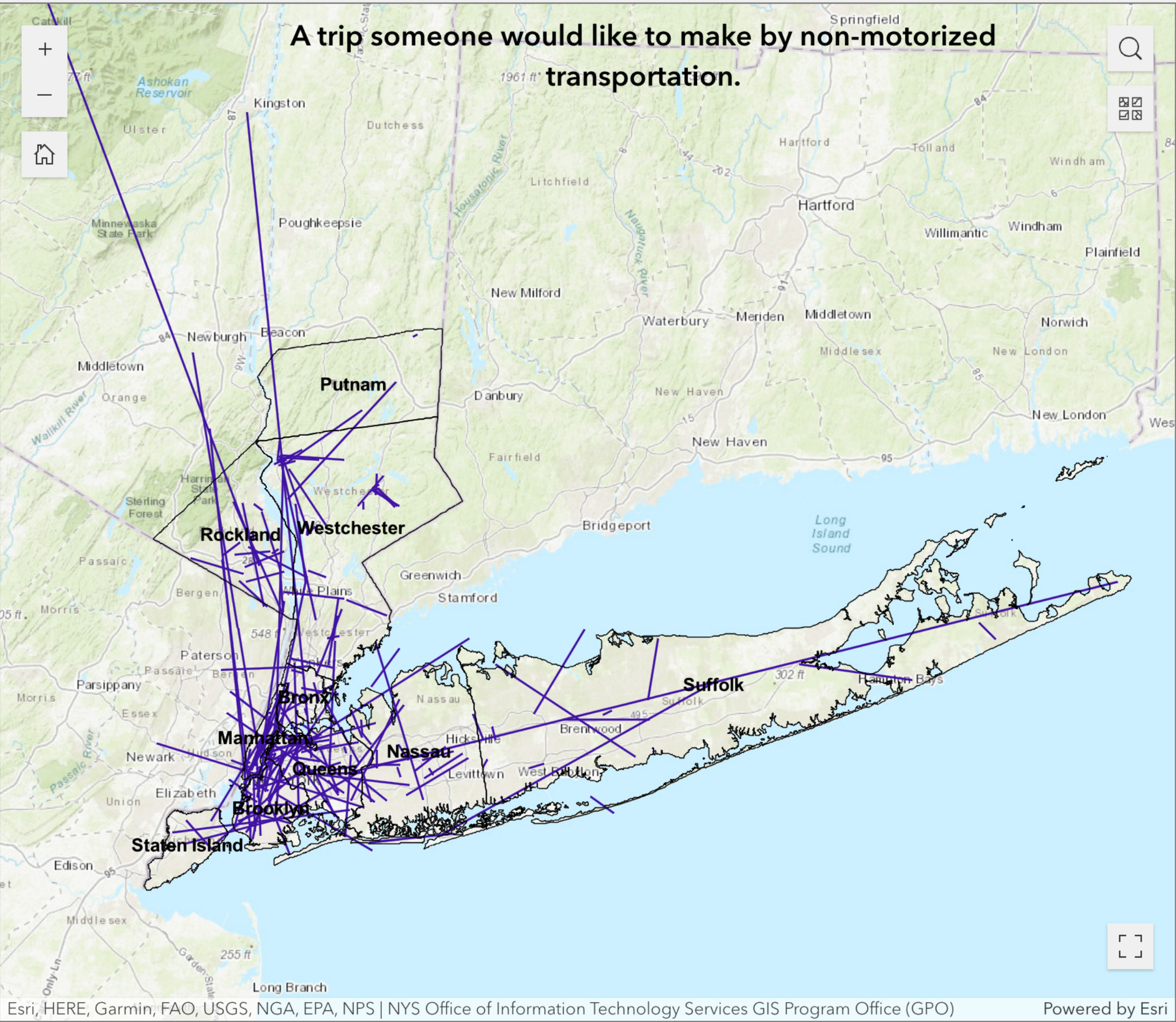
- All -

Filter by Trip Type

18 Selected

No TCC Reviews As of 2/20

Search for a userID (Search for results to appear)



Commentor Name

Notes/comments

1000

Should this point/line be considered in the plan?*

Yes

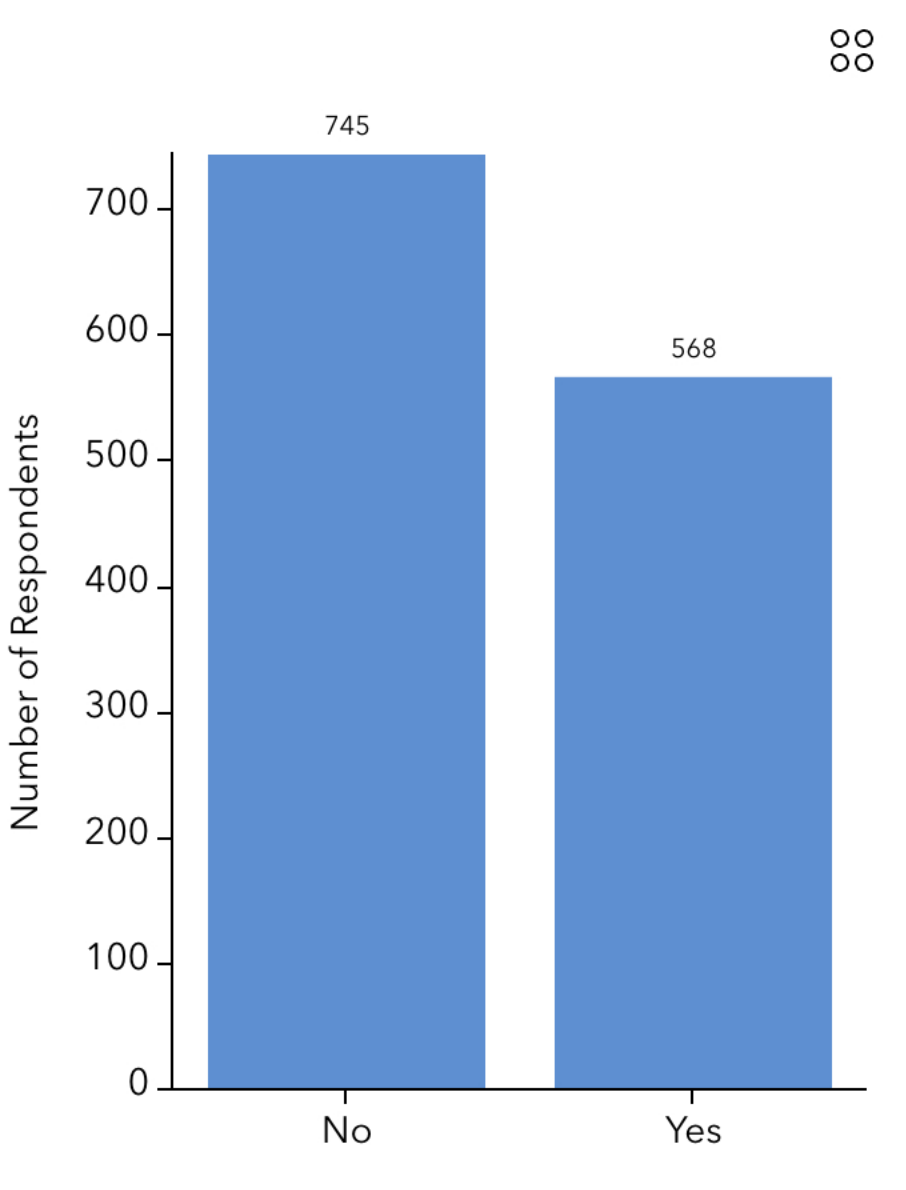
No

Submit

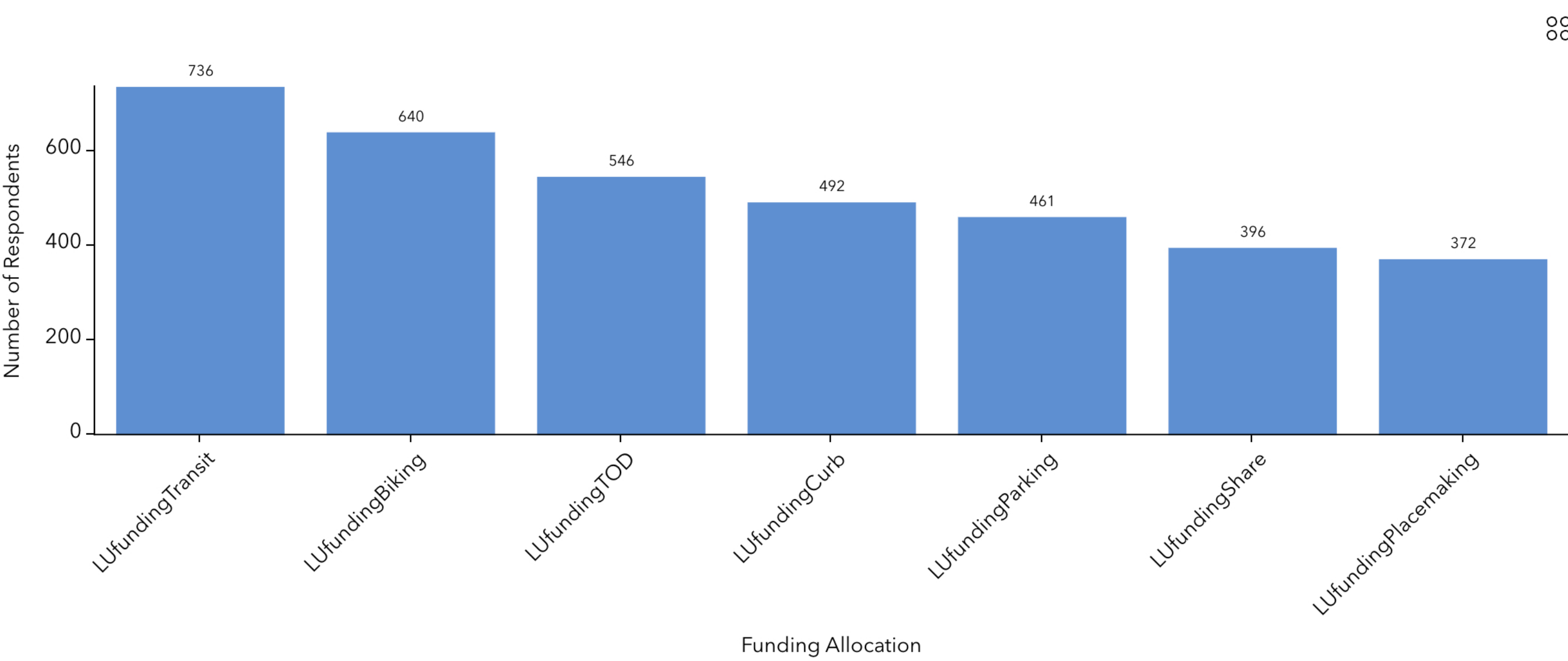
Charts

Map Filters do Not Apply

Could you meet your everyday travel needs without having access to a car?

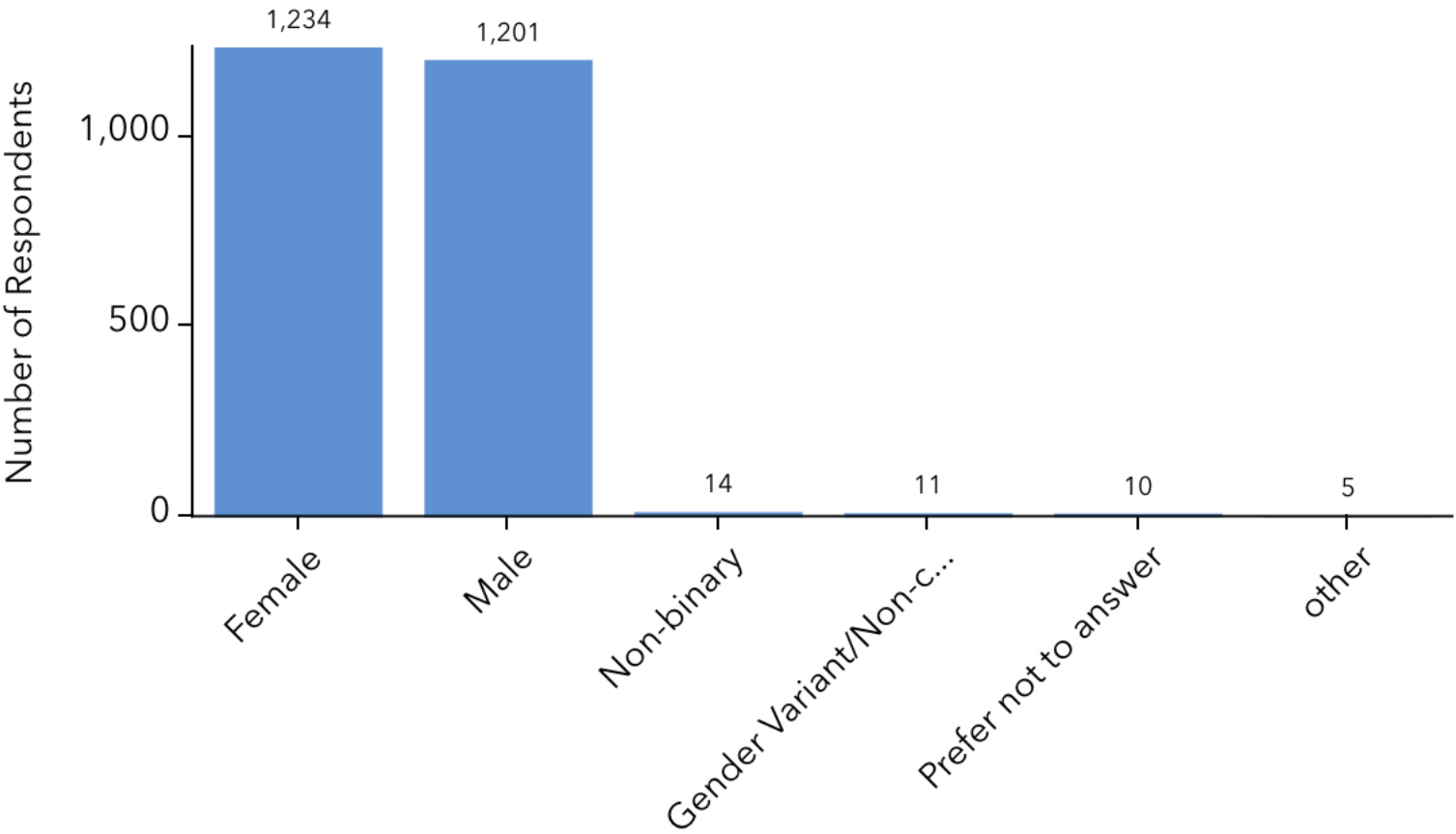


Where do you think funding should be allocated to make it easier for you to meet travel needs without a car?

