



NEW YORK METROPOLITAN TRANSPORTATION COUNCIL



STATE FISCAL YEAR 2023-2024
**UNIFIED PLANNING
WORK PROGRAM**
APRIL 1, 2023 - MARCH 31, 2024

Disclaimer

The preparation of this report has been financed through the U.S. Department of Transportation's (USDOT) Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). This document is disseminated under the sponsorship of the New York Metropolitan Transportation Council (NYMTC) in the interest of information exchange. The contents of this report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FTA, FHWA or the State of New York. This report does not constitute a standard, specification or regulation.

Title VI Statement

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

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

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

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL



PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #555

RECOMMENDATION OF THE DRAFT STATE FISCAL YEAR (SFY) 2023-2024
UNIFIED PLANNING WORK PROGRAM FOR COUNCIL ADOPTION

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, pursuant to 23 CFR 450.308, NYMTC is responsible for the development of an annual Unified Planning Work Program (UPWP) which identifies metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53; and

WHEREAS, the draft UPWP for the SFY April 1, 2023 through March 31, 2024 identifies planning activities proposed for federal and other funding; and

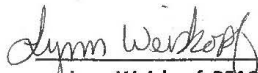
WHEREAS, NYMTC's staff has determined that sufficient funds will be available to undertake the planning projects specified in this draft SFY 2023-2024 UPWP during the upcoming program year.

NOW, THEREFORE, BE IT RESOLVED that PFAC recommends that the Council adopt the draft SFY 2023-2024 UPWP.

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

ADOPTED: February 9, 2023

"I hereby certify that the above is a true copy of Resolution #555, Recommendation of the Draft State Fiscal Year 2023-2024 Unified Planning Work Program for Council Adoption, and was motioned by Jack Schmidt, representing the New York City Transportation Coordinating Committee, and seconded by David Viana, representing the Nassau/Suffolk Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."


Lynn Weiskopf, PFAC Chair

THE METROPOLITAN PLANNING ORGANIZATION

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

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL



**RESOLUTION #2023-1
COUNCIL ADOPTION OF STATE FISCAL YEAR (SFY) 2023-2024
UNIFIED PLANNING WORK PROGRAM**

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

WHEREAS, pursuant to Title 23 CFR §450.308, NYMTC is responsible for the development of an annual Unified Planning Work Program (UPWP) which identifies metropolitan transportation planning activities performed with funds provided under Title 23 U.S.C. and title 49 U.S.C. Chapter 53; and

WHEREAS, the State Fiscal Year (SFY) 2023-2024 UPWP, for the program year April 1, 2023 through March 31, 2024, identifies planning activities proposed for federal and other funding; and

WHEREAS, NYMTC's staff had determined that sufficient funds will be available to undertake the planning projects specified in this draft SFY 2023-2024 UPWP during the upcoming program year; and

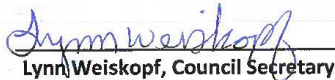
WHEREAS, NYMTC's Program, Finance and Administration Committee, at its February 9, 2023 meeting, recommended that this SFY 2023-2024 UPWP be adopted by the Council.

NOW, THEREFORE, BE IT RESOLVED that the Council adopts the SFY 2023-2024 Unified Planning Work Program.

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

ADOPTED: February 23, 2023

"I hereby certify that the above is a true copy of Council Resolution #2023-1, Council Adoption of State Fiscal Year 2023-2024 Unified Planning Work Program and was motioned by Darnell Tyson representing Suffolk County Executive Steven Bellone and seconded by David Viana representing Nassau County Executive Bruce Blakeman. This Resolution was adopted and passed unanimously."


Lynn Weiskopf, Council Secretary

ABBREVIATIONS AND ACRONYMS	7
CHANGE LOG	10
OVERVIEW OF THE UNIFIED PLANNING WORK PROGRAM (UPWP)	11
MAJOR EXPECTED MILESTONES FOR THE PROGRAM	20
FIVE (5) YEAR PLANNING PROJECTION	21
PLANNING PROJECT LOCATIONS	26
LONG ISLAND – NASSAU COUNTY	27
LONG ISLAND – SUFFOLK COUNTY	28
MID-HUDSON SOUTH – PUTNAM COUNTY	29
MID-HUDSON SOUTH – ROCKLAND COUNTY	30
MID-HUDSON SOUTH – WESTCHESTER COUNTY	31
NEW YORK CITY - BRONX	32
NEW YORK CITY - BROOKLYN.....	33
NEW YORK CITY - MANHATTAN.....	34
NEW YORK CITY – QUEENS	35
NEW YORK CITY – STATEN ISLAND.....	36
CORE PROGRAM ACTIVITIES	37
PROGRAM SUPPORT AND ADMINISTRATION	38
<i>MPO Operations and Management</i>	<i>41</i>
<i>Annual UPWP Development and Reporting</i>	<i>45</i>
GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING	49
<i>Socioeconomic and Demographic (SED) Forecasts and Census Data.....</i>	<i>51</i>
LONG-RANGE TRANSPORTATION PLANNING	55
<i>FFY 2022-2050 RTP Maintenance / FFY 2026-2055 RTP Development.....</i>	<i>58</i>
<i>Congestion Management Process (CMP)</i>	<i>62</i>
<i>Transportation Performance Management (TPM)</i>	<i>65</i>
<i>Regional Designations</i>	<i>69</i>
<i>Model Development, Enhancement, and Applications.....</i>	<i>72</i>
<i>Regional Surveys.....</i>	<i>75</i>
<i>Data Management.....</i>	<i>79</i>
TRANSPORTATION IMPROVEMENT PROGRAM	83
<i>Regional Program Management.....</i>	<i>85</i>
<i>Regional Emissions Analysis and Transportation Conformity</i>	<i>89</i>
DISCRETIONARY PROGRAM	92
NYMTC STAFF	99
<i>September 11th Memorial Program</i>	<i>99</i>
<i>Palisades Interstate Park Shared Use Path Feasibility Study</i>	<i>101</i>
<i>Community Planning Workshops.....</i>	<i>103</i>
<i>Safety and Security Needs and Technologies.....</i>	<i>105</i>
<i>Transit Service Coordination Needs</i>	<i>106</i>
<i>Regional Waste Movement Study.....</i>	<i>108</i>
METROPOLITAN TRANSPORTATION AUTHORITY	110
<i>Regional Economic Impact Forecasts for Potential Projects</i>	<i>110</i>
<i>Geospatial Mobility Database - Replica Access.....</i>	<i>112</i>
<i>MTA Post Pandemic Study.....</i>	<i>114</i>
<i>First and Last Mile Station Access Mobility Study & Toolkit Development.....</i>	<i>117</i>