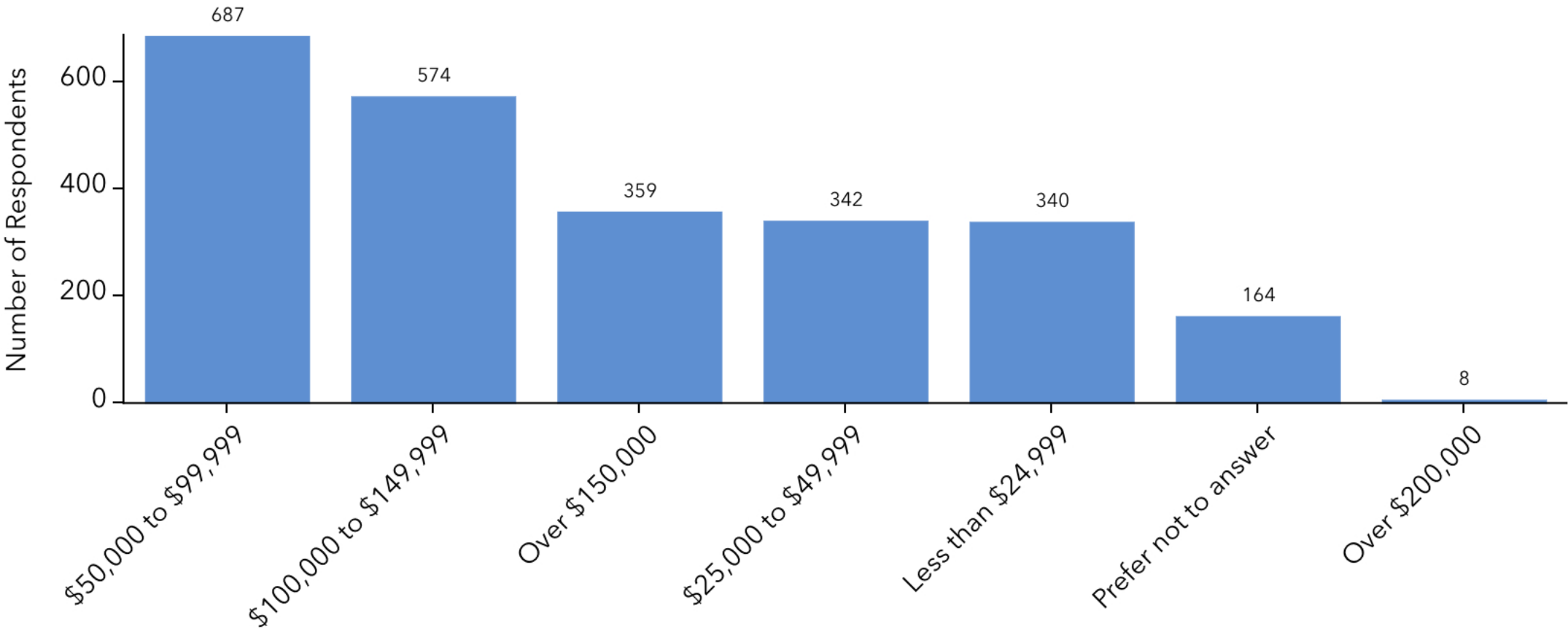


Respondent Demographics

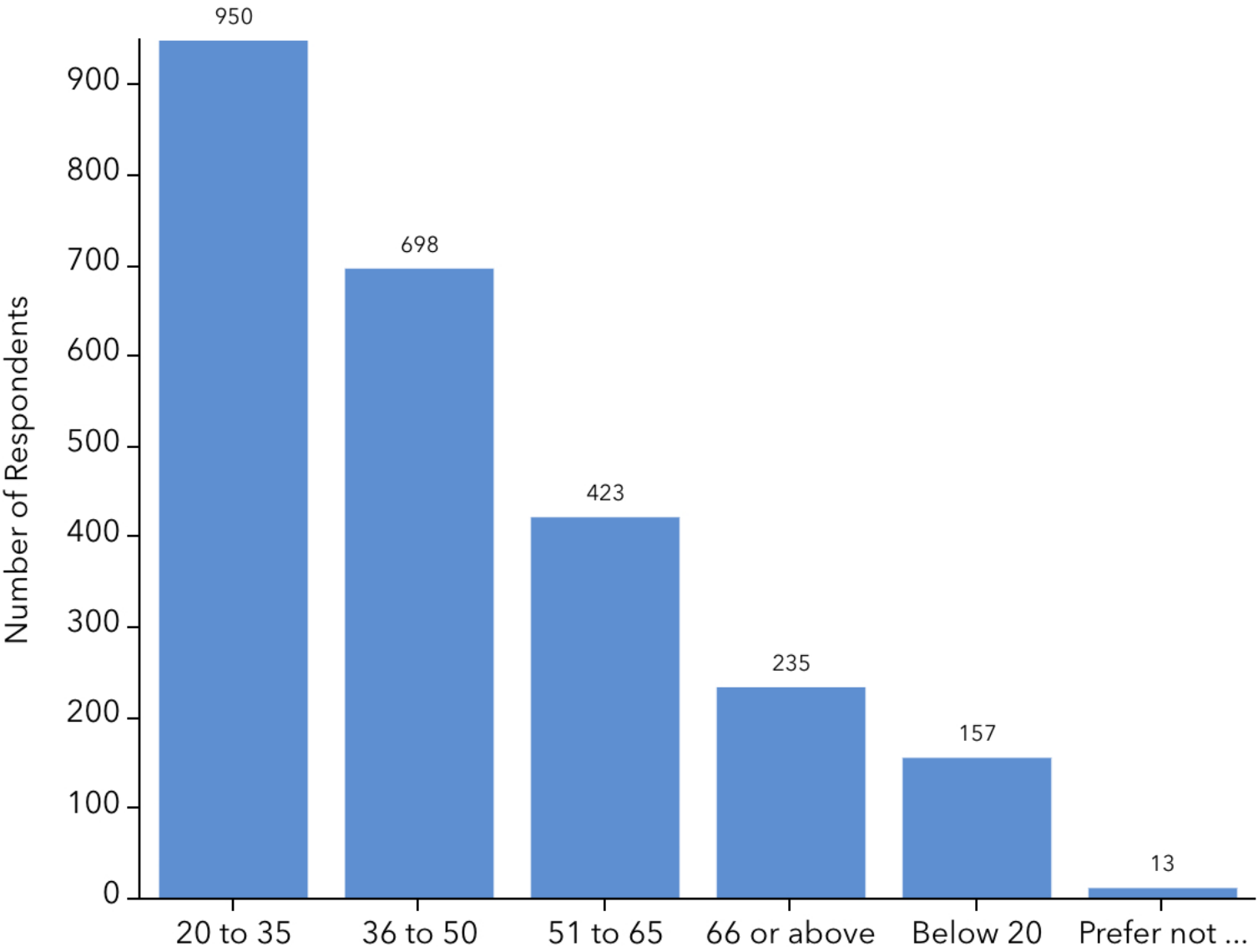
Gender



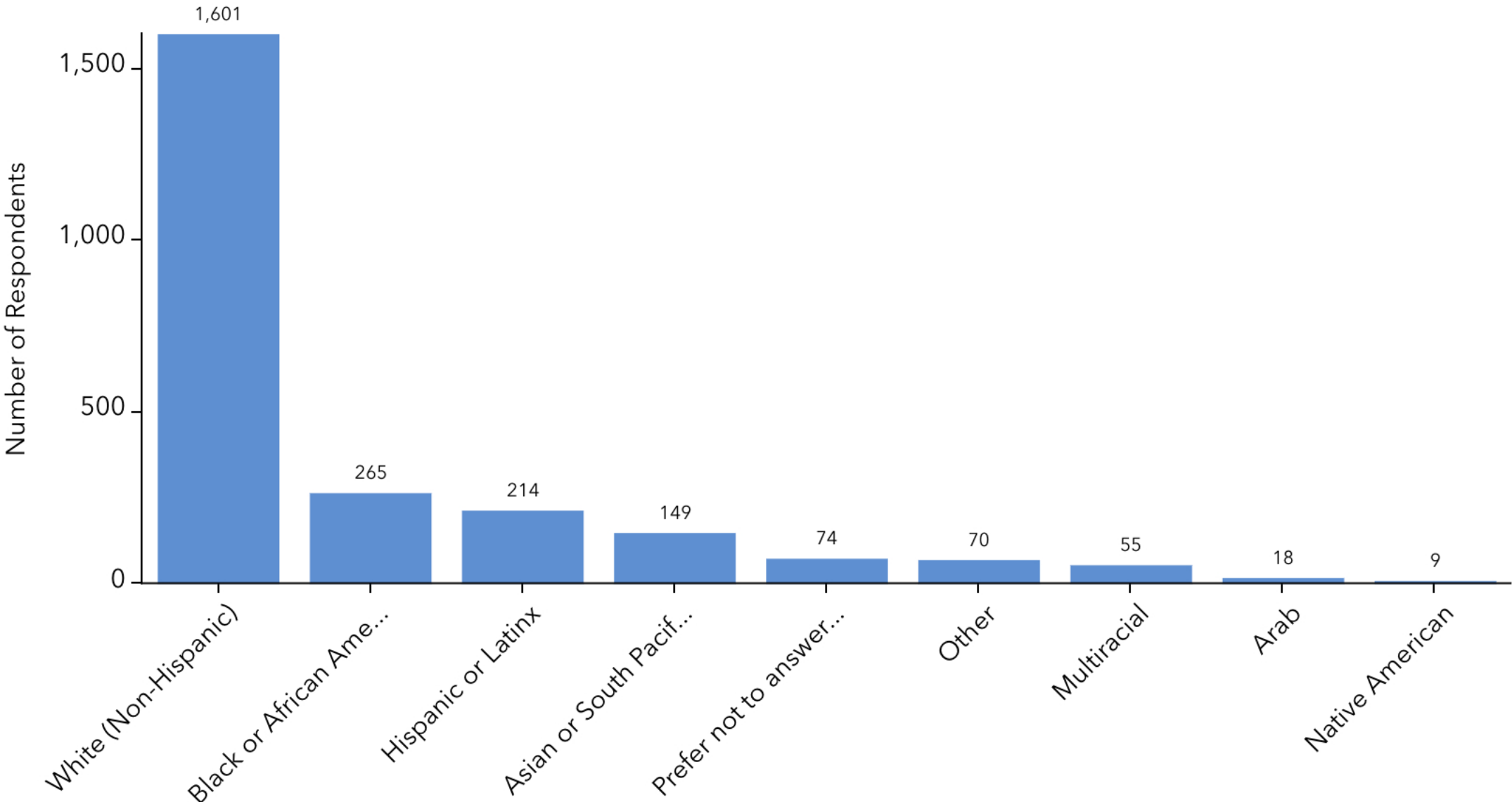
Combined Household Income (Pre-Tax)



Age



Ethnic Background



Introduction

The Moving Forward 2055 project team conducted pop-up events, two in each of the three NYMTC Transportation Coordinating Committee (TCC) regions: New York City, Long Island (Nassau and Suffolk Counties), and Mid-Hudson South (Putnam, Rockland, and Westchester Counties). The purpose of these events was to get the word out about the project, entice members of the public to complete the project survey, and get a sense of community priorities. Below is a summary from each event, including the number of participants, photos, and stated project goals that were most important to event attendees.

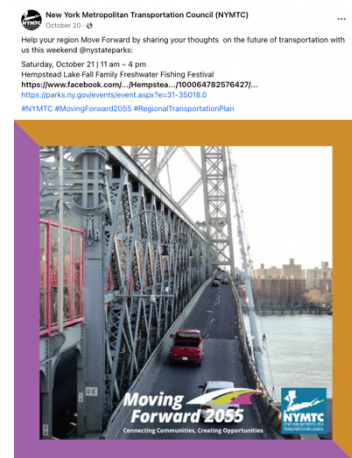
Methodology

The project team researched previously scheduled high-traffic events in all three NYMTC TCC regions with a focus on participating in events held in communities of concern. Due to multiple disruptions from unforeseen adverse weather, several of the events were rescheduled or canceled and replaced with new events.

Pop-up events were advertised on the project website, via NYMTC social media channels, and communicated to Plan Subcommittee members so that information could be passed along to their constituents.

The pop-up teams prepared several project-branded collateral items to use at the events to drive engagement. A colorful custom branded tablecloth with the project name and NYMTC logo as well as a branded sandwich board that advertised a chance to win a \$75 gift card drew participants into the booth. Once they entered, participants were met with an engaging dot activity that was available to complete where participants prioritized regional planning goals most important to them. This activity was accompanied by a flyer with translations in the NYMTC region's five core languages.

Participants were offered candy, a choice of one of three different eye-catching branded tote bags, and a bookmark to take away from the booth. The bookmark included a link to the project website, and a link and QR code with a call to action to take the project survey in the NYMTC region's five core languages. Participants were also able to complete the survey with a team member at the pop-up on a tablet or their own personal device if they preferred.



Sample social media messaging advertising one of the pop-up events



Pop-up dot activity and bookmark (front and back)

Events and Feedback

Long Island Fall Festival October 7 | Huntington, NY

Approximately 136 people participated in the dot activity. Participants placed one dot each.

Rank	Goal	Number of Dots
1	Reducing Congestion	57
2	Safety & Security	24
3	Enhance Mobility	21
4	Land Use to Improve Transportation Choices	15
5	Sustainability & Environmental Justice	15
6	Resiliency	4



Nyack's Famous Street Fair

October 8 | Nyack, NY

Approximately 55 people participated in the dot activity. Participants placed up to three dots each.

Rank	Goal	Number of Dots
1	Reducing Congestion	54
2	Land Use to Improve Transportation Choices	49
3	Enhance Mobility	48
4	Safety & Security	45
5	Sustainability & Environmental Justice	45
6	Resiliency	21



Fall Freshwater Fishing Festival

October 21 | Hempstead, NY

Approximately 69 people participated in the dot activity. Participants placed one dot each.

Rank	Goal	Number of Dots
1	Safety & Security	21
2	Reducing Congestion	19
3	Sustainability & Environmental Justice	12
4	Enhance Mobility	7
5	Land Use to Improve Transportation Choices	6
6	Resiliency	4



Bed Study Alive

October 21 | Brooklyn, NY

Approximately 81 people participated in the dot activity. Participants placed one dot each.

Rank	Goal	Number of Dots
1	Safety & Security	46
2	Reducing Congestion	11
3	Enhance Mobility	9
4	Land Use to Improve Transportation Choices	9
5	Sustainability & Environmental Justice	5
6	Resiliency	1

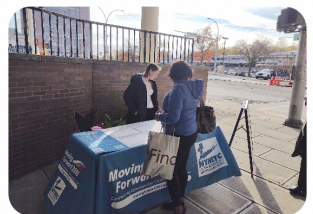


White Plains Transit Center

November 8 | White Plains, NY

Approximately 35 people participated in the dot activity. Participants placed up to three dots each.

Rank	Goal	Number of Dots
1	Land Use to Improve Transportation Choices	25
2	Enhance Mobility	18
3	Safety & Security	11
4	Sustainability & Environmental Justice	8
5	Reducing Congestion	5
6	Resiliency	5



Concourse Plaza

November 17 | The Bronx, NY

Approximately 80 people participated in the dot activity. Participants placed up to two dots each.

Rank	Goal	Number of Dots
1	Safety & Security	60
2	Reducing Congestion	47
3	Land Use to Improve Transportation Choices	36
4	Enhance Mobility	33
5	Sustainability & Environmental Justice	29
6	Resiliency	13



Introduction

During the week of December 5, 2023, FHI Studio conducted a series of six virtual focus groups within the three NYMTC geographies (Lower Hudson Valley, New York City, and Long Island). For each geography, the team held two (2) focus groups: one (1) made up of members of Communities of Concern (COC), and one (1) made up of members of the Coordinated Human Services (CHS) community. The following is a summary of the CoC focus group.

The purpose of the focus groups was to understand transportation issues, challenges, and needs for Communities of Concern. These communities are defined as communities with high concentrations of individuals and families living below the poverty line and high concentrations of minority populations. Participants were recruited by a professional market research firm, Fieldwork, from an extensive database of potential focus group participants. The objective of the recruitment was to find diverse groups of Communities of Concern members that live in the 10-county NYMTC Region and could speak to transportation issues, challenges, and needs that they face. Participants should be able to explain how the current transportation system supports their commuting, social, recreational, or shopping needs and how it could be improved.

The facilitated focus groups were conducted via a virtual platform, which allowed each recruit to participate using their own video screen, including the moderator(s).

Methodology

Recruited participants worked with an “onsite” Fieldwork host technician during each meeting who tested cameras and connectivity with respondents prior to the sessions and managed any technical issues. Each focus group was moderated by professional facilitators from FHI Studio. Following a round of participant and facilitator introductions, the facilitator solicited feedback on transportation issues, needs, and what

should be prioritized to improve mobility options.

The facilitator asked participants to discuss how they organize their daily trips (work, school, recreation, appointments, etc.), what types of transportation modes are used, singularly or in combination with each other, and how these transportation experiences work for them. Focus group participants were also asked about what they felt were the transportation priorities within their specific communities, and how they get their information about transportation services.

The facilitator asked targeted questions The facilitator asked targeted questions regarding elements that might make travel difficult, such as trip cost, length, number of transfers, access to efficient transportation, etc., and what might alleviate these difficulties.

Recurring themes heard:

- 1 More reliable and frequent public transportation with direct routes and clean energy options. Some participants noted that public transit can be more cost-effective than driving.
- 2 A desire for separate lanes for buses and ride-share vehicles to improve traffic flow. Address community-specific transportation challenges, suburban investment, and local road congestion.
- 3 Participants discussed reducing oil dependence, building multi-level infrastructure like bridges, and improving road technology with self-repairing systems. They suggested incentivizing off-hours infrastructure maintenance and enhancing pedestrian facilities.
- 4 More enhanced safety measures in public transit, subways, and roads. Concerns included accidents caused by cars using local roads to bypass traffic, unsafe subway travel perceptions, anxiety related to commuting, and concerns about nighttime safety.
- 5 Concerns about accessibility and mobility for people with disabilities on buses, cultural issues related to giving up seats, problems with CitiBike stations and bike racks taking up needed vehicular travel and parking space, and disapproval of certain street redesigns that added bike lanes. Suggestions included reallocating road space to address congestion and addressing issues with scooters and mopeds using bike lanes.
- 6 Better allocation of funds and resources for investment priorities, including enhancing public transportation services, improving station accessibility, and implementing safer biking measures.
- 7 High transportation costs were a recurring theme, including discussions of toll expenses and parking fees. Participants highlighted the financial challenges of commuting and emphasized the need for more affordable transportation options.

December 5, 2023|10:00 a.m. – 11:30 a.m.

Lower Hudson Valley Communities of Concern Group

Emerging Themes

Transit

- Long commute times and inconvenience associated with public transit.
- Concerns about the reliability of public transportation. Railroad (MNR) or Long Island Rail Road (LIRR))
- Increasing the frequency of bus services and creating more direct routes.
- Exploring clean energy options such as electric buses and solar-powered bus stops.
- Despite the challenges, some participants acknowledge that public transit is generally more cost-effective than driving.

Infrastructure and Technology

- Participants discuss the need to move away from dependency on oil and build new multi-level infrastructure (particularly bridges) to accommodate increased traffic.
- Calls for advanced technology for roads, including self-repairing and self-healing road systems.
- Suggestions to incentivize contractors to work off-hours for infrastructure maintenance.
- Improving road technology, using advanced traffic lights, enforcing prohibitions on lane cutting, and enhancing pedestrian facilities.

Traffic and Congestion

- Desire for separate lanes for buses and rideshare vehicles to improve traffic flow.
- Participants expressed a preference for driving due to greater control over time and convenience.
- Addressing community-specific transportation challenges, such as suburban transportation investment and local road congestion.

Safety

- Advocating for enhanced safety measures in public transit, subways, and on the roads.
- A lot of cars use local roads to bypass traffic and cause accidents.

December 6, 2023 | 10:00 a.m. – 11:30 a.m.

New York City Communities of Concern Group

Emerging Themes

Transit and Bus Service Issues

- Demand for increased transit service and need to relieve overcrowding at transit stops.
- Need for backup travel plans due to unreliable public transportation.
- Frustration with the rise of transit fares without sufficient service improvements.
- Long wait time for buses and concerns about the lack of seatbelts on buses and reckless bus driving (participants reported bus crashes affecting commute times).
- Confusion between limited and regular bus services and lack of information about bus routes and stops.

Accessibility and Mobility

- Concerns about seat availability for people with disabilities on buses.
- Cultural issues with refusing to give up seats for individuals with disabilities.
- Issues related to CitiBike stations, bike racks taking up needed vehicular travel and parking space and disapproval of certain street redesigns with bike lanes.
- Suggestions for reallocating road space to address congestion.
- Problems with scooters and mopeds using bike lanes and lack of safety.

Investment Priorities

- Better allocation of funds and resources for investment priorities.
- Enhancing public transportation services, including expanding train routes, and improving bus services.
- Upgrading subway stations, adding safety features, and improving station accessibility.
- Implementing measures for safer biking, such as registering and licensing bikes, and improving pedestrian crossings.

Investment Priorities

- Stricter enforcement of traffic rules and prioritizing safety and regulation enforcement.
- Perceptions of subway travel as unsafe.
- Anxiety related to commuting, especially during the evening.
- Concerns about nighttime safety, including homelessness and crime.
- Need for personal vigilance and awareness while using public transportation.



December 7, 2023 | 10:00 a.m. – 11:30 p.m.

Long Island Communities of Concern Group

Emerging Themes

Cost

- Concerns about high costs of transportation, including extensive toll expenses and parking fees.
- Participants highlighted the financial challenges of commuting.
- Need for more affordable transportation options.

Transit

- Need for more affordable and reliable transportation options, including additional bus routes and more commuter trains.
- Better maintenance and cleanliness in the subway system

Traffic

- Frustration with traffic congestion, especially in city areas.
- Comparisons between the convenience of Long Island Railroad (LIRR) and driving. Both have pros and cons, depending on travel times and costs.
- Emphasis on reliability and convenience of different transportation methods.

Safety and Accessibility

- Concerns about safety on public transportation.
- Calls for better road maintenance and cleanliness.
- Desire for more wheelchair-accessible facilities and ramps.
- Emphasis on the need for improved safety measures.

Communication and Information

- Need for better communication and access to transportation information.
- Importance of real-time updates and accurate signage.
- Desire for staff presence at transit stations to assist and provide information.
- Highlighting the importance of communication during emergencies and adverse weather conditions.



Introduction

During the week of December 5, 2023, FHI Studio conducted a series of six virtual focus groups within the three NYMTC geographies (Lower Hudson Valley, New York City, and Long Island). For each geography, the team held two (2) focus groups: one (1) made up of members of Communities of Concern (CoC), and one (1) made up of members of the Coordinated Human Services (CHS) community. The following is a summary of the CHS focus group.

For the Coordinated Human Services sessions, the purpose of these focus groups was to understand the transportation issues and needs for people in two categories: people over age 65, and people with disabilities. Participants were recruited by a professional market research firm, Fieldwork, from an extensive database of potential focus group participants. The objective of the recruitment was to find diverse groups of people who identify with these categories and live in the 10-county NYMTC region. Participants should be able to explain how existing transportation systems and services support their transportation needs and how they could be improved.

The facilitated focus groups were conducted via a virtual platform, which allowed each recruit to participate using their own video screen, including the moderator(s).

Methodology

Recruited participants worked with an “onsite” Fieldwork host technician during each meeting who tested cameras and connectivity with respondents prior to the sessions and managed any technical issues. Each focus group was moderated by professional facilitators from FHI Studio. Following a round of participant and facilitator introductions, the facilitator solicited feedback on transportation issues, needs, and what should be prioritized to improve mobility options.

The facilitator asked participants to discuss how they organize their daily trips (work, school, recreation, appointments, etc.), what types of transportation modes are used, singularly or in combination with each other, and how these transportation experiences work for them. Participants were also asked about what they felt were the transportation priorities within their specific communities, and how they get their information about transportation services.

The facilitator asked targeted questions about access to specific transportation support services that participants use, how they access these services, any difficulties they have in using them, and suggestions for improvement.

Recurring themes heard:

- 1 There is demand for quicker, more efficient, and updated transportation. Ideas include expansion of bus service, new trolleys and express buses, and the creation of direct ferry and train routes to urban areas.
- 2 Traffic reduction measures are needed during peak hours to reduce heavy traffic and congestion on key routes. These measures include education for drivers and remote work options and congestion pricing.
- 3 Transit infrastructure needs to be ADA-compliant. There was emphasis on installing elevators at subway stations, enhancing sidewalks, and maintaining roads.
- 4 Overall transportation safety needs to be improved, including driver behavior, road conditions, unsafe interactions with pedestrians, bicycles, scooters, other micromobility options, and violence on public transit. Suggestions for addressing these issues include enforcing speed limits, improving pedestrian and cyclist safety, and modernizing subway stations.
- 5 Better communication and more use of technology for safer roads and real-time information on bus and train schedules.
- 6 The cost of public transportation is an issue, including increased prices for buses, trains, and parking. Pricing impacts travel decisions, and participants noted that off-peak pricing during the COVID-19 pandemic was more reasonable.
- 7 Paratransit services need to improve. Current services require extensive planning and have long wait times and limited vehicle availability. Improvements like tracking apps, driver vetting, and better communication are needed.
- 8 Improve public education about proper etiquette on public transportation.

December 5, 2023 | 2:00 p.m. – 3:30 p.m.

Lower Hudson Valley Coordinated Human Services Group

Emerging Themes

Transit

- Expansion of bus services, including more frequent buses and extended service hours.
- Desire for a direct train from Rockland County to New York City.
- There are many issues with current public transportation, including limited pick-up locations, long travel times, and complicated transfers.
- Introduction of more community-centric transportation options such as trolleys and express buses.
- Interest in expanding ferry services and water taxis, including the creation of direct ferry services to New York City.

Traffic and Congestion

- Concerns about heavy traffic, particularly on routes like the Mario Cuomo [Tappan Zee] Bridge and Interstate 87.
- Improved traffic management during peak hours and construction times.
- Calls for improved education for new drivers and increased awareness of transportation resources in schools.
- Participants offered traffic reduction suggestions, including remote work encouragement.
- Toll prices are a point of concern, with some participants noting that these prices can impact travel decisions.

Infrastructure and Accessibility

- More advocacy for ADA-compliant transportation options. One disabled participant noted that using public transportation is difficult due to lack of ADA-compliant infrastructure. A participant mentioned how difficult it will be to go to doctors appointments.
- Improve walkability. People using mobility devices are forced to ride on the streets due to the lack of ADA-compliant sidewalks and pedestrian ramps.
- Need consistent and effective road maintenance, and improved maintenance, especially during non-commuting hours.
- Concerns about the condition of roads, potholes, and signage.
- Interest in electrical buses and other eco-friendly transit options.
- Concerns about congestion pricing increasing the cost to access hospitals in midtown manhattan.

Safety and Enforcement

- Safety concerns related to driving, including poor driver behavior and road conditions.
- Desire for increased speed limit enforcement, especially during school hours.
- Issues with the reliability of toll collection systems, particularly EZ Pass.
- Improve pedestrian and cycling safety measures, including encouraging bike riders to use safety vests, and reflective lights for pedestrians.

Communication

- More widespread information about how to use driver technology, such as Waze, to help create safer roads.
- Increase the amount of electronic signage used to provide real-time information on bus and train schedules.
- Calls for better communication and education on toll systems, including the lifespan of EZ passes

December 6, 2023 | 2:00 p.m. – 3:30 p.m.

New York City Coordinated Human Services Group

Emerging Themes

Transit

- Participants described various challenges in using transportation services in their area, including issues related to mobility, accessibility, and convenience.
- Concerns about long waiting times for buses and trains, particularly during non-peak hours.
- Problems with overcrowded buses, unreliable subway services, and a perceived lack of cleanliness and safety on public transportation.
- Desire for faster and more reliable public transportation options, including cross-town routes.
- Suggestions for expanding alternative transportation methods, such as bike lanes, bike-sharing programs, and water taxis.
- Educate the public about proper etiquette on public transportation, including giving up seats for those in need.

Accessibility and Mobility

- Concerns about accessibility for individuals with mobility issues, such as a lack of elevators at subway stops and inadequate wheelchair access to sidewalks.
- Calls for improved wheelchair access and more elevators at subway stations.
- Challenges faced by individuals with disabilities in accessing healthcare facilities, particularly those located in midtown Manhattan.
- Participants discuss their experiences with Access-a-Ride, highlighting issues like long wait times, incorrect information, and untrained drivers.
- Suggestions for improving Access-a-Ride include better driver training, implementing an app-based payment system, and collaborating with ride-sharing services like Uber and Lyft.

Traffic and Congestion

- Calls for cleaner and updated transportation options, such as water taxis and congestion pricing to reduce car traffic.
- Participants shared their ideas for an ideal transportation system, including 24-hour bus service, expanded elevator access at subway stations, and more efficient use of bus lanes.
- Most participants want fewer cars on the roads and more investment in public transit.

Safety and Enforcement

- Concerns about safety on public transportation, including incidents of violence.
- Calls for stricter enforcement of rules, particularly regarding parking in bus lanes and disregard for rules by cyclists and scooter riders.
- Emphasis on the need for safety improvements such as safety gates and modernization of subway stations

Community Engagement and Education:

- Suggestions for educating the public about proper public transportation etiquette, including giving up seats for those in need.
- Concerns about the loss of a sense of community and empathy among passengers on public transportation.

December 7, 2023 | 2:00 p.m. – 3:30 p.m.

Long Island Coordinated Human Services Group

Emerging Themes

Transit

- Some participants expressed a preference for using public transit options, such as the Long Island Railroad (LIRR) and the subway, to avoid driving in the city. They noted the convenience of certain public transit lines.
- Participants highlighted the high cost of transportation, including train fares, parking fees, and the affordability of various services, noting that extensive costs impact their transportation choices. Some mentioned that during COVID, off-peak pricing was more affordable.
- Concerns were raised about the accessibility of transportation services for individuals with disabilities, particularly the distance between subway stations and the need for more escalators and elevators at busy stations.
- Safety concerns were highlighted, particularly regarding unhoused individuals in transit stations and on trains, as well as the cleanliness of public transportation. Participants emphasized the importance of improving safety

Paratransit

- Issues related to Access-a-Ride services, including long wait times and concerns about the availability of vehicles.
- Suggestions for improving paratransit services included implementing an app to track drivers, vetting drivers more thoroughly, and ensuring responsible and safe driving.
- Calls for the use of app technology to provide real-time information about elevator availability and to track paratransit drivers.
- Need for better communication with transportation providers and improved accountability.

Traffic

- Participants expressed frustration with traffic congestion, long commute times, and the challenges of driving in urban areas in New York City. They discussed issues related to traffic behavior, the need for better traffic management, and concerns about congestion pricing.
- Parking challenges include finding street parking in New York City and high parking garage costs. Participants shared that they use parking apps to find better deals on parking. transportation system, including 24-hour bus service, expanded elevator access at subway

Technology and Information

- Technology played a significant role in discussions, with participants mentioning the use of apps for tracking transportation options, accessing real-time information, and enhancing the overall commuting experience.
- Participants expressed the need for better communication with transportation providers. and disregard for rules by cyclists and scooter riders.

The New York Metropolitan Transportation Council (NYMTC) invites you to join a series of Online Public Forums where you can share your insights on critical transportation issues, needs, and opportunities in the areas of freight, active transportation, and accessibility services with regional transportation experts.

Information shared during these 90-minute interactive virtual forums will be collected and used in the update of Moving Forward 2055, the next Regional Transportation Plan for New York City, Long Island, and Lower Hudson Valley. See below for topics, dates, meeting links, and credit information. Content for afternoon and evening sessions is the same.

May

21

Moving Together Safely: Pedestrian and Cyclist Opportunities for Sharing Space

NYMTC Regional Safety and Micromobility Forum

3:00 p.m. – 4:30 p.m. or 7:00 p.m. – 8:30 p.m.

Join a conversation with regional experts and participants to explore issues and opportunities in the region's micromobility services, including electric bikes and scooters, for pedestrians and cyclists, and how to share space safely among all transportation system users.

June

4

Moving with Alternative Energy: Current and Emerging Trends

NYMTC Regional Alternative Energy Sources Forum

3:00 p.m. – 4:30 p.m. or 7:00 p.m. – 8:30 p.m.

Join a conversation with regional experts and participants to explore issues and opportunities in the region's alternative transportation energy sources, including vehicle technologies and charging networks.

June

11

Moving Efficiently: Exploring Curb and Parking Management Needs

NYMTC Regional Curb and Parking Management Forum

3:00 p.m. – 4:30 p.m. or 7:00 p.m. – 8:30 p.m.

Join a conversation with regional experts and participants to explore issues and opportunities in the region's shared curb space and efficient parking for all transportation services.

June

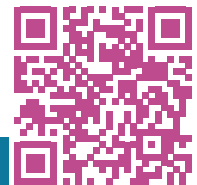
25

Moving to the Future: Smart Systems for Transportation

NYMTC Regional Transportation and Technology Forum

3:00 p.m. – 4:30 p.m. or 7:00 p.m. – 8:30 p.m.

Join a conversation with regional experts and participants to explore issues and opportunities in the region's new and emerging transportation technologies for personal and freight mobility.



Visit NYMTC's [movingforward2055.org](https://www.nymtc.org/movingforward2055.org) for updates and to learn more ▶▶▶

NYMTC complies with the Americans with Disabilities Act and federal Limited English Proficiency guidelines. If you need special accommodations to participate in this meeting, or translation services into Spanish, Russian, Chinese, or American Sign Language, please email NYMTC-Public-Info@dot.ny.gov no later than 72 hours prior to the meeting.

Language Access: For translated documents, go to www.nymtc.org | Para los documentos traducidos ir a www.nymtc.org | 對於翻譯文件去 www.nymtc.org | 对于翻译文件去 www.nymtc.org | Для получения переведенных документов перейти на www.nymtc.org

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These events are eligible for 1.5 Certification Maintenance credits from the American Planning Association. See below for topics, dates, meeting links, and credit information. Content for afternoon and evening sessions is the same.

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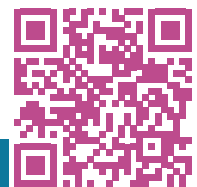
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NYMTC Region-wide Public Freight Forum Summary

Tuesday, April 9, 2024 | 3:00 pm

Introduction

On Tuesday, April 9th, 2024, the New York Metropolitan Transportation Council (NYMTC) conducted an online public forum for the next Regional Transportation Plan currently under development, *Moving Forward 2055*. This forum, titled *Moving Freight—NYMTC Regional Freight Forum*, provided the public with an opportunity to learn about and provide feedback on the freight-specific element of *Moving Forward 2055*.

Publicity

The project team publicized the forum through various methods, including social media announcements on Facebook, X, Instagram, Threads, and LinkedIn, as well as Facebook event posts, mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and an e-blast to NYMTC's Thriving Communities Network (TCN) list.

Methodology

NYMTC hosted the forum on the WebEx platform.

Cambridge Systematics and FHI Studio, in collaboration with NYMTC, developed a PowerPoint presentation to engage participants. It included background information about NYMTC and the ongoing development of the *Moving Forward 2055* Regional Transportation Plan. The PowerPoint presentation included Poll Everywhere, an interactive built-in application, to enable attendees to provide feedback on freight topical questions. Attendees were also encouraged to add comments and questions via the WebEx chat function.

The project team publicized language accessibility accommodations to ensure that Limited English Proficient (LEP) participants interested in attending a forum could do so.

The event qualified for 1.5 Certification Maintenance (CM) credits from the American Planning Association.

Agenda

The agenda for the *Moving Freight* forum was as follows:

1. Introduction
2. Using Poll Everywhere
3. Freight and the NYMTC Region
4. Freight Problem Areas
5. AICP Credit

Attendees Present: 25

Poll Questions and Responses

The following poll results exclude responses from project team members who participated in the forum in order to highlight views of the public and stakeholders.

While encouraged to participate, not all participants who attended the forum responded to all poll questions. The project team also analyzed and considered comments submitted via the chat. Poll responses and chat comments are included in the summary below.

Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

Where are you participating from?



Are you representing an organization today?

Responses	#	%
Federal, state, local government	5	42
Public transportation agency	3	25
Freight transportation service provider (trucking, railroad, port, warehouse, logistics, etc.)	1	8
Business that purchases freight transportation services	0	0
Community or advocacy group	1	8
Private Citizen	2	17
Consultant	0	0
Total	12	100

Note: via WebEx comment, an attendee commented “Good afternoon, everyone! John Seery, representing Brooklyn Local 1814, International Longshoremen's Association. Specifically, Brooklyn’s Working Waterfront. Red Hook Container Terminal.”

What “top-of-mind” concerns do you have on the topic of this session?

- Rail connectivity
- Curbside management
- Safety
- Moving freight to rail to get to/from Long Island
- Impacts of congestion pricing on goods movement
- Strategies for more sustainable and safer freight transportation
- Environmental justice
- Last mile issues

What aspects of freight movement most impact your family/your community/your organization?

- Large trucks on smaller roads
- Right now, there’s an Amazon truck that has been double-parked outside my building every day for the past four days, in a bike lane no less
- Truck traffic and congestion contributing to air pollution and safety risk for vulnerable road users
- Pollution
- Quiet Zones
- The impact of delivery truck traffic in communities
- Last mile delivery
- Warehousing, solid waste

Over the past twelve months, what share of the goods that you purchased were by the following means? (rank highest to lowest)

Response	Ranking
Purchase at a store	1
Purchase online and have the item(s) delivered at home	2
Purchase online and pick up at a store	3

Number of participants in this ranking question: 10

Over the past twelve months, have home deliveries in your community...

Response	#	%
increased	4	40
decreased	1	10
remained the same	5	50
Total	10	100

Note: via WebEx comment, an attendee commented, “Home deliveries were already high, but they seem to be remaining at a high level.”