<i>NYC Transit B Division Phase II Subway Capacity Study</i>	119
NASSAU COUNTY	121
<i>Land Use-Transportation Element of Comprehensive Plan</i>	121
<i>Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury</i> ...	123
<i>Nassau County Traffic Signal Progression and Optimization Study II - Oceanside</i>	125
<i>Nassau County Traffic Signal Progression and Optimization Study III - Hewlett and Lynbrook</i>	127
<i>Roadway Sustainability and Compliance Study</i>	129
<i>Lido Beach Multi-Use Trail Planning Study</i>	131
<i>Nassau-Queens Interface Transportation Study - Project Support</i>	133
<i>Nassau County Shared-Mobility Management Plan</i>	135
<i>Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan</i>	137
NEW YORK CITY DEPARTMENT OF CITY PLANNING	139
<i>Transportation Investments to Support Housing and Economic Development</i>	139
<i>Citywide Freight and Logistics Analyses</i>	141
<i>Automobile Storage and Dependency</i>	143
<i>Improvements to Access, Mobility, and Commuting data</i>	145
<i>Understanding Telework Trends and Implications for Current and Future Travel</i>	147
NEW YORK CITY DEPARTMENT OF TRANSPORTATION	149
<i>NYC Pedestrian Map</i>	149
<i>Red Hook Traffic & Truck Study</i>	151
<i>Lindenwood / Spring Creek Transportation Study</i>	153
<i>Impact of Long-term Teleworking on VMT</i>	155
<i>NYC Mobility Report 2023</i>	156
<i>NYC Pedestrian Planning Studies</i>	157
<i>Truck Route Effects & Communication Tools</i>	159
<i>Brooklyn College Flatbush Ave Transportation Study</i>	162
<i>Building Profile and Loading Dock Utilization Study</i>	164
<i>Green Wave Comprehensive Transportation Plan</i>	166
<i>Coney Island Alternative Access - Congestion Study</i>	168
<i>Morris Park East Bronx Transportation Study</i>	170
PUTNAM COUNTY	172
<i>Putnam County Intersection Planning and Feasibility Study</i>	172
<i>Southeast to Danbury Rail Link Feasibility Study</i>	174
<i>Putnam County Complete Streets Initiative</i>	177
ROCKLAND COUNTY	179
<i>Clarkstown Safety and Sustainability Study for Route 303 & Route 304</i>	179
SUFFOLK COUNTY	181
<i>Suffolk County's Strategic Highway Safety Action Plan</i>	181
<i>Suffolk County Transit S92 Corridor Improvements</i>	184
<i>Downtown Patchogue Walkability Study</i>	187
<i>Regional Economic Analyses on Suffolk County from the North Atlantic Rail Project</i>	191
<i>Suffolk Countywide Hike & Bike Network - Corridor Conceptual Design, Phase II</i>	194
WESTCHESTER COUNTY	198
<i>County Mobility and Redesign Study</i>	198
<i>Transit Fare Policy and Fare Structure Analysis Study</i>	200
<i>Complete Streets Workshops</i>	202
<i>Improving Mobility for the Aging Population</i>	204
<i>Transportation and Food Access in Westchester County</i>	206

RELATED PLANNING ACTIVITIES FUNDED THROUGH OTHER SOURCES	207
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	208
<i>Cross Harbor Freight Program (CHFP) Tier II Environmental Impact Statement (EIS)</i>	208
<i>PATH Extension to Newark Liberty International Airport/NEC Rail Link Station</i>	210
<i>Port Authority Bus Terminal Replacement Planning</i>	211
NEW YORK CITY DEPARTMENT OF TRANSPORTATION	213
<i>Truck Electrification and Freight De-carbonization Study</i>	213
<i>Reimagining the Cross Bronx Expressway</i>	213
<i>Driver Behavior Study</i>	214
<i>East River Bridges Capital Program Development (Added by Reso #564)</i>	215
WESTCHESTER COUNTY	216
<i>Westchester County SMART Commute Program</i>	216
<i>Section 5307 Planning Studies</i>	216
THE SHINNECOCK INDIAN NATION	217
<i>Long-Range Transportation Plan Update</i>	217
STATE PLANNING AND RESEARCH (SP&R) PROGRAM FUNDED PROJECTS	218
NYSAMPO SHARED COST INITIATIVES	220
<i>NYSAMPO Staff Support</i>	220
<i>NYSAMPO Staff Training</i>	220
<i>AMPO Dues</i>	220
<i>Shared Transit Service Planning and Analytics Initiative</i>	220
BUDGET SUMMARIES.....	221
<i>Council Budget</i>	222
<i>Funds Programmed in Prior Years</i>	223
<i>Agency Summary</i>	224
<i>NYMTC Staff Schedule of Programmed Funding for Professional Services Contracts</i>	229
PUBLIC COMMENTS:	237
AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS	238
<i>Administrative Modification March 24, 2023</i>	239
<i>Resolution #559 - April 20, 2023</i>	240
<i>Administrative Modification April 26, 2023</i>	243
<i>Resolution #564 – June 15, 2023</i>	244
<i>Administrative Modification July 10, 2023</i>	245
<i>Administrative Modification September 7, 2023</i>	246
<i>Resolution #568 – September 21, 2023</i>	247
<i>Resolution #571 – November 16, 2023</i>	249
<i>Resolution #578 – April 18, 2024</i>	252