NYMTC Regional Freight Trends' Impacts: Which of these trends will be most impactful in the NYMTC region? (rank from most to least impactful)

Response	Ranking
Climate effects	1
Supply chain distribution	2
Freight and safety	3
E-commerce deliveries	4
Cleaner trucks	5
Access to economic opportunities	6

Number of participants in this ranking question: 9

Where should these trends lead? (open-ended question)

- Regional freight planning to mitigate supply chain impacts due to climate change
- Seems like the trends are all mutable. We need political leadership to get behind change rather than supporting the status quo
- More investment in the nation's grid
- The trends should help us develop policy for better climate change mitigations
- I imagine that regional pollution might be decreased somewhat local pollution will increase

What facilities are most relevant to goods movement in your community or for your organization? (open-ended question)

- Spaces that support freight decarbonization and diversification of modes
- Designated microhubs
- We have a lot of warehouse development (a significant proportion also appears to be “on spec”). Also, solid waste facility locations given waste management constraints
- Creating spaces for trucks to unload goods without taking up road space
- Red Hook Container Terminal. It is the most capable hub to serve as a point of growth for the rest of NYC
- PANYNJ
- Amazon and other logistic companies coming in with massive warehouses
- The “last mile” and New York’s “blue highway” are integral to reducing truck traffic
NYC should be home to micro shipping terminals for barges to maneuver most cargo with Red Hook Container Terminal as the central hub

Where do you see bottlenecks or chokepoints in freight movement? (open-ended question)

- Orange County - Route 17M/6, Route 84
- When delivery trucks are parked in the bus lane
- GWB and Lehigh Line
- Bridges and tunnels and roads going from the Hudson through to the Queens/Brooklyn-Long Island Border
- River crossings and also in areas where trucks have trouble accessing curb space for delivery/prone to double parking
- Gowanus Expressway / BQE
- GW Bridge

How can the movement of goods be improved? (open-ended question)

- Freight consolidation strategies like shared lockers and microhubs
- Ensuring quality of life issues with any freight strategy applied to communities that have historically borne the burden of our freight system's negative externalities
- maybe e-commerce companies should provide incentives for customers picking up goods at hubs
- More micro shipping hubs creates more arteries for trucking and delivery routes
- Increased truck parking/service areas
- Use of technology for improved curb access and transportation rule compliance
- E-commerce trucking has increased strain on roads and infrastructure, who pays?

- Maybe we need a societal shift that getting anything we want ordered and delivered within 24 hours is unrealistic and maybe we're trading off more than we realize in the name of "convenience"
- Sorry, again, but the blue highway. The statistics support increasing barge traffic to reduce truck traffic and pollution
- Barge service through container terminals to reduce truck traffic
- Truck Platooning
- Greater diversity of modes used for freight transportation along with decarbonization
- Better utilize off peak hours
- Would battery-powered tractor trucks be too heavy (both road damage and safety threats) to move freight?

NYMTC Region-wide Public Freight Forum Summary

Tuesday, April 9, 2024 | 7:00 pm

Introduction

On Tuesday, April 9th, 2024, the New York Metropolitan Transportation Council (NYMTC) conducted an online public forum for the next Regional Transportation Plan currently under development, *Moving Forward 2055*. This forum, titled *Moving Freight—NYMTC Regional Freight Forum*, provided the public with an opportunity to learn about and provide feedback on the freight-specific element of *Moving Forward 2055*.

Publicity

The project team publicized the forum through various methods, including social media announcements on Facebook, X, Instagram, Threads, and LinkedIn, as well as Facebook event posts, mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and an e-blast to NYMTC's Thriving Communities Network (TCN) list.

Methodology

NYMTC hosted the forum on the WebEx platform.

Cambridge Systematics and FHI Studio, in collaboration with NYMTC, developed a PowerPoint presentation to engage participants. It included background information about NYMTC and the ongoing development of the *Moving Forward 2055* Regional Transportation Plan. The PowerPoint presentation included Poll Everywhere, an interactive built-in application, to enable attendees to provide feedback on freight topical questions. Attendees were also encouraged to add comments and questions via the WebEx chat function.

The project team publicized language accessibility accommodations to ensure that Limited English Proficient (LEP) participants interested in attending a forum could do so.

The event qualified for 1.5 Certification Maintenance (CM) credits from the American Planning Association.

Agenda

The agenda for the *Moving Freight* forum was as follows:

1. Introduction
2. Using Poll Everywhere
3. Freight and the NYMTC Region
4. Freight Problem Areas
5. AICP Credit

Attendees Present: 4

Poll Questions and Responses

The following poll results exclude responses from agency members who participated in the forum in order to highlight views of the public.

While encouraged to participate, not all participants who attended the forum responded to all poll questions. The project team also analyzed and considered comments submitted via the chat. Poll responses and chat comments are included in the summary below.

Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

Where are you participating from?



Are you representing an organization today?

Response	#	%
Federal, state, local government	0	0
Public transportation agency	0	0
Freight transportation service provider (trucking, railroad, port, warehouse, logistics, etc.)	0	0
Business that purchases freight transportation services	0	0
Community or advocacy group	2	100
Private Citizen	0	0
Consultant	0	0
Total	12	100

What “top-of-mind” concerns do you have on the topic of this session?

- Effect on local communities
- Decreasing the number of trucks
- Concerned about effects on local communities and environment
- A concern – Federal control of rail transportation is far reaching. In the world of the railroad industry, when federal preemption is pitted against local zoning, environmental, and safety regulations, local authorities lose in instances that even tangentially impact rail transportation. The Surface Transportation Board has an extremely broad view of federal preemption, determining that many railroad actions holding even the slightest association with the movement of rail freight are not subject to state or local regulations

What aspects of freight movement most impact your family/your community/your organization?

- There is an increasing amount of online orders. Would like to see more freight with ships, freight rail, and cargo bikes
- Community has little ability to provide input into the process

Over the past twelve months, what share of the goods that you purchased were by the following means? (rank highest to lowest)

Response	Ranking
Purchase online and have the item(s) delivered at home	1
Purchase online and pick up at a store	2
Purchase at a store	3

Number of participants in this ranking question: 3

Over the past twelve months, have home deliveries in your community...

Response	#	%
increased	2	67
decreased	0	0
remained the same	1	33
Total	10	100

NYMTC Regional Freight Trends' Impacts: Which of these trends will be most impactful in the NYMTC region? (rank from most to least impactful)

Response	Ranking
Climate effects	1
Freight and safety	2
E-commerce deliveries	3
Supply chain distribution	4
Access to economic opportunities	5
Cleaner trucks	6

Number of participants in this ranking question: 1

Where should these trends lead? (open-ended question)

- Should see more freight trains. And last mile delivery hubs with micromobility
- Another concern – Freight cars leave full and come back full to be economically viable. Trucks have to bring commodities to be railed out, then trucks have to pick up the incoming commodities to deliver them. All this brings many added trucks to local communities that house freight yards. Location matters. There can't just be rail for rail's sake. Impacts on surrounding communities must be taken into

consideration—which I don't believe is currently happening. Location matters.
Communities matter

- I imagine that regional pollution might be decreased somewhat local pollution will increase

What facilities are most relevant to goods movement in your community or for your organization? (open-ended question)

No responses

Where do you see bottlenecks or chokepoints in freight movement? (open-ended question)

- The desire to decrease polluting infrastructure/highways moving past residential communities
- Do not know enough info on this
- Of course at bridges and tunnels, but also on rail lines that only have 1 set of tracks and no workaround if there is a problem on the line. There should always be a way to work around a problem

How can the movement of goods be improved? (open-ended question)

- Moving goods by rail is a great idea, but the location where the yards are important. Along main lines
- Need more loading zones (for NYC)
- Movement of freight always should be done with an eye to the impacts it will have on residential neighborhoods and wildlife areas. There needs to be harmony between the two
- It would also help if packaging could be kept to a minimum
- That issue of preemption needs to be addressed. Localities need to have input and oversight

Questions and open discussion:

Q: Are there more ways for the community to be involved with NYMTC? When it comes to rail, there's no one to help you answer questions or understand the issues. It feels difficult to have any community input.

A: We try to maintain contact with NGOs, but we don't know all of them. We can follow up online.

Q: Cities around the world are starting to tear down their highways. I notice that the BQE is falling apart, and it's very polluting for people who live around that route (as well as the FDR and Cross-Bronx). I was wondering if there was anyone in your group who would consider a similar decision to tear down highways.

A: It has happened in our region with the Sheridan Expressway. As you can imagine, the BQE is a major freight corridor, and studies are being done to figure out what the best thing to do with it is.

NYMTC Region-wide Public Active Transportation Forum Summary

Monday, April 15, 2024 | 3:00 pm

Introduction

On Monday, April 15th, 2024, the New York Metropolitan Transportation Council (NYMTC) conducted an online public forum for the next Regional Transportation Plan currently under development, *Moving Forward 2055*. This forum, titled *Moving Actively—NYMTC Regional Active Transportation Forum*, provided the public with an opportunity to learn about and provide feedback on the active transportation-specific element of *Moving Forward 2055*.

Publicity

The project team publicized the forum through various methods, including social media announcements on Facebook, X, Instagram, Threads, and LinkedIn, as well as Facebook event posts, mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and an e-blast to NYMTC's Thriving Communities Network (TCN) list.

Methodology

NYMTC hosted the forum on the WebEx platform.

Cambridge Systematics and FHI Studio, in collaboration with NYMTC, developed a PowerPoint presentation to engage participants. It included background information about NYMTC and the ongoing development of the *Moving Forward 2055* Regional Transportation Plan. The PowerPoint presentation included Poll Everywhere, an interactive built-in application, to enable attendees to provide feedback on active transportation topical questions. Attendees were also encouraged to add comments and questions via the WebEx chat function.

The project team publicized language accessibility accommodations to ensure that Limited English Proficient (LEP) participants interested in attending a forum could do so.

The event qualified for 1.5 Certification Maintenance (CM) credits from the American Planning Association.

Agenda

The agenda for the *Moving Actively* forum was as follows:

1. Introduction
2. Using Poll Everywhere
3. Active Transportation in the NYMTC Region

4. Putting it to the Polls!
5. AICP Credit

Attendees Present: 21

Poll Questions and Responses

The following poll results exclude responses from project team members who participated in the forum in order to highlight views of the public and stakeholders.

While encouraged to participate, not all participants who attended the forum responded to all poll questions. The project team also analyzed and considered comments submitted via the chat. Poll responses and chat comments are included in the summary below.

Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

Where are you participating from?



Are you representing an organization today?

Response	#	%
Federal, state, local government	5	33
Public transportation agency	4	27
Active transportation service provider (mobility, environmental, economic, public health, etc.)	0	0

Business that purchases active transportation services	0	0
Community or advocacy group	3	20
Private Citizen	2	13
Consultant	1	7
Total	12	100

What “top of mind” concerns do you have on the topic of this session?

- Buy-in by decision makers
- Connectivity: bike lanes commonly end or become unsafe
- Convenience, safety
- Safety
- Daylighting Intersections
- Pedestrian safety improvements, network of bike infrastructure, traffic calming
- Bike Lanes
- Vulnerable road user safety
- low hanging fruit - safety projects/maintenance
- West side greenway, Central Park
- Not taken as seriously as it should be
- Taking bikes on transit, especially trains
- While I do believe we have come pretty far within the last 11 years in NYC, I still think that active transportation needs to be promoted within communities by stakeholders because, at least in my neighborhood in Central Brooklyn, residents are more concerned about losing parking spaces than adding bike lanes

Note: via WebEx comment, an attendee commented, “No one enforces the MUTCD. Unless the MUTCD is enforced nothing is consistent.”

Note: via WebEx comment, an attendee commented, “The 2023 MUTCD reflect a world that is 50 years old.”

Note: via WebEx comment, an attendee commented, “Crosswalks need to be seen by the Distracted Driver. The pedestrian is standing still. The only crosswalk that is the same to the DRIVER is the BAR crosswalk.”

Note: via WebEx comment, an attendee commented, “Require pedestrians wear reflective something at night. People walking at night, dressed all in black, are impossible to see.”

What words come to mind when you hear “active transportation”? (word cloud)

- Walking (5)
- Cycling (3)
- Skateboarding (2)
- Mobility (2)
- Transit
- Cargobikes
- Scooters
- Transit that is based on the person rather than an agency, bicycle, walking, etc.
- Public transportation
- BikeShares
- Complete streets
- Rollerblading
- Bikes
- Micromobility
- Walk and bike

Where is your favorite place to walk/bike in your community? (open-ended question)

- My commute
- Neighborhood (2)
- I live a half mile from the Kingston Throop C and it's a great way to see my neighbors on my way to and from work (walking)
- To the central business district
- Hiking trails
- North County Trailway
- To the gym
- Walking trails
- Anywhere
- Any place I can ride joyfully with no cars around me
- To the park
- Everywhere

Note: via WebEx comment, an attendee shared the following comments. NYMTC responses are noted:

- *Do you have thoughts about best practices regarding intersections with protected bike lanes?*
- *Best Practices equals MUTCD. Right or wrong?*
- **NYMTC response:** *Best practices should include MUTCD, yes, but could also go beyond in some cases*
- *Should bikeways wander or be straight line place to place? Do you want to go to work on a wandering trailway?*
- *If you go beyond the MUTCD how to you inform the visitor to your area?*
- **NYMTC response:** *Depends on the context. There are basic components of the MUTCD that should be consistent. There might be enhancements that go above and beyond those standards*
- *Manual of Uniform Bike Regulations. When you go on vacation you will know the Bike Rules*
- *FYI: I've been on the team that writes the MUTCD for 30 years*
- *You can write best practices but someone has to enforce them. Bigger problem than you realize*

- ***NYMTC response:*** *Agreed that enforcement is a challenge*
- *Every vehicle driver wears a seat belt. How was that rule enforced? Wearing hi-viz garment has the same problem for pedestrians*

What do you consider the most important EXISTING piece of active transportation infrastructure in your area? (open ended question)

- Understaffing at NYCDOT
- Intersections
- 2nd Ave bike lane about to be widened to accommodate huge volume
- Bethpage Multi Trail
- Hempstead Lake State Park
- NCR trail (Maryland)
- Sidewalks
- Vanderbilt parkway
- West side greenway - busiest bike lane in North America
- Bike trails in state/county parks
- Covered bike parking at Katonah Metro North station
- Protected bike lanes ANYWHERE
- Hudson River Greenway

What do you consider to be the most important active transportation project in the region? (open ended question)

- Manhattan perimeter
- Banning cars in Manhattan (just kidding)
- East River Greenway- New Section By Queensboro Bridge
- Kissena way, Queensway, e-scooter share
- Patapsco Regional Greenway
- Making Atlantic Avenue more bike/ped friendly since there was a report that it is now one of the most dangerous streets in NYC
- Extending the bike path along Route 117 in Bedford Hills
- Finishing the Greenway around Manhattan
- LI Greenway (2)

Note: via WebEx comment, an attendee shared the following link:

<https://baltometro.org/transportation/plans/patapsco-regional-greenway>

Where do you see the greatest need for active transportation infrastructure in the region? (open ended question)

- Remove stairs from existing bridges, get bike racks on all MTA and other buses, get bikes without boxes on Amtrak
- In places where there isn't a lot of transit infrastructure so people don't have to rely so much on their
- Protected Bike Lanes Everywhere
- Bike lanes all over the city!
- Cars - more connectivity will give us safer streets and potentially give access to transit first mile/last mile

- Palisades Parkway Shared Use Path
- More transportation options
- Busways every major cross street in Manhattan like 14th...23rd, 34th etc all the way up
- Bike/pedestrian access on all bridges - MTA Bridges e.g. Bx-Whitestone, Throggs Neck
- Surrounding Long Island Rail Road Stations
- Protected bike lanes on busy roads and traffic calming on small local roads
- North-South Long Island linkage - Route 110 Corridor
- Doubling the size of the Brooklyn Bridge bike lane
- State bike route 9W

What do you consider the biggest barriers to Complete Streets in your community? (Check all that apply)

Response	#	%
Lack of political will	9	21
Lack of funding	7	17
Lack of design know-how	2	5
Lack of data	1	2
Lack of public support	5	12
Lack of staff bandwidth	3	7
Large dividing facilities (highway, rail line, etc.)	3	7
Traffic volume	3	7
Increases in travel time	0	0
Roadways controlled by other jurisdictions (NYSDOT, County, Thruway Authority, etc.)	7	17
Other	2	5
Total	42	100

How accessible is your nearest transit stop/station on foot or on bike? (select one)

Response	#	%
Very accessible	7	50
Somewhat accessible	4	29
Not accessible	3	21
There is no transit near me!	0	0
Total	14	100

Note: via WebEx comment, an attendee commented, “Not accessible (talking about rail/subway): too far away.”

What comes to mind when you think about micromobility? (word cloud)

- Bikes (3)
- Scooters (3)
- E-bike (2)
- Paratransit
- Local
- Dollar-vans
- E-scooter
- Not a solution for the elderly/disabled
- Access to official e-bike batteries so they don't catch on fire
- Segway
- Deliveries
- One wheel scary things
- Last-Mile-Transit
- Hand-carts

How do you feel about micromobility? (select one)

Response	#	%
Excited!	11	85
Interested	1	8
Curious	0	0
Wary	1	8
Afraid!	0	0
Total	13	100

Note: via WebEx comment, an attendee commented, "I'm over 80 - I want micromobility."

What are your biggest concerns related to micromobility in your community? (rank highest to lowest)

Response	Rank
User safety	1
Vehicle parking management	2
Vehicle speeds	3
Pedestrian safety	3
Vehicle availability	5
Battery malfunctions/fires	5
Rider education	7
Traffic volume	8
Program funding	9
Other	10

Number of participants in this ranking question: 12

Note: via WebEx comment, an attendee commented, "Cars. Don't see that on the list."

What would you consider to be the most important measures of success for active transportation in the region? [open ended question]

- Over 50% active transportation commute
- Massive mode share switch to Micromobility.
- A higher percentage of users commuting via bicycle/walking
- # of daylight intersections
- Increase in the number of riders
- Micromobility use and decrease in car use
- Reduced rider and Pedestrian Injuries/Fatalities
- Reduced KSI numbers, reduced vehicle mode share
- Zero bike/ped deaths (and injuries too)

What kind of data would be most helpful for planning future active transportation projects? (rank highest to lowest)

Response	Rank
Bike/ped volumes on key trails/corridors	1
Economic impact data adjacent to active transportation facilities	2
Crash data	3
Vehicular speed data	3
Qualitative	5
Obesity rates	5
Asthma rates	7
Other	8

Number of participants in this ranking question: 12

If you had to pick one location to measure bike/ped traffic in your region, what would it be? (open-ended question)

- Ocean Parkway
- Bridges
- Train stations outside of NYC boroughs since, as we learned today, that's where the data need is
- In a downtown with a train station
- Bridges with Bike Paths
- Village Centers
- Roads into Hopkins School of Public Health (I used to bike there but there are no bike lanes leading there)
- Greenways/ Central Park
- Around train stations

Has your community adopted a Complete Streets resolution and/or policy? (select one)

Response	#	%
Yes	6	60
No	1	10
Unsure	3	30
Total	9	100

Has your community applied for federal and/or state funds for an active transportation project? (select one)

Response	#	%
Yes	6	67
No	1	11
Unsure	2	22
Total	9	100

What resources would be most helpful to advance active transportation in your community? (rank highest to lowest)

Response	Rank
Subsidies for local projects on/around transit stops/stations	1
Interagency workgroups to collaborate on cross-jurisdictional projects	2
Complete Street policy assessment	3
Assistance with fed/state grant applications	3
Local bike audits	5
Training on Operations and Maintenance for complete streets	6
Local walk audits	7
Technical training on complete street policy and design	8
ADA accessibility training	8
Technical training on e-bike management and regulation	10
Other	11

Number of participants in this ranking question: 8

Note: via WebEx comment, an attendee commented, “NYCDOT understaffed and underfunded.”