Abbreviations and Acronyms

Abbreviation	Description
ACS	American Community Survey
AMPO	Association of Metropolitan Planning Organizations
AQ	Air Quality
AVAIL	Albany Visualization and Informatics Lab
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development
BY	Base Year
CAAA-1990	Clean Air Act Amendments of 1990
CBD	Central Business District
CBTC	Communications-based Train Control
CHFP	Cross Harbor Freight Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
COVID-19	Coronavirus disease 2019
DMV	Department of Motor Vehicles
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	US Environmental Protection Agency
EV	Electric Vehicle
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FWG	Forecasting Working Group
GHG	Greenhouse gases
GIS	Geographic Information Systems
GPS	Global Positioning System
HSIP	Highway Safety Improvement Program
ICG	Interagency Consultation Group
IIJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding American
IOS	Initial Operating Segment
ITS	Intelligent Transportation Systems
LAP	Language Access Program
LIRR	Long Island Rail Road
MAP	Metropolitan Area Planning

Abbreviation	Description
MHSTCC	Mid-Hudson South Transportation Coordinating Committee
MNR	Metro-North Railroad
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transportation Authority
N/S TCC	Nassau/Suffolk Transportation Coordinating Committee
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NJIT	New Jersey Institute of Technology
NJT	New Jersey Transit
NJTPA	North Jersey Transportation Planning Authority
NOI	Notice of Intent
NPMRDS	National Performance Management Research Data Set
NYBPM	New York Best Practice Model
NYC	New York City
NYCT	New York City Transit
NYCTCC	New York City Transportation Coordinating Committee
NYMTC	New York Metropolitan Transportation Council
NYSAMPO	New York State Association of Metropolitan Planning Organizations
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
OHD	Off-Hour Deliveries
PANYNJ	Port Authority of New York and New Jersey
PEA	Planning Emphasis Area
PFAC	Program Finance and Administration Committee
PHED	Peak Hour Excessive Delay
PIMS	Project Information Management System
PIP	Public Involvement Plan
PPS	Post Processor Software
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RFP	Request for Proposals
RHES	Regional Household and Establishment Survey
ROD	Record of Decision
RTP	Regional Transportation Plan
SED	Socioeconomic and Demographic
SFY	State Fiscal Year
SOV	Single Occupancy Vehicles
SPR	State Planning and Research

Abbreviation	Description
STIP	Statewide Transportation Improvement Program
SUP	Shared Use Path
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAP	Transportation Alternative Program
TAZ	Transportation Analysis Zone
TCC	Transportation Coordinating Committee
TDM	Transportation Demand Management
TIG	Transportation Information Gateway
TIP	Transportation Improvement Program
TPM	Transportation Performance Management
TRANSCOM	Transportation Operations Coordinating Committee
UAB	Urban Area Boundary
UPWP	Unified Planning Work Program
USDOT	U.S. Department of Transportation
UTRC	University Transportation Research Center
UZA	Urbanized Area
VMT	Vehicle Miles Traveled

Change Log

1. The Port Authority of New York and New Jersey and Westchester County have each contributed planning activities for the “Related Planning Activities Funded through Other Sources” section of the UPWPs.
2. NYMTC staff added the on-going Region Waste Movement Study to the discretionary program section of the UPWP.

Overview of the Unified Planning Work Program (UPWP)

Unified Planning Work Program (UPWP)

Current Federal transportation legislation, entitled the Infrastructure Investment and Jobs Act (IIJA), authorizes funding for transportation improvements across the nation. To be eligible to use this funding, metropolitan regions must undertake the metropolitan transportation planning process specified in related federal planning regulations. Under these regulations, metropolitan regions, functioning through their metropolitan planning organizations (MPOs), work in cooperation with their states and operators of publicly owned transit services to annually develop and adopt UPWPs to carry out mandated planning activities.

The New York Metropolitan Transportation Council (NYMTC) is the designated MPO for New York City (NYC), suburban Long Island and the lower Hudson Valley. Pursuant to 23 CFR 450.308, NYMTC is responsible for the development of an annual unified planning work program (UPWP) which identifies metropolitan transportation planning activities performed with funds provided under title 23 U.S.C and title 49 U.S.C. Chapter 53. The UPWP for April 1, 2023 through March 30, 2024 identifies planning activities proposed for federal and other funding.

New York Metropolitan Transportation Council (NYMTC)

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

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

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

NYMTC's Mission, Shared Goals and Strategic Framework

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

NYMTC's mission is fourfold:

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

NYMTC seeks to achieve its mission by:

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

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

- Ensure that the mobility provided through our transportation systems reaches everyone in a sustainable, healthy, and equitable manner;
- Invest efficiently for these transportation needs; and,
- Respond effectively to the transportation challenges of tomorrow.

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

Moving Forward: Your Region, Connected - Goals and Objectives

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



SAFETY AND SECURITY

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

Objectives:

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



RELIABLE AND EASY TRAVEL

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

Objectives:

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



PLANNING FOR CHANGING DEMAND

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

Objectives:

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



REDUCING ENVIRONMENTAL IMPACTS

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

Objectives:

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



RESILIENCY

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

Objectives:

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

National Performance Goals

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

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

completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Federal Planning Emphasis Areas

The activities in the UPWP support the FHWA and FTA updated Planning Emphasis Areas (PEAs):

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

This planning emphasis area is intended to ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. This includes encouraging State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.

- *Equity and Justice⁴⁰ in Transportation Planning*

This planning emphasis area is intended to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and ensure that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. The federal planning emphasis area supports State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

- *Complete Streets*

This planning emphasis area will involve the review of current policies, rules, and procedures to determine their impact on safety for all road users. This will include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. The federal agencies seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

- *Public Involvement*

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. This planning emphasis area strives to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

- *Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination*

This planning emphasis area encourages MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

- *Federal Land Management Agency (FLMA) Coordination*

This planning emphasis area encourages MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

- *Planning and Environment Linkages (PEL)*

This planning emphasis area encourages State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

- *Data in Transportation Planning*

To address the emerging topic areas of data sharing, needs, and analytics, this planning emphasis area encourages data sharing and consideration into the transportation planning process. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

NYMTC's Core Program Planning Priorities

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

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

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

NYMTC's Discretionary Program Planning Priorities

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

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

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

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

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

Building NYMTC's UPWP

The development of the State Fiscal Year (SFY) 2023-2024 program has involved a process designed to coordinate and integrate regional transportation planning activities to the greatest extent possible. The process is grounded in the federal requirements, national performance goals and *Moving Forward* to provide a multi-year context for the development of UPWPs.