NYMTC Region-wide Public Active Transportation Forum Summary

Tuesday, April 15, 2024 | 7:00 pm

Introduction

On Tuesday April 15th, 2024, the New York Metropolitan Transportation Council (NYMTC) conducted an online public forum for the next Regional Transportation Plan currently under development, *Moving Forward 2055*. This forum, titled *Moving Actively—NYMTC Regional Active Transportation Forum*, provided the public with an opportunity to learn about and provide feedback on the active transportation-specific element of *Moving Forward 2055*.

Publicity

The project team publicized the forum through various methods, including social media announcements on Facebook, X, Instagram, Threads, and LinkedIn, as well as Facebook event posts, mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and an e-blast to NYMTC's Thriving Communities Network (TCN) list.

Methodology

NYMTC hosted the forum on the WebEx platform.

Cambridge Systematics and FHI Studio, in collaboration with NYMTC, developed a PowerPoint presentation to engage participants. It included background information about NYMTC and the ongoing development of the *Moving Forward 2055* Regional Transportation Plan. The PowerPoint presentation included Poll Everywhere, an interactive built-in application, to enable attendees to provide feedback on active transportation topical questions. Attendees were also encouraged to add comments and questions via the WebEx chat function.

The project team publicized language accessibility accommodations to ensure that Limited English Proficient (LEP) participants interested in attending a forum could do so.

The event qualified for 1.5 Certification Maintenance (CM) credits from the American Planning Association.

Agenda

The agenda for the *Moving Actively* forum was as follows:

1. Introduction
2. Using Poll Everywhere
3. Active Transportation in the NYMTC Region
4. Putting it to the Polls!

5. AICP Credit

Attendees Present: 2

Poll Questions and Responses

Two members of the public attended this forum, so the project team chose to present the poll questions in an open discussion format rather than using PollEV. Participants responded to the questions verbally and using the chat.

The project team analyzed and considered all verbal and written comments. They are summarized below.

What “top-of-mind” concerns do you have on the topic of this session?

- Connected cycling and walking network
- Prioritize downtown, schools
- Fully flesh out connectivity
- Great South Bay Greenway (blocked by DOT)
 - Would be both a great source of connectivity and active transportation, as well as a tourist attraction
- Long Island Greenway

What words come to mind when you hear “active transportation”? (word cloud)

- Walking and biking
- Disabled access
- Healthcare access
- Social justice
- Biking infrastructure in places like the Netherlands

What do you consider the most important EXISTING piece of active transportation infrastructure in your area? (open ended question)

- Hudson River County Greenway
- Empire Trail
- It is essential to build connectivity with these spaces
- These pieces of active transportation infrastructure are often treated as a recreational facility rather than as vital transportation infrastructure
 - Accessibility issues with how the gates are managed
 - Trails are not managed during winter months

What do you consider to be the most important active transportation project in the region?
(open ended question)

- Route 9 project
- Greenberg (Route 119)
- Tappan Zee Bridge: path should be open 24/7 in all weather
- All bridges in the Hudson Valley need to be open overnight
- These bridges should be treated as part of the national transportation network

What do you consider the biggest barriers to Complete Streets in your community? (Check all that apply)

- It should be easier to apply for Safe Routes to School funding.
- Political will
- Department of transportation's mindset, which is still very 20th century and motor vehicle oriented
- "Probably the biggest barrier is where we're spending our money—the vast majority of it is still going to motor vehicle capacity"
- Funding needs to be poured into active transportation

How accessible is your nearest transit stop/station on foot or on bike? (select one)

- Northshore rail
- Fort Jefferson is a main hub for transit
- Accessibility is not bad
- I would never leave my bicycle at that station without a bike locker or bike hanger
- Transit access in Westchester is pretty good
- Ability to get there on a bike depends on your comfort level cycling with motor vehicles
- Biking is mainly on local streets
- All Bee-line buses have bike racks, Tarrytown has a good number of bike racks

What comes to mind when you think about micromobility?

- Pieces of transportation that are portable after you get to your destination
- Micro mobility users are vulnerable road users like bicycles, and they need the same infrastructure that any other active mobility user would use
- We should reframe these concepts as "human scale mobility" vs "machine scale mobility"
- Across the region, we need to have infrastructure separating these different modes
- Ideally, there would be separate areas: walking, biking, high-powered micromobility, cars/trucks/buses

How do you feel about micromobility? (select one)

- I think that it's created an excuse for people to be against micromobility and micromobility infrastructure because they see delivery people, they see teenagers on skateboards and scooters, and they lump bicycles all with that to make the argument that it's the real traffic hazard in New York City
- The ultimate goal is to have a separate lane for them
- The micromobility pirates give everything a negative connotation

Do you have any suggestions for how we could integrate active transportation more fully into the planning process?

- We need to be proactive in pulling subject-matter experts into the process
- Subject-matter experts are often volunteers, so we need nudging to get into it
- There are plenty of communities that don't have people working on walkability and bikeability
- Lots of people are interested, but they don't know enough about it
- Put subject-matter experts in positions of power within the DOT
- Resources available at the local level are not sufficient to do this type of work
- American planners need to learn from European infrastructure

NYMTC Region-wide Human Services Transportation Forum Summary

Tuesday, April 30, 2024 | 3:00 pm

Introduction

On Tuesday, April 30, 2024, the New York Metropolitan Transportation Council (NYMTC) conducted an online public forum for the next Regional Transportation Plan currently under development, *Moving Forward 2055*. This forum, titled *Moving Accessibly—NYMTC Regional Human Services Transportation Forum*, provided the public with an opportunity to learn about and provide feedback on the transportation and human services transportation-specific element of *Moving Forward 2055*.

Publicity

The project team publicized the forum through various methods, including social media announcements on Facebook, X, Instagram, Threads, and LinkedIn, as well as Facebook event posts, mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and an e-blast to NYMTC's Thriving Communities Network (TCN) list.

Methodology

NYMTC hosted the forum on the WebEx platform.

Cambridge Systematics and FHI Studio, in collaboration with NYMTC, developed a PowerPoint presentation to engage participants. It included background information about NYMTC and the ongoing development of the *Moving Forward 2055* Regional Transportation Plan. The PowerPoint presentation included Poll Everywhere, an interactive built-in application, to enable attendees to provide feedback on human services transportation topical questions. Attendees were also encouraged to add comments and questions via the WebEx chat function.

The project team publicized language accessibility accommodations to ensure that Limited English Proficient (LEP) participants interested in attending a forum could do so.

The event qualified for 1.5 Certification Maintenance (CM) credits from the American Planning Association.

Agenda

The agenda for the *Moving Accessibly* forum was as follows:

1. Introduction
2. Using Poll Everywhere
3. "Top-of-Mind" Issues

4. Background Presentation
5. Discussion
6. AICP Credit

Attendees Present: 15

Poll Questions and Responses

The following poll results exclude responses from project team members who participated in the forum in order to highlight views of the public and stakeholders.

While encouraged to participate, not all participants who attended the forum responded to all poll questions. The project team also analyzed and considered comments submitted via the chat. Poll responses and chat comments are included in the summary below.

Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

Where are you participating from?



Are you representing an organization today?

Responses	#	%
Federal, state, local government	6	55
Public transportation agency	4	36
Coordinated public transit & human services transportation provider	0	0
Business that purchases these transportation services	0	0
Community or advocacy group	0	0
Private Citizen	1	9
Consultant	0	0
Total	11	100

What “top-of-mind” concerns do you have on the topic of this session?

- Access-A-Ride
- Cost
- Accessibility
- ADA compliancy
- Concern citizen

What is your experience with public transit accessibility? (Select all that apply)

Responses	#	%
I or someone in my household use these services	2	11
I am a provider of these services	3	17
My clients or organization depends on these transportation services	4	22
I am not a user of these services, but I am familiar with the topic	9	50
I am not a user of these services, and I am not familiar with them	0	0
Total	18	100

What is your experience with human services transportation? (Select all that apply)

Responses	#	%
I or someone in my household use these services	0	0
I am a provider of these services	1	10
My clients or organization depends on these transportation services	1	10
I am not a user of these services, but I am familiar with the topic	4	40
I am not a user of these services, and I am not familiar with them	4	40
Total	10	100

What type of community do you reside in or represent?

Responses	#	%
Urban	70	70
Suburban	30	30
Exurban/Rural	0	0
Total	10	100

How would you rate your overall experience using public transit and human services transportation?

Responses	#	%
Very Satisfied	0	0
Satisfied	6	55
Neutral	2	18
Dissatisfied	3	27
Very Dissatisfied	0	0
Total	11	100

Note: via WebEx comment, an attendee commented, “Should also be noted, that it depends where on the region you are, your satisfaction with level of service can greatly vary.”

Note: via WebEx comment, an attendee commented, “I am disappointed.”

Note: via WebEx comment, an attendee commented, “My service is in Staten Island, NY.”

What transportation service gaps have you experienced? (open-ended)

- Delays overcrowding
- Paratransit
- Delays
- Train service (NJT or MTA) does not staff people to put out the platform bridges at raised platforms (i.e., Nanuet, Spring Valley)
- I really feel like C service should be more frequent
- No trains going cross-county
- Getting to train station
- Gaps in schedules or cancelations of trains causing overcrowding
- Gap between bus connections'
- Trains not accessible East of Hudson
- In terms of accessibility - one side of the river is, the other isn't at least with train service
- Reliant on transit service to close that gap

Which stage of your trip tends to produce the most challenges? (Rank up to your top 3)

Responses	Rank
Making connections to other transit services	1
Getting from the bus to your destination	2
Getting from your house to the bus or bus stop	3
Receiving support when things go wrong	4
Planning your trip	5
Vehicle condition and cleanliness	6
Being able to afford your trip	7
Getting onto the vehicle	7
Booking and paying for your trip	7
Arranging for assistance with your trip	7

Number of participants in this ranking question: 10

Rank these top issues impacting the effective provision of public transit accessibility (ranking order)

Responses	Rank
Service Parameters: need services available during more hours/days of the week	1
Lack of Options: not enough services/options to get to/from destinations	2
Access to Information: insufficient knowledge of services, eligibility, and accessibility	3
Safety of Services: safely getting to the service, waiting for it, taking it	4
Coordination Needs: too many providers involved, service provision too challenging	5
Service Quality Standards: lack of driver training, improper conduct, etc.	6
Financial: services too expensive for those on limited/fixed incomes	7

Number of participants in this ranking question: 5

Note: via WebEx comment, an attendee asked, “What exactly do we mean by ‘public transit accessibility?’ All types of trains and buses etc., or ADA accessible?”

Rank these top issues impacting the effective provision of human services transportation (ranking order)

Responses	Rank
Lack of Options: not enough services/options to get to/from destinations	1
Service Parameters: need services available during more hours/days of the week	2
Safety of Services: safely getting to the service, waiting for it, taking it	3
Access to Information: insufficient knowledge of services, eligibility, and accessibility	4
Financial: services too expensive for those on limited/fixed incomes	5
Service Quality Standards: lack of driver training, improper conduct, etc.	6
Coordination Needs: too many providers involved, service provision too challenging	7

Number of participants in this ranking question: 6

What destinations would you like to be able to access through additional services? (open ended)

- Shopping (grocery)
- Queens north and south connectivity train service only G train
- Suburban areas
- Universities and employment centers
- State parks

What additional times of day or days of the week might you use service if it were available? (select all that apply)

Responses	#	%
Early Morning / Late Evening Weekdays	3	7
Nighttime Hours from Monday through Friday	5	11
Saturday Daytime	11	24
Sunday Daytime	15	33
Early Morning / Late Evening Weekends	3	7
Nighttime Hours on Weekends	8	18
Total	45	100

What types or forms of information would be most useful to you for knowing about available service options? (open ended)

- Notifications to phone location on device on
- Google maps integration
- Social Media Updates
- Notice of delays or suspended service - for those who rely on connections

- Text

For what service(s) would a reduced or eliminated fare enable you to ride? (open ended)

- Express bus into Manhattan
- Commuter rail
- AirTrain JFK
- Bus services
- MTA trains and buses
- Inter-city trains

Are there any other constraints to you being able to use a public transit and/or human services transportation resource? (open ended)

- For human services- knowing how to access services
- Are there first mile last mile connections that make sense for the area
- Walkability
- Modal gaps
- Spatial gap
- More communication
- The buses do not wait for passengers when The Staten Island ferry docks on Staten Island. Most of the time, people are stranded.
- That's why so many people purchase cars because public transportation is very unreliable on Staten Island for trains and local buses

Note: via WebEx comment, an attendee commented, “Please keep the public involved with these meetings.”

Note: via WebEx comment, an attendee commented, “How would we know about the next meetings?”

Note: via WebEx comment, an attendee commented, “I would like to be added to the distribution list. RiciaVAugusty@gmail.com.”

NYMTC Region-wide Public Alternative Energy Forum Summary

Tuesday, June 4, 2024 | 3:00 pm

Introduction

On Tuesday, June 4, 2024, the New York Metropolitan Transportation Council (NYMTC) conducted an online public forum for the next Regional Transportation Plan currently under development, *Moving Forward 2055*. This forum, titled *Moving with Alternative Energy: Current and Emerging Trends*, provided the public with an opportunity to learn about and provide feedback on the alternative energy-specific element of *Moving Forward 2055*.

Publicity

The project team publicized the forum through various methods, including social media announcements on Facebook, X, Instagram, Threads, and LinkedIn, as well as Facebook event posts, mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and an e-blast to NYMTC's Thriving Communities Network (TCN) list.

Methodology

NYMTC hosted the forum on the WebEx platform.

Cambridge Systematics and FHI Studio, in collaboration with NYMTC, developed a PowerPoint presentation to engage participants. It included background information about NYMTC and the ongoing development of the *Moving Forward 2055* Regional Transportation Plan. The PowerPoint presentation included Poll Everywhere, an interactive built-in application, to enable attendees to provide feedback on alternative energy options topical questions. Attendees were also encouraged to add comments and questions via the WebEx chat function.

The project team publicized language accessibility accommodations to ensure that Limited English Proficient (LEP) participants interested in attending a forum could do so.

The event qualified for 1.5 Certification Maintenance (CM) credits from the American Planning Association.

Agenda

The agenda for the *Moving with Alternative Energy* forum was as follows:

1. Introduction
2. Using Poll Everywhere
3. Alternative Energy Options in the NYMTC Region

4. Going to the Polls!
5. AICP Credit

Attendees Present: 10

Poll Questions and Responses

The following poll results exclude responses from project team members who participated in the forum in order to highlight views of the public and stakeholders.

While encouraged to participate, not all participants who attended the forum responded to all poll questions. The project team also analyzed and considered comments submitted via the chat. Poll responses and chat comments are included in the summary below.

Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

Where are you participating from?



Are you representing an organization today?

Responses	#	%
Federal, state, local government	4	58
Public transportation agency	0	0
Service Provider	0	0
Community or advocacy group	1	14
Private Citizen	1	14
Consultant	1	14
Total	7	100

What “top-of-mind” concerns do you have on the topic of this session?

- Grid resiliency
- Alternatives besides just EV
- Fleet transitions for smaller agencies
- How do we fast track green electricity to provide enough?
- Safety
- Pollutants & ideas
- INCENTIVES

What type of community do you reside in or represent?

Responses	#	%
Urban	5	71
Suburban	2	29
Exurban/Rural	0	0
Total	7	100

What is your overall feeling towards alternative energy’s future in transportation (open ended)

- Competing with traditional sources
- Needs to be coupled with less driving
- Outreach and education required
- Optimistic but worried that incentives aren’t strong enough
- Necessary and overdue

Do you currently own any of the following? (select all that apply)

Responses	#	%
Battery electric vehicle or truck	0	0
Hybrid electric vehicle or truck	1	50
Other alternative or non-electric fuel vehicle or truck	1	50
Battery electric assist bicycle	0	0
Total	2	100

If yes, what was the reason for your purchase (open-ended)

- Was forced to sell my e-assist bike due to fear of battery fires

If none, what would encourage you to consider one? (open-ended)

- If we got a discount for the CBD-Tolling fee!
- More superchargers for EVs
- Long-term cost efficiency
- Higher gasoline taxes
- Incentives would be helpful
- Price equity with ICE (internal combustion engine) vehicle

What projects/initiatives are most important to you? (choose up to five options)

Responses	#	%
Increasing the number of alternative energy charging/fueling stations for cars and trucks	4	18
Converting public transit vehicles to cleaner fuels or electricity	3	14
Converting school buses and vans to cleaner fuels or electricity	3	14
Converting public (i.e., agency/municipal) vehicle fleets to cleaner fuels or electricity	3	14
Incentives for the purchase of private vehicles that use cleaner fuels or electricity	1	4
Incentives for the purchase of commercial vehicles that use cleaner fuels or electricity	2	9
Incentives for moving more commodities by rail rather than trucks	1	4
Incentives and services for reducing vehicle travel and improving public transit	3	14
Other	2	9
Total	22	100

Note: via WebEx comment, an attendee commented, “Other includes Blue Highways (not just rail for freights).”

Note: via WebEx comment, an attendee commented, “Other response - deriving charging for EVs through renewable energy.”