Assembling the UPWP: Program Building

The SFY 2023-2024 program was built by the staff and the member agencies, using the national performance goals, *Moving Forward* and the members' individual planning programs as

guidance. The objective of the program building is to translate NYMTC's planning priorities into a cohesive annual program of planning projects and activities, resulting in a preliminary definition of specific activities for the SFY 2023-2024 program. This preliminary definition includes the core program organized by category, task, activities, and deliverables, as well as new and previously programmed strategic performance projects/activities.

Assessing the UPWP: Peer Review

After program building, the preliminary SFY 2023-2024 program was peer reviewed among the NYMTC member agencies, considering relevance to the planning priorities, the coordination aspects of strategic performance project proposals, and estimated project costs in the context of anticipated resources for the program. The result of the peer review process was an agreement on a final draft SFY 2023-2024 program, pending federal review and public comment.

Assessing the UPWP: Public Review

The draft SFY 2023-2024 program is released for a thirty-day public comment period, and on-line public review sessions are organized to explain the UPWP and gather additional comments. All comments are considered by NYMTC relevant members prior to finalizing the UPWP for adoption.

Major Expected Milestones for the Program

April – June

- Public Outreach for the Plan 2055 development cycle begins

July – September

- Transportation Conformity Determination for non-exempt amendments to the TIP and the FFYs 2022-2050 RTP, as amended
- Up to four new students selected for the 2023-2024 academic year 9/11 Memorial Program

October – December

- Annual Performance and Expenditure Report prepared and submitted
- Annual Listing of Obligated Projects released
- Regional Household Travel Survey begins
- 2022 Hub-Bound report released
- New Urbanized Area boundaries adopted

January – March

- SED 2055 forecasts updated
- 2024-2025 UPWP adopted by NYMTC's Council

Five (5) Year Planning Projection

	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028
PROGRAM SUPPORT AND ADMINISTRATION					
Administration	Support functions related to development, management, and administration of the organization's activities, facilities, and equipment; liaison with NYSDOT as NYMTC staff's administrative host				
Council, PFAC, TCCs, Working Groups, Study Committees	Support functions related to development, management, and administration of the organization's activities, facilities, and equipment; liaison with NYSDOT as NYMTC staff's administrative host				
Federal Certification Reviews	Address recommendations from 2022-2023 Certification Review	Address recommendations from 2022-2023	Prepare for 2026-2027 Certification Review	Address recommendations from 2026-2027 Certification Review	Address recommendations from 2026-2027 Certification Review
Public information	Enhance website capabilities; public affairs, fulfillment; social media maintenance and expansion				
Public Involvement Plan (PIP)	Maintain and implement 2022 PIP	Consider updates to the 2022 PIP	Evaluate/develop 2026 PIP	Maintain and implement 2026 PIP	Consider updates to 2026 PIP
Title VI Program	Implement 2022 program	Implement 2022 program; begin development of 2026 program	Adopt and initiate 2026 program	Implement 2026 program	Implement 2026 program; begin development of 2030 program
Language Access	Continue language access support services				
Transportation Information Gateway (TIG)	Maintain, update and enhance TIG as necessary				
Annual UPWPs	Complete UPWP Web Application redevelopment in 2023-2024. Maintain current UPWP and develop a program for the next SFY.				
UPWP Reporting	During each year, complete quarterly UPWP progress reports; UPWP annual performance and expenditure report and annual/biennial Title VI reports				
Socioeconomic & Demographic (SED) Forecasts	Maintain / adjust the 2055 SED forecasts to be used for PLAN 2055.	Use 2055 SED forecasts for PLAN 2055. Develop the RFP for 2065 SED forecasts for PLAN 2060	Begin development of 2065 SED forecasts for PLAN 2060. Collect development inventory	Continue development of 2065 SED forecasts for Plan 2060	Continue development of 2065 SED forecasts for Plan 2060. 2065 SED forecasts to be adopted by 10.1.28
LONG-RANGE TRANSPORTATION PLANNING					

	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028
Plan 2050	Continue Plan 2050 maintenance	Continue Plan 2050 maintenance	Conclude Plan 2050 maintenance on 9.30.25	N/A	N/A
Plan 2055	Continue Plan 2055 development cycle toward adoption by 10.1.25	Continue Plan 2055 development cycle toward adoption by 10.1.25	Continue Plan 2055 development cycle toward adoption. Adopt Plan 2055 by 10.1.25. Begin Plan 2055 maintenance	Continue Plan 2055 maintenance	Continue Plan 2055 maintenance
Plan 2060	N/A	N/A	Begin initial preparation for Plan2060 development	Begin Plan 2060 development cycle toward adoption by 10.1.29	Continue Plan 2060 development cycle toward adoption by 10.1.29
CMP Status Report	Continue CMP Status Report development cycle for Plan 2055 toward adoption by 10.1.25	Continue CMP Status Report development cycle for Plan 2055 toward adoption by 10.1.25	Adopt CMP Status Report to accompany Plan 2055 by 10.1.25	Maintain/update CMP Status Report if needed	Begin CMP Status Report development cycle for Plan 2060 toward adoption by 10.1.29
Coordinated Public Transit- Human Services Transportation Plan (Coordinated Plan)	Continue development of Coordinated Plan as part of Plan 2055	Continue development of Coordinated Plan as part of Plan 2055	Adopt Coordinated Plan to accompany Plan 2055 by 10.1.25	Maintain/update Coordinated Plan if needed	Begin initial preparation for development of Coordinated Plan as part of Plan 2060
Freight Plan	Continue development of Freight Plan as part of Plan 2055	Continue development of Freight Plan as part of Plan 2055	Adopt Freight Plan as part of Plan 2055 by 10.1.25	Maintain/update Freight Plan if needed	Begin initial preparation for development of Freight Plan as part of Plan 2060
Transportation Performance Management (TPM) System Performance Report	Begin development of TPM System Performance Report for inclusion in Plan 2055 by 10.1.25	Continue development of TPM System Performance Report for inclusion in Plan 2055 by 10.1.25	Complete development of TPM System Performance Report. Adopt Report for inclusion in Plan 2055 by 10.1.25	Update TPM System Performance report as needed	Begin development of TPM System Performance Report for inclusion in Plan 2060 by 10.1.29