What locations would you choose to expand charging/fueling infrastructure? (choose up to five options)

Responses	#	%
Curbside along streets and roadways	4	18
Residential complexes	4	18
Shopping centers and districts	1	5
Office complexes and employment centers	4	18

Private parking facilities	1	4
Recreational facilities	2	9
Freight distribution centers/truck rest areas	3	14
Civic institutions (libraries, government buildings)	3	14
Total	22	100

Note: via WebEx comment, an attendee commented, “Locations for Charging / Fueling infrastructure cover ALL the location options listed. In NYC we prioritized 'eds and meds' as well as onstreet.”

How would you rate the availability of charging infrastructure in your community (i.e., where you live)?

Responses	#	%
Excellent	0	0
Good	2	40
Fair	1	20
Poor	0	0
I do not know of any nearby charging infrastructure	2	40
Total	5	100

Do you feel sufficiently informed about the types of alternative energy solutions and their pros and cons?

Responses	#	%
Yes	3	60
No	2	40
Total	5	100

If no, why not? (open ended)

- Try to stay informed but rapidly advancing data
- Overly politicized

What do you see as the biggest barrier to further adoption of alternative energy sources in your community? (select all that apply)

Responses	#	%
Higher costs related to fueling infrastructure, vehicles, and operation	3	25
Greater inconvenience related to fueling infrastructure, vehicles, and operation	2	17
Lack of alternative energy infrastructure for fueling/charging	3	25

Insufficient alternative fuel production/supply and electric grid infrastructure	1	8
Lack of information on available alternative energy infrastructure	0	0
Limited community support/demand	1	8
Lack of support from local, state, or national policymakers	2	17
Other	0	0
Total	12	100

Note: via WebEx comment, an attendee commented, “Range anxiety.”

Are there any other considerations we should be aware of when planning for alternative energy in the transportation sector? (open ended)

- NIMBYISM
- Matching the 'gas-station experience' - - for charging/refueling
- Making alternative energy more accessible for small transit agencies
- How weather affects EV range
- Prioritize e-bikes as they are much cheaper to purchase and operate

Note: via WebEx comment, an attendee commented, “Re- NYMBYISM: With the challenges of, and perceptions of danger of fires, there are challenges with receiving community acceptance of new infrastructure that may pose a perceived danger for the neighborhoods ... (This applies more for hydrogen or other fuels) -- We even have significant reviews required by FDNY.”

NYMTC Region-wide Public Alternative Energy Forum Summary

Tuesday, June 4, 2024 | 7:00 pm

Introduction

On Tuesday, June 4, 2024, the New York Metropolitan Transportation Council (NYMTC) conducted an online public forum for the next Regional Transportation Plan currently under development, *Moving Forward 2055*. This forum, titled *Moving with Alternative Energy: Current and Emerging Trends*, provided the public with an opportunity to learn about and provide feedback on the alternative energy-specific element of *Moving Forward 2055*.

Publicity

The project team publicized the forum through various methods, including social media announcements on Facebook, X, Instagram, Threads, and LinkedIn, as well as Facebook event posts, mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and an e-blast to NYMTC's Thriving Communities Network (TCN) list.

Methodology

NYMTC hosted the forum on the WebEx platform.

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The project team publicized language accessibility accommodations to ensure that Limited English Proficient (LEP) participants interested in attending a forum could do so.

The event qualified for 1.5 Certification Maintenance (CM) credits from the American Planning Association.

Agenda

The agenda for the *Moving with Alternative Energy* forum was as follows:

1. Introduction
2. Using Poll Everywhere
3. Alternative Energy Options in the NYMTC Region

4. Going to the Polls!
5. AICP Credit

Attendees Present: 10

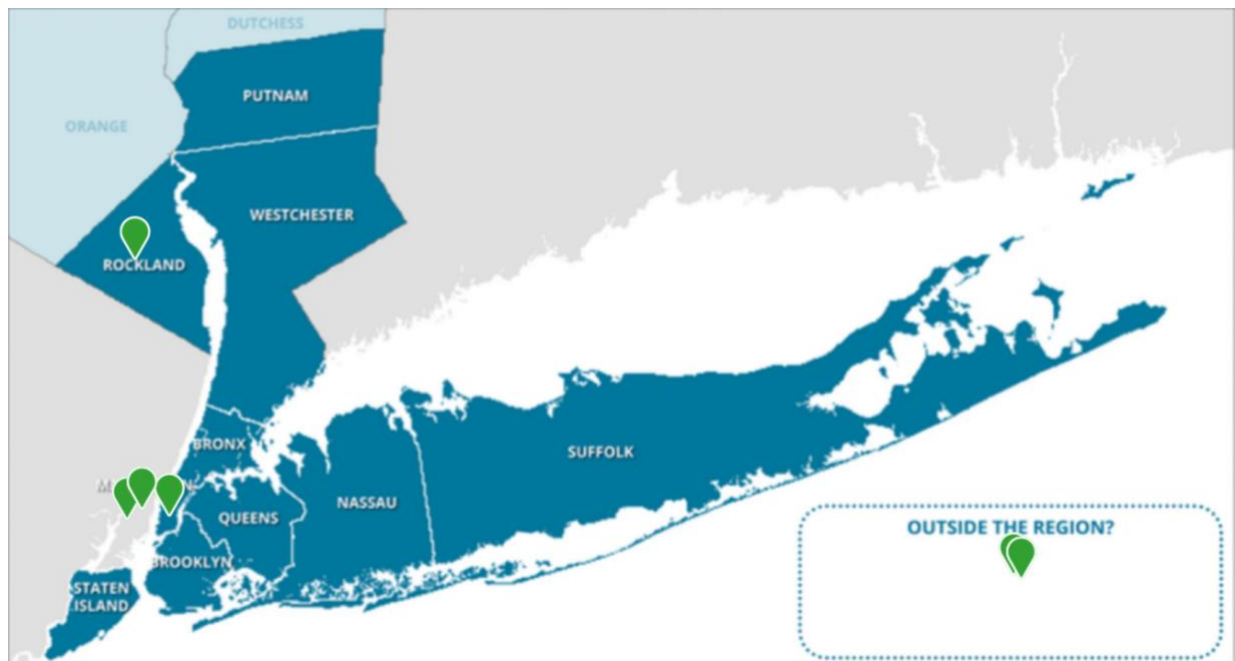
Poll Questions and Responses

The following poll results exclude responses from project team members who participated in the forum in order to highlight views of the public and stakeholders.

While encouraged to participate, not all participants who attended the forum responded to all poll questions. The project team also analyzed and considered comments submitted via the chat. Poll responses and chat comments are included in the summary below.

Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

Where are you participating from?



Are you representing an organization today?

Responses	#	%
Federal, state, local government	2	25
Public transportation agency	0	0
Service Provider	0	0
Community or advocacy group	2	25

Private Citizen	3	38
Consultant	1	12
Total	8	100

What “top-of-mind” concerns do you have on the topic of this session?

- Distance that they can travel, charging accessibility
- Future of alternative fuel accessibility
- Want to find out what's new policy from DOT
- Safety of the batteries
- The @40 Tier 0 freight locomotives that the LIRR and their freight concessionaire are still using that pollute like @1.2 million cars. It is a NYMTC Goal to repower to Tier 4 or cleaner
- Issue with the cars working due to the weather

Note: via WebEx comment, an attendee commented, “The lack of progress by NYS in developing wind, solar energy.”

What type of community do you reside in or represent?

Responses	#	%
Urban	5	63
Suburban	3	37
Exurban/Rural	0	0
Total	8	100

What is your overall feeling towards alternative energy’s future in transportation (open ended)

- There has to be a "well to wheel" analysis to understand the actual climate footprint of alternative fuels. It's hard to beat plugging into the grid. Locomotives that are hybrid, Tier 4 or cleaner diesel and a slug battery is the way to go now for locomotives
- If EV adoption continues, then renewables may be easier to incorporate into transportation systems. With Denver's commuter rail system being entirely electric, that is also a plus
- As long as it doesn't affect my usual day to day transportation too much
- Necessary
- Interested, but cautious about safety
- Hopeful

Do you currently own any of the following? (select all that apply)

Responses	#	%
Battery electric vehicle or truck	2	40
Hybrid electric vehicle or truck	1	20
Other alternative or non-electric fuel vehicle or truck	0	0
Battery electric assist bicycle	2	40
Total	5	100

Note: via WebEx comment, an attendee asked, “If we are attending via our employers, should we list vehicles our employers have?” The forum panelists agreed that participants could list vehicles owned by their employers.

If yes, what was the reason for your purchase (open-ended)

- For financial reasons, I do not own and have never owned a car in Denver, and an e-bike is more convenient than a pedal-only bike
- Weather is another concern. Denver has some of the most destructive hailstorms in the U.S.
- No tax on EV
- My previous apartment charged \$150 to \$250 per month for vehicular parking, and my current place has only street parking. Parking alone would have cost me almost as much as the bicycle. Plus, there is no free parking near my workplace. It would not be convenient
- Total price, car + insurance + charging costs, much lower than gas vehicles of the similar nature
- Additionally, tolls are cheaper

Note: via WebEx comment, an attendee commented, “All of our micro-transit vehicles saw various damage from a hailstorm that rolled through Thursday. All (roughly 10) will require windshield replacements, and several had various levels of denting. Ford Transit, Hyundai Kona, and Chrysler Pacifica. On a personal note, that is another deterrent for me when considering whether to buy a car.”

Note: via WebEx comment, an attendee commented, “[Here is the] Denver 9NEWS story about the hailstorm: https://www.youtube.com/watch?v=9p_XE3NzQoU.”

Note: via WebEx comment, an attendee commented, “Lastly, regarding hail in and around Denver: A hailstorm that hit the Red Rocks Amphitheatre last year during a concert resulted in nearly 100 injuries, a number of which required hospitalization. <https://www.youtube.com/watch?v=IN4XgKKouzM>.”

If none, what would encourage you to consider one? (open-ended)

- I have a 2016 Honda with 30k miles on it and I'm in my late 70's. My last car
- Discounts on bridges and tunnels
- Better cost
- Expanding toll incentives

What projects/initiatives are most important to you? (choose up to five options)

Responses	#	%
Increasing the number of alternative energy charging/fueling stations for cars and trucks	6	16
Converting public transit vehicles to cleaner fuels or electricity	6	16
Converting school buses and vans to cleaner fuels or electricity	3	8
Converting public (i.e., agency/municipal) vehicle fleets to cleaner fuels or electricity	4	11
Incentives for the purchase of private vehicles that use cleaner fuels or electricity	4	11
Incentives for the purchase of commercial vehicles that use cleaner fuels or electricity	5	13
Incentives for moving more commodities by rail rather than trucks	4	11
Incentives and services for reducing vehicle travel and improving public transit	6	16
Other	0	0
Total	38	100

Note: via WebEx comment, an attendee commented, “Converting from trucks to marine. This is NYC's plan. Why isn't this on here as an option?” This comment falls under the “other” category.

Note: via WebEx comment, an attendee commented, “Right now freight rail is dirty transportation, including waste-by-rail that is uncovered, C&D, despite a new state law saying it has to be covered. This is a NYMTC RTP Goal too.”

What locations would you choose to expand charging/fueling infrastructure? (choose up to five options)

Responses	#	%
Curbside along streets and roadways	5	14
Residential complexes	4	11
Shopping centers and districts	7	19
Office complexes and employment centers	5	14

Private parking facilities	3	8
Recreational facilities	4	11
Freight distribution centers/truck rest areas	4	11
Civic institutions (libraries, government buildings)	4	11
Total	36	100

Note: via WebEx comment, an attendee commented, “I would also love to see more EV chargers at hotels.”

Note: via WebEx comment, an attendee commented, “There needs to be proper enforcement of curbside parking, i.e. non-EV vehicles.”

How would you rate the availability of charging infrastructure in your community (i.e., where you live)?

Responses	#	%
Excellent	0	0
Good	1	13
Fair	3	37
Poor	0	0
I do not know of any nearby charging infrastructure	4	50
Total	8	100

Note: via WebEx comment, an attendee commented, “The grid has to have the electricity and distribution capacity to service industries, warehouses, railyards, industrial parks.”

Do you feel sufficiently informed about the types of alternative energy solutions and their pros and cons?

Responses	#	%
Yes	2	25
No	6	75
Total	8	100

Note: via WebEx comment, an attendee commented, “It’s a dynamic landscape. We’re all learning.”

If no, why not? (open ended)

- Part of it is that I do not work within the field of electrification, and since I myself do not own an automobile, I have not taken particular interest in the matter

What do you see as the biggest barrier to further adoption of alternative energy sources in your community? (select all that apply)

Responses	#	%
Higher costs related to fueling infrastructure, vehicles, and operation	5	17
Greater inconvenience related to fueling infrastructure, vehicles, and operation	3	10
Lack of alternative energy infrastructure for fueling/charging	4	14
Insufficient alternative fuel production/supply and electric grid infrastructure	7	24
Lack of information on available alternative energy infrastructure	5	17
Limited community support/demand	1	3
Lack of support from local, state, or national policymakers	2	7
Other	2	7
Total	29	100

Note: via WebEx comment, an attendee commented, “Many are likely to view EVs as more inconvenient, focusing on how filling a gas tank is quicker than charging a battery while ignoring the fact that one cannot fill their gas tank as they sleep. Or as they work.”

Note: via WebEx comment, an attendee commented, “Uninformed opposition.”

Note: via WebEx comment, an attendee commented, “Lack of batteries with the energy density and charging time issues to power the heaviest vehicles.”

Are there any other considerations we should be aware of when planning for alternative energy in the transportation sector? (open ended)

- The National Emission Vehicle laboratory is still figuring out issues with electric passenger vehicles! Your use of HVAC definitely is a factor
- We should use our resources to minimize the overall energy expenditure of commuters. Public transportation expansion, decarbonization, electric conversion, creating local environments that won't require people to travel as far for their wants/needs (more of a zoning issue), and showcasing true and total costs of older technology costs vs current technology (msrp, insurance, maintenance, power cost, repairs, etc.)

Note: via WebEx comment, an attendee commented, “I would also mention the accuracy of anticipated battery range.”

Note: via WebEx comment, an attendee commented, “Fund development of batteries and the grid instead of funding demonstration projects that use alternative power.”

Note: via WebEx comment, an attendee commented, “Yes, chargepoint. Also, charger shortages during major events.”

Note: via WebEx comment, an attendee commented, “My hometown in northeastern Vermont sat in the path of totality for the April eclipse, and the Blink charger (also a fairly slow charger) in my hometown was in use all day. I also rented a tesla, so I ended up slow-charging at my parents' house (which is even slower).”

Note: via WebEx comment, an attendee commented, “Anecdotaly, I will say that I was impressed by the number of EV chargers I saw at the Brossard, QC REM station while visiting a friend in Montreal. I believe the STM advertised roughly 150 chargers at that station. I initially thought I would need to visit a Tesla Supercharger after meeting with the friend, but I was able to almost fully charge the car for roughly \$10 CAD.”

Note: via WebEx comment, an attendee asked, “When will the RTP Freight Appendix be available for public comment?” The panelist team responded that NYMTC hopes to release a draft of the RTP, including the Freight Appendix, by Spring of 2025. The panelist team noted that there will be an official public comment period related to the plan following the release of the RTP draft.

NYMTC Region-wide Public Curb and Parking Management Forum Summary

Tuesday, June 11, 2024 | 3:00 pm

Introduction

On Tuesday, June 11, 2024, the New York Metropolitan Transportation Council (NYMTC) conducted an online public forum for the next Regional Transportation Plan currently under development, *Moving Forward 2055*. This forum, titled *Moving Efficiently: Exploring Curb and Parking Management Needs*, provided the public with an opportunity to learn about and provide feedback on the curb and parking management-specific element of *Moving Forward 2055*.

Publicity

The project team publicized the forum through various methods, including social media announcements on Facebook, X, Instagram, Threads, and LinkedIn, as well as Facebook event posts, mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and an e-blast to NYMTC's Thriving Communities Network (TCN) list.

Methodology

NYMTC hosted the forum on the WebEx platform.

Cambridge Systematics and FHI Studio, in collaboration with NYMTC, developed a PowerPoint presentation to engage participants. It included background information about NYMTC and the ongoing development of the *Moving Forward 2055* Regional Transportation Plan. The PowerPoint presentation included Poll Everywhere, an interactive built-in application, to enable attendees to provide feedback on curb and parking management topical questions. Attendees were also encouraged to add comments and questions via the WebEx chat function.

The project team publicized language accessibility accommodations to ensure that Limited English Proficient (LEP) participants interested in attending a forum could do so.

The event qualified for 1.5 Certification Maintenance (CM) credits from the American Planning Association.

Agenda

The agenda for the *Moving Efficiently* forum was as follows:

1. Introduction
2. Using Poll Everywhere
3. Curb Management Trends Across the Country

Are you representing an organization today?

Responses	#	%
Federal, state, local government	8	62
Public transportation agency	2	15
Commercial trucking company or railroad	0	0
Community or advocacy group	0	0
Private Citizen	1	8
Consultant	2	15
Vehicle or infrastructure manufacturer	0	0
Professional association	0	0
Other (respond in chat)	0	0
Total	13	100

What type of community do you reside in or represent?

Responses	#	%
Urban	8	57
Suburban	6	43
Exurban/Rural	0	0
Total	14	100

What “top-of-mind” concerns do you have on the topic of this session?

- The fact that we have to give over road space to For-Hire Vehicles (FHV) instead of reducing the total amounts of FHV in congested areas in general. Also, Citi Bike should not get public space on our streets unless they are paying a true premium for it
- Maximum vs. minimum parking requirements
- Residential parking programs, increase in government programming for non-vehicle use of public streets
- Double parking
- Better enforcement and compliance with curb regulations
- Less double parking / better delivery zones / curbside pricing
- A big concern today is the proliferation of mobile Amazon delivery warehouses jamming up NYC streets
- How to balance parking management with business needs
- EV charging infrastructure, congestion pricing, bike lanes
- Safety & ADA accessibility

Note: via WebEx comment, an attendee commented, “Car share, bike share.”