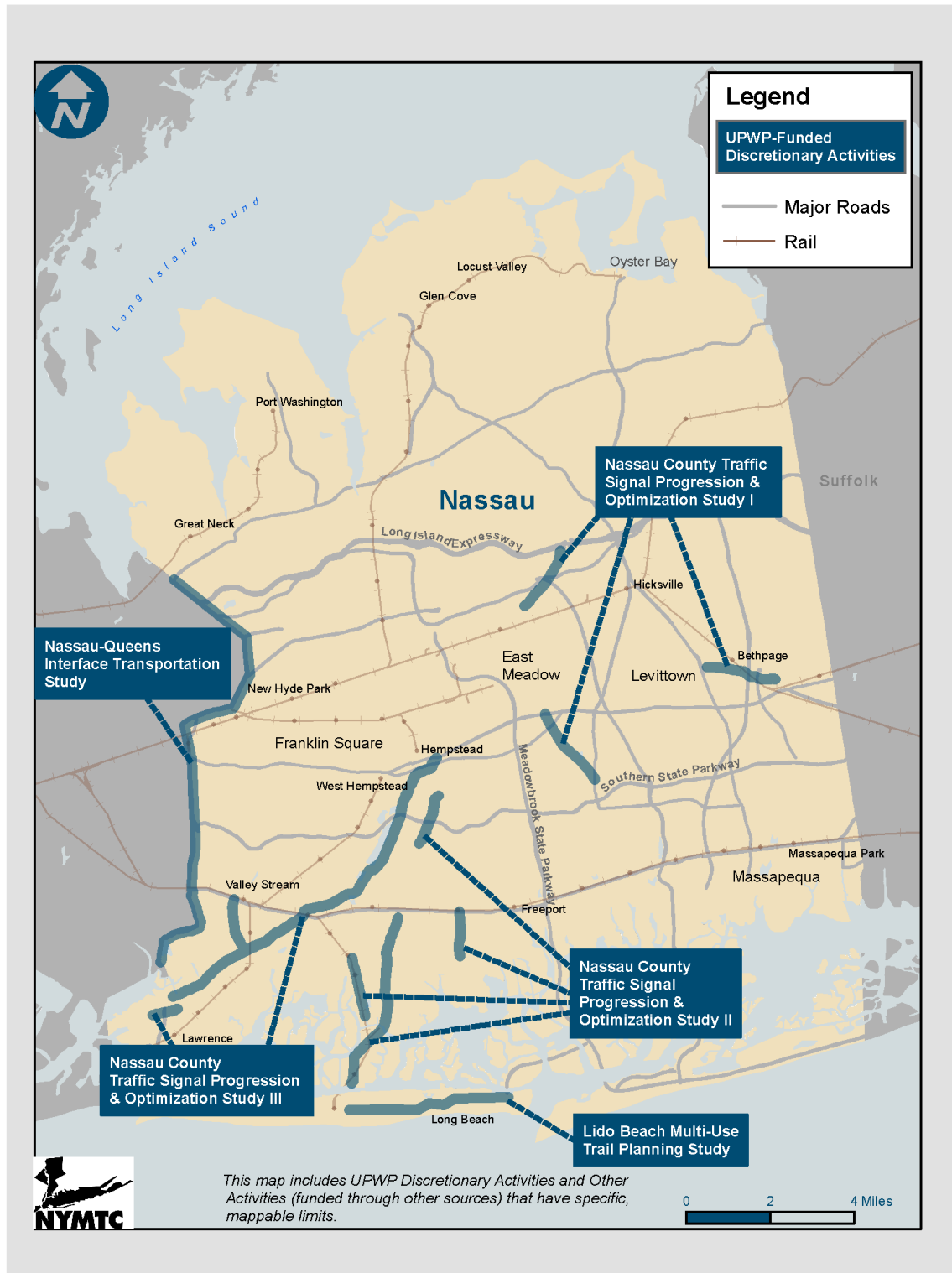
	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028
<i>TPM Analytics & Performance Periods</i>	Begin development TIP documentation toward adoption of 2026-2030 TIP by 10.1.25; adopt targets as needed for the 2022-2026 performance period	Continue development TIP documentation toward adoption of the 2026-2030 TIP by 10.1.25; adopt targets and submit analytics for midyear of 2022-26 performance period	Complete TIP documentation as part of adoption of the 2026-2030 TIP by 10.1.25; adopt targets as needed for the 2022-2026 performance period	Begin development TIP effects documentation toward adoption of 2029-2033 TIP by 10.1.28; adopt targets and submit analytics for the conclusion of the 2022-2026 performance period	Continue TIP documentation toward adoption of 2029-2033 TIP by 10.1.28; adopt targets as needed for 2027-2030 performance period
<i>Regional Designations</i>	TCCs adopts UA boundaries and roadway functional classifications. Send updated files to NYSDOT for FHWA submission.	N/A	N/A	N/A	N/A
<i>New York Best Practice Model Base Year (NYBPM BY) development</i>	Make NYBPM 2019 enhancements. Contract for NYBPM 2019 update ends	Make NYBPM 2019 enhancements	Make NYBPM 2019 enhancements. Begin contractual process for NYBPM 2026 update	Contract awarded for NYBPM 2026. Begin development of NYBPM 2026 updates	Complete development of NYBPM 2026. Release NYBPM 2026
<i>NYBPM Software</i>	Maintain and update the Project Information Management Systems (PIMS) and the Post Processor Software for Air Quality (PPS-AQ) and the Post Processor Software for the CMP (PPS-CMP) for conformity and planning analyses				
<i>Model Applications</i>	Run model applications at members' request and respond to data requests				

	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028
Regional Survey	Finalize and issue the RFP for the RHTS. Complete NYMTC Travel Survey Data Collection and Utilization Program	Begin the RHTS	Complete the RHTS	Begin developing the scope & implement RHTS supplemental biennial survey	Finalize implementing RHTS supplemental biennial survey. Begin developing the scope of the next RHTS supplemental biennial survey
Data Collection	Annual data collection for the NYBPM and for TPM				
TRANSPORTATION IMPROVEMENT PROGRAM					
FFYs 2023-2027 TIP	Continue FFYs 2023-2027 TIP maintenance until 9.30.25	Continue FFYs 2023-2027 TIP maintenance until 9.30.25	Conclude FFYs 2023-2027 TIP maintenance on 9.30.2025	N/A	N/A
FFYs 2026-2030 TIP	N/A	Begin development of the FFYs 2026-2030 TIP	Continue development of the FFYs 2026-2030 TIP for adoption by 10.1.25. Begin maintenance of the FFYs 2026-30 TIP after adoption	Continue FFYs 2026-2030 TIP maintenance until 9.30.28	Continue FFYs 2026-2030 TIP maintenance until 9.30.28; begin development of the FFYs 2029-2033 TIP for adoption by 10.1.28
Grant Program Solicitations	Carry out program solicitations for Congestion Mitigation/Air Quality (CMAQ) program, Transportation Alternatives Program (TAP) and enhanced Section 5310 programs as needed; provide support for Highway Safety Improvement Program (HSIP), Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Infrastructure for Rebuilding American (INFRA) solicitations, as well as other discretionary and pilot programs under the IJJA				

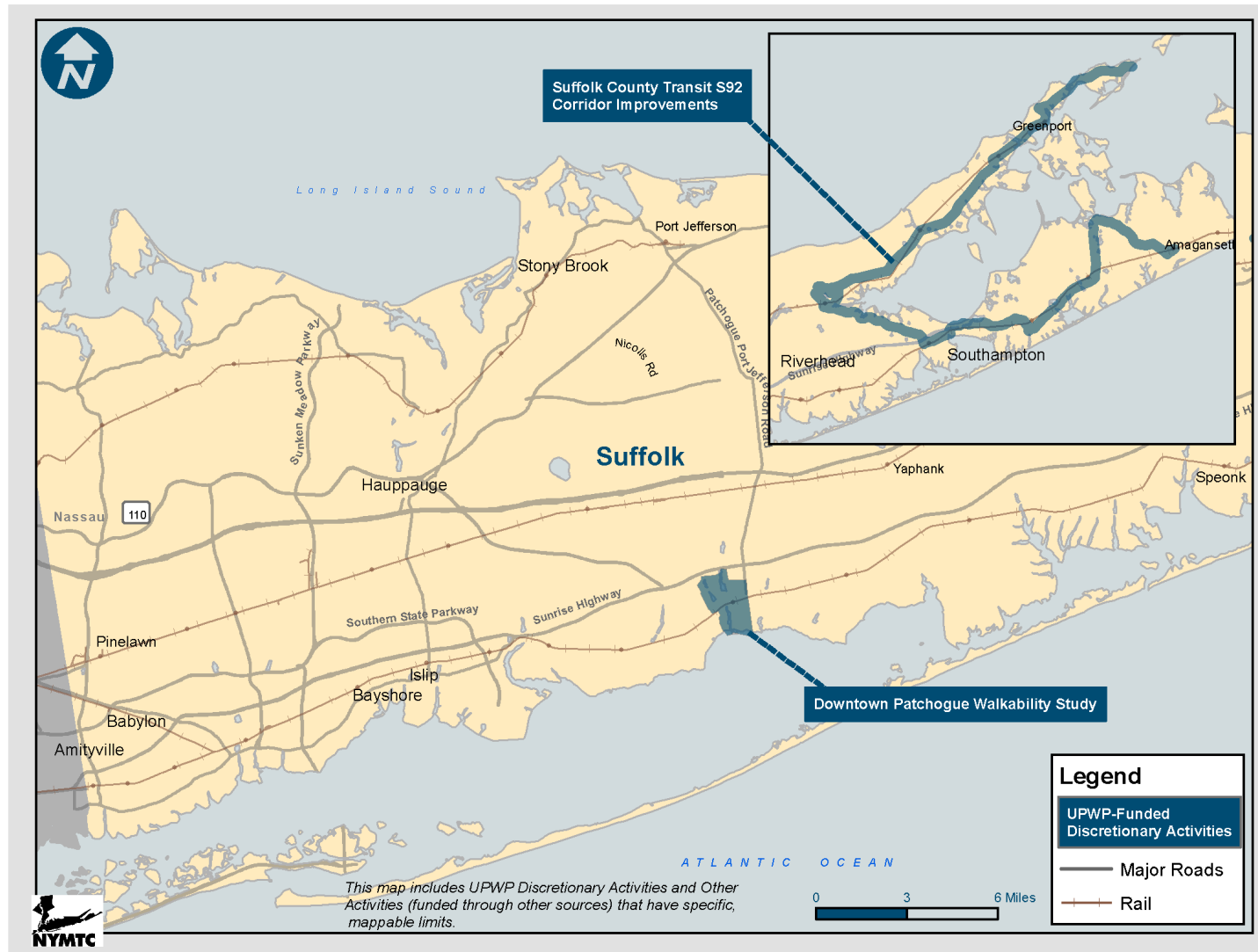
	SFY 2023-2024	SFY 2024-2025	SFY 2025-2026	SFY 2026-2027	SFY 2027-2028
<i>CMAQ Performance Plan</i>	N/A	N/A	Start development of a new CMAQ Performance Plan	Complete new CMAQ Performance Plan by 9.30.26	<i>N/A</i>
<i>Transportation Conformity Determinations</i>	Develop and adopt Transportation Conformity Determinations as needed				
<i>DISCRETIONARY PROGRAM</i>					
<i>Discretionary Projects</i>	Planning activities related to the <i>Moving Forward</i> 's Shared Vision for Regional Mobility, CMP-related activities, near term activities and other specifically identified activities in the Plan, subarea planning studies, on-going sustainable community activities, including community planning workshops; on-going September 11 memorial program				