Do you encounter issues related to curb management and access? (e.g.: delivery trucks blocking streets; circling for parking or curb access; double parking; safety issues as a pedestrian or bicyclist) (open ended)

- Competing with traditional sources
- Absence of enforcement
- I also find that protected bike lanes are home to walkers
- Yes, delivery trucks, double parking, ped and bike safety, circling parkers, jay walking
- Lack of curb space for essential services - e.g., mail
- Double parking, blocking hydrants, blocking cross walks
- For me, a big problem is that the NYPD does not seem to do anything about the illegal parking
- Cars/trucks parked blocking bike lanes and daylighting
- All of the above
- Yes. I see delivery trucks and their workers blocking streets for hours at a time
- Roads blocked by deliveries

What programs does your community currently operate? (select all that apply)

Responses	#	%
Paid parking program	8	17
Loading zones	6	13
Handicapped zones	9	19
Short term pickup/drop-off zones	5	10
Residential permit parking program	6	13
Street cafes/parklets program	6	13
No overnight street parking	5	11
Don't know / Not sure	2	4
Total	47	100

What are your current concerns or priorities for managing the curb in your community? (open ended)

- Lack of enforcement
- Quality of the sidewalk and availability of curb cuts
- Lack of consideration for older adults and individuals with mobility impairments
- Deliveries
- Double parking; commercial loading
- Taking away "my spot"
- How to most efficiently manage space

- Safety
- Accessibility
- Thinking chargers should be on private property, not public curbs
- Too much demand, not enough supply
- Safety
- **Note:** via WebEx comment, an attendee commented, “Reduce double parking, improving safety and efficiency.”

What are your thoughts on changing curb management in your community and/or region (open ended)

- Discriminatory/selective enforcement should be avoided - especially in disadvantaged communities/environmental justice areas
- Compliance with rules should be rewarded, and not just sticks! (include incentives)
- Anything to improve pedestrian safety is beneficial
- Implementing residential parking permits
- More police enforcement
- Curb space is at a premium and it should be charged for accordingly
- Encourage meaningful review and feedback from local communities

Note: via WebEx comment, an attendee commented, “Improved curb management is needed. We need to experiment with more strategies and find workable solutions for different curb access challenges.”

What do you see are the most important use cases of curb management in your community? (open ended)

- E-cargo bikes
- Less vehicular space, more pedestrian space
- Controversial, it depends on which part of the community. Those that use transportation alternatives are thrilled to have options
- Neighborhood loading zones in NYC - important post-COVID as 1 in 5 New Yorkers receive a package each week

Note: via WebEx comment, an attendee commented, “Delivery access as well as passenger pick up/drop off space.”

What role does data and technology have in curb management in your community? (select one)

Responses	#	%
None	0	0

Minimal	2	25
Some	4	50
Significant	2	25
Don't know/ Not sure	0	0
Total	8	100

What roles do you think data and technology **should** have in curb management in your community? (select one)

Responses	#	%
None	0	0
Minimal	0	0
Some	0	0
Significant	8	89
Don't know/ Not sure	1	11
Total	9	100

Note: via WebEx comment, an attendee commented, “Re Data: There is hard data, but there is a real issue of perception of data (!), and often the latter is the issue we have to respond to the community on.”

Note: via WebEx comment, an attendee commented, “Significant (especially if we can solve for enforcement challenges).”

In what circumstances would having better data on these topics help your community? (open ended)

- Data should help inform enforcement in real time
- Just knowing how many people have cars in NYC, and making that data widely known would be a start
- When they take into consideration neighborhoods going through significant change, such as gentrification
- Agree with above, at the onset of a project's planning/design phase if it relates to sidewalks/park and rides and public areas
- Re: curb data specifications: these vary depending upon land-use and even time of day... we hope that the MPO report would identify these unique differences
- Variable metered parking during peak/off-peak hours
- The community can see what spaces are/are not available to them
- In the planning phase for new curb uses, more data would be helpful

Note: via WebEx comment, an attendee commented, “Re: Curb data specifications: These vary depending upon land-use and even time of day. ... We hope that the MPO report would identify these unique differences.”

Note: via WebEx comment, an attendee commented, “Transportation planning, especially in evaluating new strategies for transportation systems/curb management.”

Note: via WebEx comment, an attendee commented, “We have stats on the vehicle ownership in NYC - available in our Mobility Report: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.nyc.gov/html/dot/downloads/pdf/mobility-report-singlepage-2019.pdf. (NYMTC helped us fund the upgraded Mobility Dashboard via UPWP, and we are now updating the data links).”

Note: via WebEx comment, a panelist shared the following link: “Link : <https://www.nyc.gov/html/dot/downloads/pdf/mobility-report-singlepage-2019.pdf> works better.”

In your community, what technologies are being used for curb management? (select all that apply)

Responses	#	%
Parking meters (single space)	5	19
Parking kiosks (multi-space, serving entire block)	8	30
Pay by phone apps	7	26
Curbside electric vehicle chargers	6	22
Video or sensor detection of parking behavior	0	0
Online platforms to explore supply or pricing of the curb	0	0
Other (respond in chat)	1	3
Don't know / Not sure	0	0
Total	22	100

Note: via WebEx comment, an attendee commented, “Almost none of those technologies are seen in my community.”

Note: via WebEx comment, an attendee commented, “single-space meters are being phased out in NYC.”

Note: via WebEx comment, an attendee responded, “what are they replacing them with?”

Note: via WebEx comment, an attendee replied, “The single-space meters are being replaced by pay-by-plate <https://www.nyc.gov/html/dot/html/pr2024/nyc-dot-parking-meters.shtml>.”

Note: via WebEx comment, an attendee commented, “That’s good news!”

Note: a panelist asked for feedback on how commonly people see vandalism issues with curb management technologies.

Note: via WebEx comment, an attendee commented, “In NYC, we have minimal vandalism of our EV chargers. However, we have ICE - blocking of designated spaces by Internal Combustion Engine vehicles. ... This is being addressed via robust enforcement.”

How much of a problem are conflicts between modes in your community?

Responses	#	%
Little to none	0	0
Moderate	5	63
Major	3	37
Total	8	100

Note: via WebEx comment, an attendee commented, “I know I'm banging the same drum, but I've seen Amazon truck illegally double-parked even when there is a legal parking space literally right next to the truck.”

Note: via WebEx comment, an attendee commented, “I don't think demand outstripping supply is an issue to most delivery services.”

How would you rate curbside management overall in your community?

Responses	#	%
Very Good	0	0
Good	1	14
Fair	4	57
Poor	2	29
Very Poor	0	0
Total	7	100

Note: via WebEx comment, an attendee commented “Fair - lots of double parking and parking in areas for buses and cyclists, especially seeing delivery vehicles and FHV double parking.”

What uses of the curb should be prioritized more than present? (select all that apply)

Responses	#	%
General loading zones	2	7
Commercial vehicle loading zones	6	22
Rideshare (Uber/Lyft) pickup/drop-off and food delivery	2	7
Parcel delivery	3	11
Handicapped	3	11
General paid parking	3	11
Curbside electric vehicle chargers	2	7
Residential permit	1	4
Bikeshares and shared mobility stations	4	15
Bus stops	1	4
Other (respond in chat)	0	0
Total	7	100

How would you rate parking enforcement in your community?

Responses	#	%
Too lax	6	100
Just right	0	0
Too strict	0	0
Total	6	100

Do you feel sufficiently informed about the types of alternative energy solutions and their pros and cons?

Responses	#	%
Too lax	6	100
Just right	0	0
Too strict	0	0
Total	6	100

Note: via WebEx comment, an attendee commented, “I refuse to opine regarding parking enforcement in NYC! :-)”

Note: via WebEx comment, an attendee commented, “It is tough to say because we are more suburban and the issues vary by town.”

Do you think that the curb should be managed to maximize revenue generation for cities?

Responses	#	%
Yes	2	25
No	6	75
Total	8	100

Note: via WebEx comment, an attendee commented, “Managing to maximize revenue generation is not a valid goal. Our goal is for efficiency, safety and public convenience/accessibility. (Of course, our budget folks would have a different view regarding the goals of parking enforcement and the vision to maximize revenue!)”

What challenges have you faced parking in off-street lots in your community? (open ended)

- Security
- Speeding/Lack of driver awareness
- Demand for more dedicated EV spaces
- Cost of the private spaces compared with municipal on-street spaces

Are parking lots generally occupied or vacant in your community? Does that vary by location? (open ended)

- Occupied, but often not dedicated EV, bike, or carpool spots
- Varies by location, day, and events in the area
- Certain areas worse than others - higher occupancy of park and rides near NY thruway

Note: via WebEx comment, an attendee commented, “Larger commercial trucks and SUVs do not always fit into decked private garages - hence small commercial vehicles such as HVAC operators are forced to park on-street.”

Do you think that land could be used for something else? Any specific use or activity you'd like to see with that space? (open ended)

- Housing/ Bike paths
- Incorporating more green space/environmentally friendly options (ex: bioswales, permeable pavement)
- Housing / TOD
- Developers are salivating at the thought of parking lot redevelopment

Do you want to see EV charging as an option at your local parking lots??

Responses	#	%
Yes	8	100
No	0	0
Total	8	100

Note: via WebEx comment, an attendee commented, “EVs chargers are needed - irrespective of any concerns regarding battery fires (for bicycles).”

NYMTC Region-wide Public Curb and Parking Management Forum Summary

Tuesday, June 11, 2024 | 7:00 pm

Introduction

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Agenda

The agenda for the *Moving Efficiently* forum was as follows:

1. Introduction
2. Using Poll Everywhere
3. Curb Management Trends Across the Country

Are you representing an organization today?

Responses	#	%
Federal, state, local government	3	60
Public transportation agency	0	0
Commercial trucking company or railroad	0	0
Community or advocacy group	0	0
Private Citizen	0	0
Consultant	2	40
Vehicle or infrastructure manufacturer	0	0
Professional association	0	0
Other (respond in chat)	0	0
Total	5	100

What type of community do you reside in or represent?

Responses	#	%
Urban	4	67
Suburban	2	33
Exurban/Rural	0	0
Total	6	100

What “top-of-mind” concerns do you have on the topic of this session?

- Public resources/public benefit
- EV charging installations in parking spots
- Facility
- Short-term goods drop-off (e.g. food delivery)
- Pricing
- Parking for micromobility
- More knowledge

Do you encounter issues related to curb management and access? (Ex: delivery trucks blocking streets; circling for parking or curb access; double parking; safety issues as a pedestrian or bicyclist) (open ended)

- Double parking - bus lanes
- Bike lane obstructions

What programs does your community currently operate? (select all that apply)

Responses	#	%
Paid parking program	2	13
Loading zones	1	7
Handicapped zones	2	13
Short term pickup/drop-off zones	3	20
Residential permit parking program	4	27
Street cafes/parklets program	2	13
No overnight street parking	1	7
Other (respond in chat)	0	0
Don't know / Not sure	0	0
Total	15	100

What are your current concerns or priorities for managing the curb in your community?
(open ended)

- Creating space for outdoor dining
- Public transit priority
- Whether or not parking should be priced
- More space for parking

What are your thoughts on changing curb management in your community and/or region?
(open ended)

- More organized signs on asphalt
- Enhanced non-motorized networks
- Increased pedestrian streets

What do you see are the most important use cases of curb management in your community? (open ended)

- Bicycle and micromobility parking
- Drainage and pervious surface
- Allow access to pedestrian  to cross the street
- Grocery and food delivery becoming much more popular
- Freight loading/unloading

What role does data and technology have in curb management in your community? (select one)

Responses	#	%
None	1	20
Minimal	1	20
Some	2	40
Significant	0	0
Don't know/ Not sure	1	20
Total	5	100

What roles do you think data and technology **should** have in curb management in your community? (select one)

Responses	#	%
None	0	0
Minimal	0	0
Some	2	40
Significant	3	60
Don't know/ Not sure	0	0
Total	5	100

In what circumstances would having better data on these topics help your community? (open ended)

- Parking studies could be easier, faster, and cheaper
- Curb dwell times

In your community, what technologies are being used for curb management? (select all that apply)

Responses	#	%
Parking meters (single space)	4	20
Parking kiosks (multi-space, serving entire block)	3	15
Pay by phone apps	4	20
Curbside electric vehicle chargers	4	20
Video or sensor detection of parking behavior	1	5
Online platforms to explore supply or pricing of the curb	0	0
Other (respond in chat)	0	0
Don't know / Not sure	4	20
Total	20	100

How much of a problem are conflicts between modes in your community?

Responses	#	%
Little to none	2	50
Moderate	0	0
Major	2	50
Total	4	100

What uses of the curb should be prioritized more than present? (select all that apply)

Responses	#	%
General loading zones	0	0
Commercial vehicle loading zones	1	12
Rideshare (Uber/Lyft) pickup/drop-off and food delivery	0	0
Parcel delivery	0	0
Handicapped	2	25
General paid parking	1	12
Curbside electric vehicle chargers	0	0
Residential permit	0	0
Bikeshares and shared mobility stations	3	38
Bus stops	1	12
Other (respond in chat)	0	0
Total	8	100

How would you rate parking enforcement in your community?

Responses	#	%
Too lax	2	100
Just right	0	0
Too strict	0	0
Total	2	100

Do you think that the curb should be managed to maximize revenue generation for cities?

Responses	#	%
Yes	0	0
No	3	100
Total	3	100

What challenges have you faced parking in off-street lots in your community? (open ended)

- Not always clear who is allowed to park where (such as customer-only)
- Time-of-day availability

Are parking lots generally occupied or vacant in your community? Does that vary by location? (open ended)

- Varies heavily by location
- Varies by location

Note: via WebEx comment, an attendee commented, “Depends on density of employment and activities.”

Do you think that land could be used for something else? Any specific use or activity you'd like to see with that space? (open ended)

- Business development
- High-density housing
- Housing
- Parking --> Parks

Do you want to see EV charging as an option at your local parking lots?

Responses	#	%
Yes	4	100
No	0	0
Total	4	100

Note: During the question-and-answer session at the end of the forum, an attendee asked via WebEx comment, “Does it cost a lot for a municipality to build a curb database from scratch? Is there a tangible return-on-investment to sell the idea to them?” The panelist responded that in his experience building and using databases, software packages are not that expensive, and it depends largely on the hardware needed to accompany it; there could be a tangible return on investment if congestion is reduced and safety is increased.

NYMTC Region-wide Public Safety and Micromobility Forum Summary

Tuesday, May 21, 2024 | 3:00 pm

Introduction

On Tuesday, May 21, 2024, the New York Metropolitan Transportation Council (NYMTC) conducted an online public forum for the next Regional Transportation Plan currently under development, *Moving Forward 2055*. This forum, titled *Moving Together Safely: Pedestrian and Cyclist Opportunities for Sharing Space*, provided the public with an opportunity to learn about and provide feedback on the safety and micromobility-specific element of *Moving Forward 2055*.

Publicity

The project team publicized the forum through various methods, including social media announcements on Facebook, X, Instagram, Threads, and LinkedIn, as well as Facebook event posts, mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and an e-blast to NYMTC's Thriving Communities Network (TCN) list.

Methodology

NYMTC hosted the forum on the WebEx platform.

Cambridge Systematics and FHI Studio, in collaboration with NYMTC, developed a PowerPoint presentation to engage participants. It included background information about NYMTC and the ongoing development of the *Moving Forward 2055* Regional Transportation Plan. The PowerPoint presentation included Poll Everywhere, an interactive built-in application, to enable attendees to provide feedback on safety and micromobility topical questions. Attendees were also encouraged to add comments and questions via the WebEx chat function.

The project team publicized language accessibility accommodations to ensure that Limited English Proficient (LEP) participants interested in attending a forum could do so.

The event qualified for 1.5 Certification Maintenance (CM) credits from the American Planning Association.

Agenda

The agenda for the *Moving Together Safely* forum was as follows:

1. Introduction
2. Using Poll Everywhere
3. Safety and Micromobility in the NYMTC Region

4. Putting it to the Polls!
5. AICP Credit

Attendees Present: 12

Poll Questions and Responses

The following poll results exclude responses from project team members who participated in the forum in order to highlight views of the public and stakeholders.

While encouraged to participate, not all participants who attended the forum responded to all poll questions. The project team also analyzed and considered comments submitted via the chat. Poll responses and chat comments are included in the summary below.

Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

Where are you participating from?



Are you representing an organization today?

Responses	#	%
Federal, state, local government	3	60
Public transportation agency	0	0
Service Provider	0	0
Business that purchases freight transportation services	0	0
Community or advocacy group	0	0
Private Citizen	1	20
Consultant	1	20

Total	5	100
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What “top-of-mind” concerns do you have on the topic of this session?

- Perceptions of 'safety'
- Abandoned scooters on the sidewalk
- Safety - of batteries
- Need for more bike lanes
- We need more safe ways of getting around on micromobility

What type of community do you reside in or represent?

Responses	#	%
Urban	3	60
Suburban	2	40
Exurban/Rural	0	0
Total	5	100

What are your biggest safety concerns as they relate to micromobility? (open ended)

- Lack of skills -- takes time to learn to operate efficiently
- Speed
- Unclear traffic regulations for micromobility
- Lack of guidance for users
- Sharing space with cars and trucks

Have you ever used a shared micromobility system?

Responses	#	%
Yes	4	80
No	1	20
Total	5	100

How would you rate your overall experience using shared micromobility?

Responses	#	%
Very satisfied	0	0
Satisfied	3	60
Neutral	1	20
Dissatisfied	0	0

Very dissatisfied	0	0
Haven't used shared micromobility	1	20
Total	5	100

What types of education would be most helpful for you when considering the use of a micromobility system (select all that apply)

Responses	#	%
Safety information printed on the bike/scooter	3	37
Hands-on classes with off-road test rides	0	0
Short virtual trainings on street safety and how to operate a micromobility vehicle	0	0
Free test rides	2	25
In-app quizzes	1	13
In-app Q&As	1	13
Free pamphlets on safety and system operation at bike shops and other locations	1	13
Other	0	0
Total	8	100

What types of programs and incentives would help you use shared micromobility systems on a regular basis? (open ended)

- Better geographic coverage
- Equitable distribution of stations -- not just in CBD!
- Ideally have payments part of OMNY type systems - one payment mechanism
- Congestion pricing (tongue-in-cheek!)