Planning Project Locations

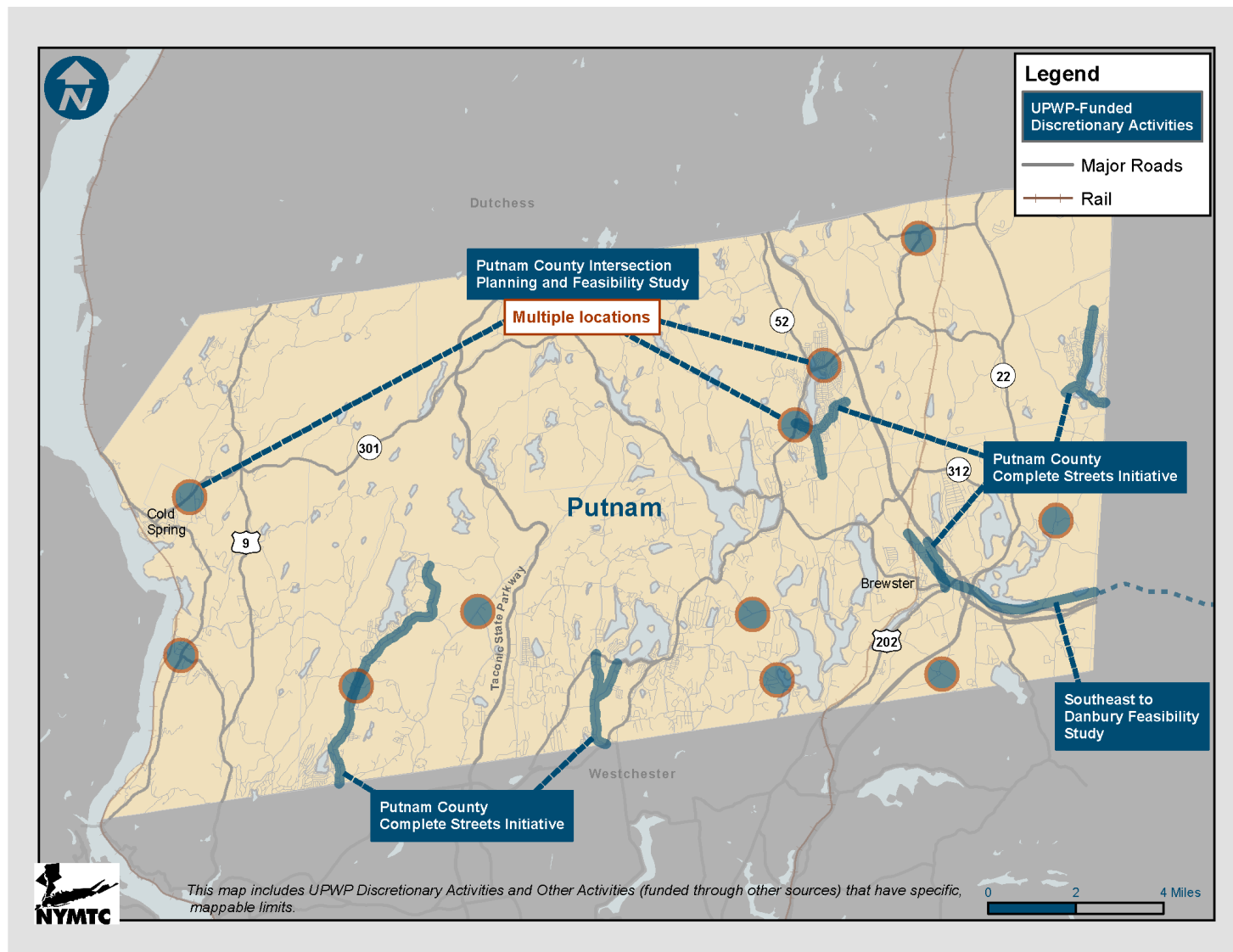
Long Island – Nassau County



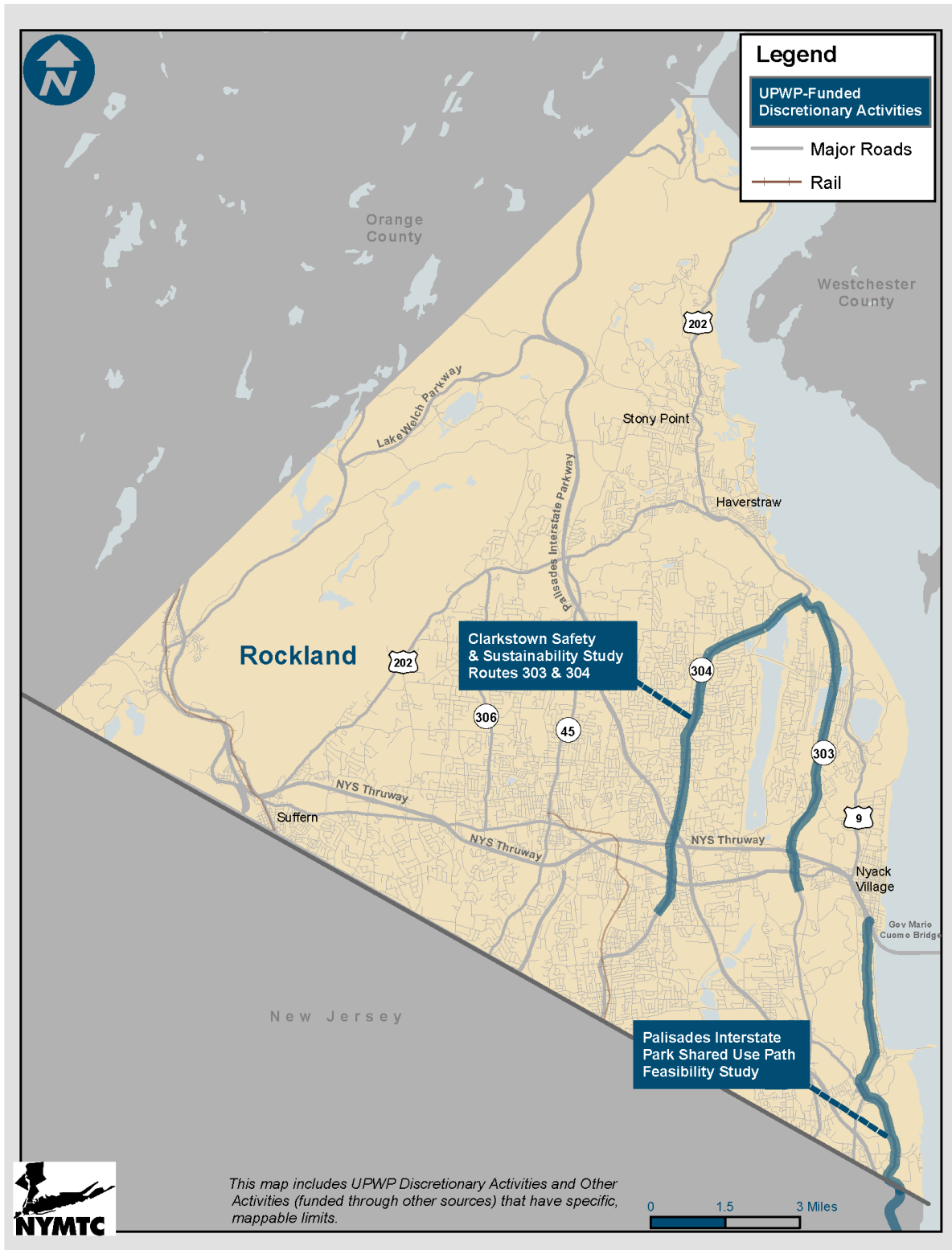