Have you ever ridden an e-bike?

Responses	#	%
Yes, I own one	0	0
Yes, I've tried an e-bike through a bikeshare system	3	75
Yes, I've borrowed one from a friend	0	20
No, I don't have access to an e-bike	1	25
No, I am afraid of using an e-bike	0	0
Total	4	100

Do you feel an e-bike would make you more likely to bike in your community?

Responses	#	%
Yes	3	60
No	1	20
Maybe	1	20
Total	5	100

In your community, are there unique safety concerns related to micromobility? (open ended)

- Abandoned devices creating safety hazards
- (Lithium-ion) Fires get all the attention!
- Lack of enforcement of rules so to speak
- Lack of good street network and lack of driver awareness
- Too many cars

What types of destinations or areas would you like to be able to access through micromobility services? (open ended)

- Recreation -- Park and trails
- Office/work
- Train station, FNB, friends/family

What types or forms of information would be most useful to you for knowing about available options and safe ways to operate them? (open ended)

- Regularly updated website
- Info at point of purchase
- Social media

Are there any other constraints to communities implementing micromobility? (open ended)

- Need subsidies to incentivize purchase of certified/safe devices
- Seeming lack of responsibility from vendors
- Political support

Note: via Webex comment, an attendee suggested a micromobility option for Central Park ("slow" and "fast" micromobility lanes in the bicycling loop). A received Adobe PDF of this suggestion is included in the Poll summary PDF.

NYMTC Region-wide Public Transportation and Technology Forum Summary

Tuesday, June 25, 2024 | 3:00 pm

Introduction

On Tuesday, June 25, 2024, the New York Metropolitan Transportation Council (NYMTC) conducted an online public forum for the next Regional Transportation Plan currently under development, *Moving Forward 2055*. This forum, titled *Moving to the Future: Smart Systems for Transportation*, provided the public with an opportunity to learn about and provide feedback on the transportation and technology-specific element of *Moving Forward 2055*.

Publicity

The project team publicized the forum through various methods, including social media announcements on Facebook, X, Instagram, Threads, and LinkedIn, as well as Facebook event posts, mailed flyers, e-blasts to NYMTC's email list and to community members who indicated interest during earlier outreach efforts for the Plan development, and an e-blast to NYMTC's Thriving Communities Network (TCN) list.

Methodology

NYMTC hosted the forum on the WebEx platform.

Cambridge Systematics and FHI Studio, in collaboration with NYMTC, developed a PowerPoint presentation to engage participants. It included background information about NYMTC and the ongoing development of the *Moving Forward 2055* Regional Transportation Plan. The PowerPoint presentation included Poll Everywhere, an interactive built-in application, to enable attendees to provide feedback on transportation and technology-related topical questions. Attendees were also encouraged to add comments and questions via the WebEx chat function.

The project team publicized language accessibility accommodations to ensure that Limited English Proficient (LEP) participants interested in attending a forum could do so.

The event qualified for 1.5 Certification Maintenance (CM) credits from the American Planning Association.

Agenda

The agenda for the *Moving to the Future* forum was as follows:

1. Introduction
2. The Landscape of Smart Systems & Technology
3. Planning for Emerging Technology

4. Putting it to the Polls!
5. AICP Credit

Attendees Present: 16

Poll Questions and Responses

The following poll results exclude responses from project team members who participated in the forum in order to highlight views of the public and stakeholders.

While encouraged to participate, not all participants who attended the forum responded to all poll questions. The project team also analyzed and considered comments submitted via the chat. Poll responses and chat comments are included in the summary below.

Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

What technology are you most excited about? (e.g.: automated/driverless vehicles, real-time transit info, more shared mobility, AI, etc.)

- Drone delivery
- Improved enforcement of illegal driving
- Electric ferries and water movement
- Passenger aircraft
- Truck platooning
- High-speed rail
- Shared electric scooters
- Electric freight trucks
- Curb access technology
- Microtransit – where it belongs!
- Driverless robotaxis and trucks
- The hyperloop concept

What transportation technologies is the public sector best positioned to advance through policy or investment? (e.g.: automated/driverless vehicles, real-time transit information, more shared mobility, AI, etc.)

- Greening last mile delivery
- Safe charging for e-bikes
- Communications-based train control
- Transit oriented development (TOD)
- Curb/parking management
- Micro hubs

- Driverless vehicles!
- More sustainable and safe vehicle design
- Curb management
- Real time tracking for smaller transit organizations
- Fuels! Policy to support and investments in cleaner fuels

How often do you use real-time traffic or transit information apps (e.g., Google Maps, Waze, Moovit, etc.)?

- At least once per day
- All day, everyday
- Frequently
- Multiple times per day
- Daily
- Every day
- Constantly (Waze/Google Maps/Transit App)

Note: Regarding “on-demand mobility services, an attendee asked via WebEx chat, “Would ‘on demand’ include FHV apps? i.e., Uber.”

Do you use shared mobility? (e.g.: train, bus, ride-share, e-scooters or bikes, etc.)

Responses	#	%
Yes, regularly	8	61
Yes, occasionally	4	31
No, though interested	1	8
No, not interested	0	0
Total	13	100

What services would you like to see integrated into a single app?

- Transportation workforce training (Safety) best practices
- Perhaps seeing where you can access different shared mobility programs?
- Bike-share payment and public transit information
- Multimodal connectivity
- Transit arrival times across different train systems (Subway and LIRR and Metro-North in one app)
- New York/Metro trains (LIRR, Amtrak, NYC Subway, etc.) out of NYC
- OMNY for more than NYC/MTA
- Separate apps work fine

How do you feel about driver assistive technologies: apps, dashboards, maps, displays in your vehicle?

Responses	#	%
Don't like them	2	15
Neutral	3	23
I like them	7	54
Unsure	1	8
Total	13	100

Are they helpful or distracting while you operate the vehicle?

Responses	#	%
Helpful	2	20
Distracting	1	10
Both	7	70
Neither	0	0
Total	10	100

Note: Regarding automated and connected vehicle technologies, an attendee commented via WebEx chat, “The issue with driver assist tech is that you grow complacent with it and it doesn’t always work leading to problems (not seeing lane changes, etc.).”

Note: via WebEx comment, an attendee commented, “Agreed, drivers can over-rely on automated systems and feel they don't have to be focused on the road.”

Do you think automated vehicles will improve safety or congestion in your community?

Responses	#	%
Not at all	4	36
A little	3	27
Maybe only on highways	2	18
Definitely yes	2	18
Something else (add your comments in the chat)	0	0
Total	11	100

Note: via WebEx comment, an attendee commented, “Safety yes, congestion no.”

Note: via WebEx comment, an attendee commented, “Agreed - No benefit to congestion.”

Note: via WebEx comment, an attendee commented, “Improve safety and probably make congestion worse, unless properly priced.”

Note: via WebEx comment, an attendee commented, “It will take a while for AVs to significantly improve congestion, but safety may be an early benefit.”

Would you feel safe sharing the road with driverless trucks?

Responses	#	%
Yes	5	39
No	8	61
Total	13	100

Thinking about equity, usability, and availability, how do you feel about LED/other displays (e.g., at bus stops) as compared to using apps?

Responses	#	%
Prefer local information displays	2	17
Prefer my own apps	0	0
I like both	10	83
Neither or indifferent	0	0
Other thoughts? (offer perspectives in the chat)	0	0
Total	12	100

Note: via WebEx comment, an attendee commented, “There would be an equity issue if app only.”

Note: via WebEx comment, an attendee commented, “Agreed!”

Note: via WebEx comment, an attendee commented, “Information displays are great if they gave real-time all the time.”

Note: via WebEx comment, an attendee commented, “Both is helpful because if one is inaccurate for whatever reason it's easy to check the other- however, anecdotally I've run into a lot of people who ask me directly for the time given on my app.”

Note: via WebEx comment, an attendee commented, “Agree with Peter’s comment, haptics and translation is a good app function.”

Note: via WebEx comment, an attendee commented, “Even if users do have a smartphone or compatible device, ensuring that the app is functional and searchable is another important aspect.”

Note: via WebEx comment, an attendee commented, “Amen.”

Note: via WebEx comment, an attendee commented, “RTPI - Real Time Passenger Information Sign is an important element for customer service on our NYC Busways/SBS lines - <https://data.cityofnewyork.us/Transportation/Real-Time-Passenger-Information-Sign-Locations/g9jx-npbk/data>.”

Do you feel sufficiently informed about the types of transportation technologies available today and their pros and cons?

Responses	#	%
Not at all	0	0
A little	2	17
Moderately	7	58
Very informed	3	25
Total	12	100

Note: via WebEx comment, an attendee commented, “I would've like to see passenger rail discussed a bit more.” A panelist responded via WebEx, “What aspects of technology and passenger rail do you feel are most important?” The original commenter responded via WebEx chat, “Modernized signaling systems is a big one.”

Note: via WebEx comment, an attendee commented, “For us in NYC, we may need to pay more attention to technologies and information systems (and funding) to optimize the use of our 500+miles of shorelines and waterways.”

Which of these technologies do you think are likely to develop most quickly?

- Drones!! -- All applications!
- Automated systems and ITS are rapidly developing
- Software/apps (real time info, fare payment, etc.) will be faster to progress than hardware (TSP, Electric, Automated Vehicles, etc.)
- Real time integration across multiple modes
- Freight platooning on highways
- Maybe congestion pricing
- Autonomous last-mile delivery

Thinking about risks or barriers to adoption in your community (e.g.: cost, security, inequities, safety, etc.): what are the main risks or barriers for travelers using new apps or other utilities?

- Having inhouse staff for system design and maintenance
- Data storage and management
- Concerns over hacking
- TRUST!
- Knowledge gap
- Difficulties with enforcement and practical implementation for new systems
- People beating up autonomous delivery robots
- App based microtransit (even if phone number booking is available and cash vouchers for purchase, can have equity issues)
- Perception - people often need convincing
- (See congestion pricing)
- Politics
- Accessibility, equity (users without phones)
- Political climate
- Accessibility for all age groups
- Concerns about lost jobs and safety
- NIMBYism and fear of change

Thinking about risks or barriers to adoption in your community (e.g.: cost, security, inequities, safety, etc.), what are the main risks or barriers for infrastructure or traffic control impacted by automation or AI?

- Climate change impacts
- Political priorities change
- The grid
- Significant energy usage
- System complexity can make automation/AI training more difficult
- Funding for maintenance
- Automation does not get distracted - will be mostly better
- Resources for maintaining signage and markings -- which wear out

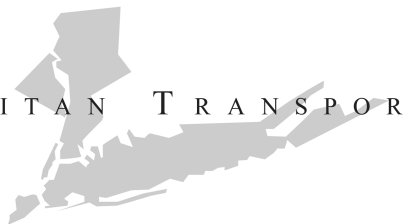
Note: via WebEx comment, an attendee commented, “ITS investments quickly becoming obsolete.”

What other considerations should we be aware of when planning for smart systems for transportation?

- Material availability/shortages for new technologies/infrastructure
- Lack of control or consideration in regard to emerging technologies and AI
- Driverless vehicles improve accessibility
- Differences in political interests
- Don't let big tech reinvent the wheel when it comes to systems that already work
- Making transit attractive for drivers. Even casual trips!
- Broad adoption for consistency across boundaries
- Climate change - how do increased storms, lack of water, etc. impact technology?
- Who isn't being served
- Planning for weather/climate change
- Knowledge gaps

Note: via WebEx comment, an attendee commented, “Knowledge as in the public at different levels of ability, whether due to education level or cognitive functions.”

Note: Regarding smart systems for transportation, an attendee commented via WebEx chat, “I like the call out to pavements and how our roadways and sidewalks can support cooling, stormwater management, and even vehicle charging.”



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

Moving Forward 2055

Connecting Communities, Creating Opportunities

Help Shape the Future of Transportation in our Region

The New York Metropolitan Transportation Council (NYMTC) – the Metropolitan Planning Organization for New York City, Long Island, and the Lower Hudson Valley – wants your input to help formulate the next Regional Transportation Plan

What is a Regional Transportation Plan?

Every four years, NYMTC staff and member agencies work with stakeholders and members of the public on a Regional Transportation Plan which serves as a blueprint to guide federal investments in transportation. This includes highways, roads and bridges, streets, rail and bus transit, bicycle and pedestrian facilities, movement of goods, and transportation for people with disabilities.

Moving Forward 2055

NYMTC is currently developing *Moving Forward 2055*, the region's next plan. Join us in this collaborative effort to create an efficient, convenient, and sustainable transportation system [by taking our survey](#) and sharing your thoughts and ideas!

Visit NYMTC's movingforward2055.org for updates and to learn more.

NYMTC complies with the Americans with Disabilities Act and federal Limited English Proficiency guidelines.

Language Access:

For translated documents, go to www.nymtc.org

Para los documentos traducidos ir a www.nymtc.org

對於翻譯文件去 www.nymtc.org

对于翻译文件去 www.nymtc.org

Для получения переведенных документов перейти на www.nymtc.org

NYMTC Public Review Meetings Summary

July 15, 2025, 3:00 pm and 7:00 pm



Introduction

On July 15, 2025, the New York Metropolitan Transportation Council (NYMTC) hosted two public review sessions to gather input on two major actions: a draft of *Moving Forward 2055*, its next Regional Transportation Plan (RTP), and the 2025 Congestion Management Process (CMP) Status Report. The virtual public review meetings took place at 3:00 p.m. and 7:00 p.m.

Publicity

There were various methods used to advertise the public meetings to the public including press releases via NYMTC's media contacts, flyers and postcards distributed electronically to a broad stakeholder list, outreach to partner organizations to help distribute notices, and social media announcements on LinkedIn, Facebook, Instagram, X, Threads, and Bluesky platforms. Electronic flyers and postcards were prepared in English, Spanish, Russian, Cantonese, Mandarin, Bengali and Haitian Creole to accommodate core languages in the NYMTC region. Flyers were distributed by partner organizations throughout the NYMTC planning areas identified by the project team.

Methodology

The meetings were hosted by NYMTC on the Webex platform. As attendees logged in to the workshop, they were placed on mute to diminish background noise; they were asked to provide any comments and questions via the chat window on the Webex screen, and/or use the "raise hand" button to make a verbal comment, at which point the project team would unmute them.

The public review meeting objectives were as follows:

1. Provide information about *Moving Forward 2055* and the 2025 Congestion Management Process Status Report
2. Direct participants to additional information and documentation
3. Direct participants to avenues for further commentary during the comment period (June 30 – July 30, 2025)
4. Collect public commentary during the meeting at via <https://bit.ly/plan2055>

A PowerPoint presentation was used to engage participants, and it included background materials on NYMTC and information on the ongoing development of the draft Regional Transportation Plan and the 2025 Congestion Management Process.

Presentation and Audience

The first part of the presentation was about *Moving Forward 2055*, NYMTC's Regional Transportation Plan that defines the region's long-term transportation needs and desires over a minimum 20-year time frame. This portion of the presentation consisted of the following:

1. The NYMTC planning process
2. Plan context and future needs
3. Plan vision, goals and objectives
4. Plan budget and costs
5. Special Plan elements
6. Recommended projects, programs and studies

A public comment period followed this half of the presentation. A QR code was provided on the screen, along with a

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shortened link to the comment page. Within the chat function, project team members provided links to the *Moving Forward 2055* website and the NYMTC website, where attendees could review the Draft Plan and provide comments.

The second part of the presentation was about the 2025 Congestion Management Process Status Report, NYMTC's federally required CMP to forecast traffic congestion and develop performance measures and a congestion management program. This portion of the presentation consisted of the following:

1. Federal CMP requirements
2. About the CMP status report
3. CMP performance metrics
4. Peer region comparisons
5. County and Borough analyses
6. Forecasted conditions for Long Island
7. Congestion management strategies and system enhancement initiatives

A public comment period followed this half of the presentation. A QR code was provided on the screen, along with a shortened link to the comment page. Within the chat function, project team members provided links to the 2025 Congestion Management Process Status Report on the NYMTC website and the comment page on the *Moving Forward 2055* website which included a place to review and comment on the CMP Status Report.

The final slide shown was a schedule slide listing steps forward for draft Plan and CMP Status Report adoption. An additional comment period was provided after the presentation was complete.

Attendance

For the 3:00 p.m. meeting, there were 31 attendees

For the 7:00 p.m. meeting, there were 8 attendees

Comments and Responses

For both PowerPoint sessions, comments were received verbally and via the chat function. Details of the comments for each session are below.

3:00 pm Meeting

Plan 2055

Chat comment: will this presentation be made available?

Project team members replied verbally that the meeting was being recorded and will be posted to the project website within two weeks.

Chat comment: What updates/improvements are part of the subway accessibility project?

Project team members acknowledged this comment verbally and provided a link in the chat to the MTA's subway accessibility project at: <https://www.mta.info/project/station-accessibility-upgrades>

Verbal comment: there were no verbal comments in this portion of the meeting.

CMP Status Report

Chat comment: How have congestion forecasts changed post-congestion pricing?

Project team members responded verbally, as noted below.

Verbal comment: an attendee noted that the materials being presented were from 2023, and do not include

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results from the recently implemented congestion pricing program.

Project team members responded that 2023 is the latest data available, but that the team is monitoring the effects of congestion pricing, which has only been active for six months. Future data sources for the next CMP Report will include congestion pricing impacts.

7:00 pm Meeting

Plan 2055

There were no verbal or chat comments in this portion of the meeting.

CMP Status Report

Chat comment: what is being proposed for Route 9 in Greenburgh? (Confirmed that this question refers to the roundabouts proposed as part of the Route 9 Complete Streets Program.)

The project team responded verbally that the project team will review this question and get details from NYMTC member agencies and will include an answer in the final documentation specific to roundabouts on Route 9 in Westchester County. (Note: for project team use, the website of this project is available at <https://www.dot.ny.gov/route9completestreets>)