Long Island – Suffolk County



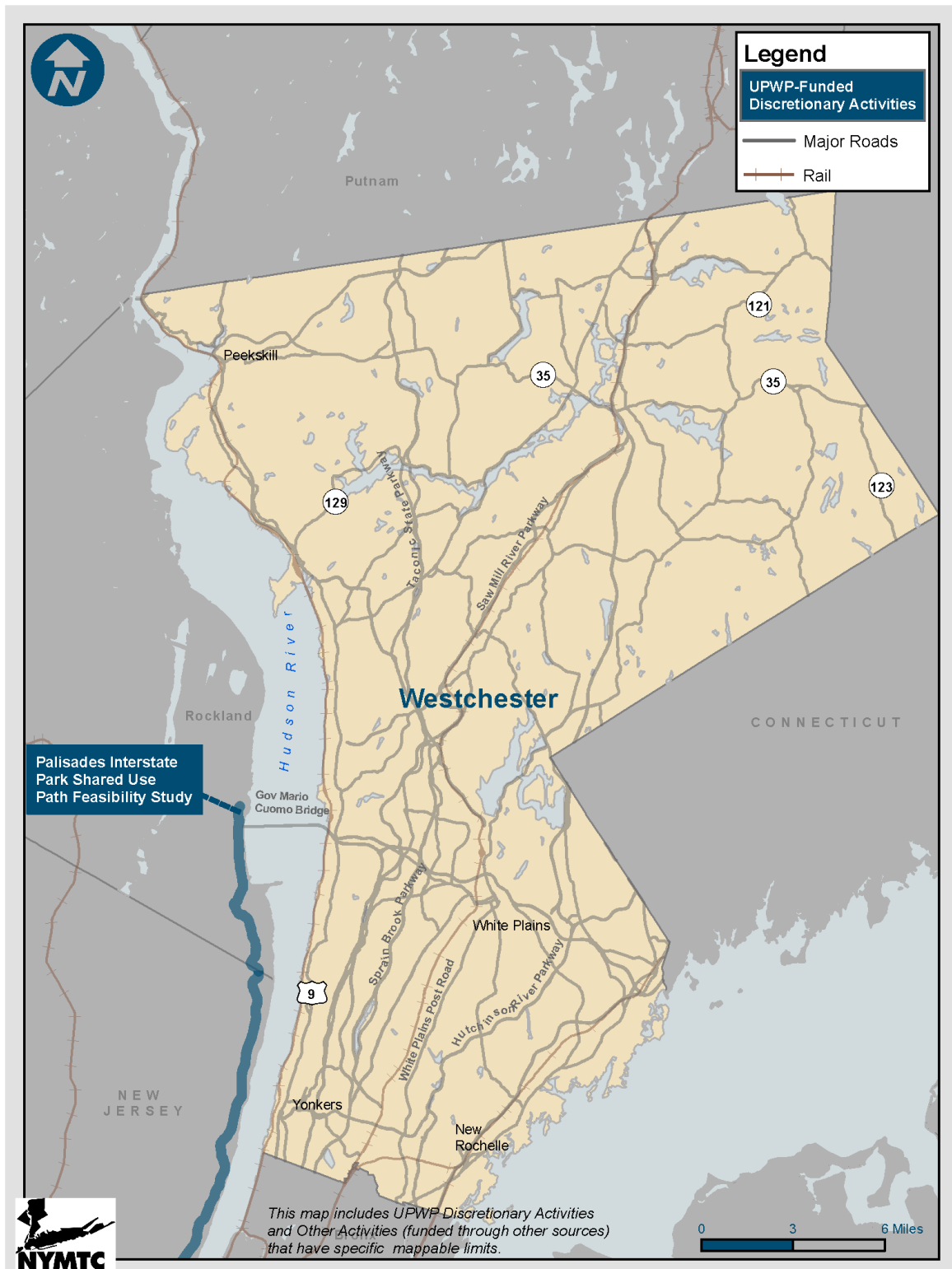
Mid-Hudson South – Putnam County



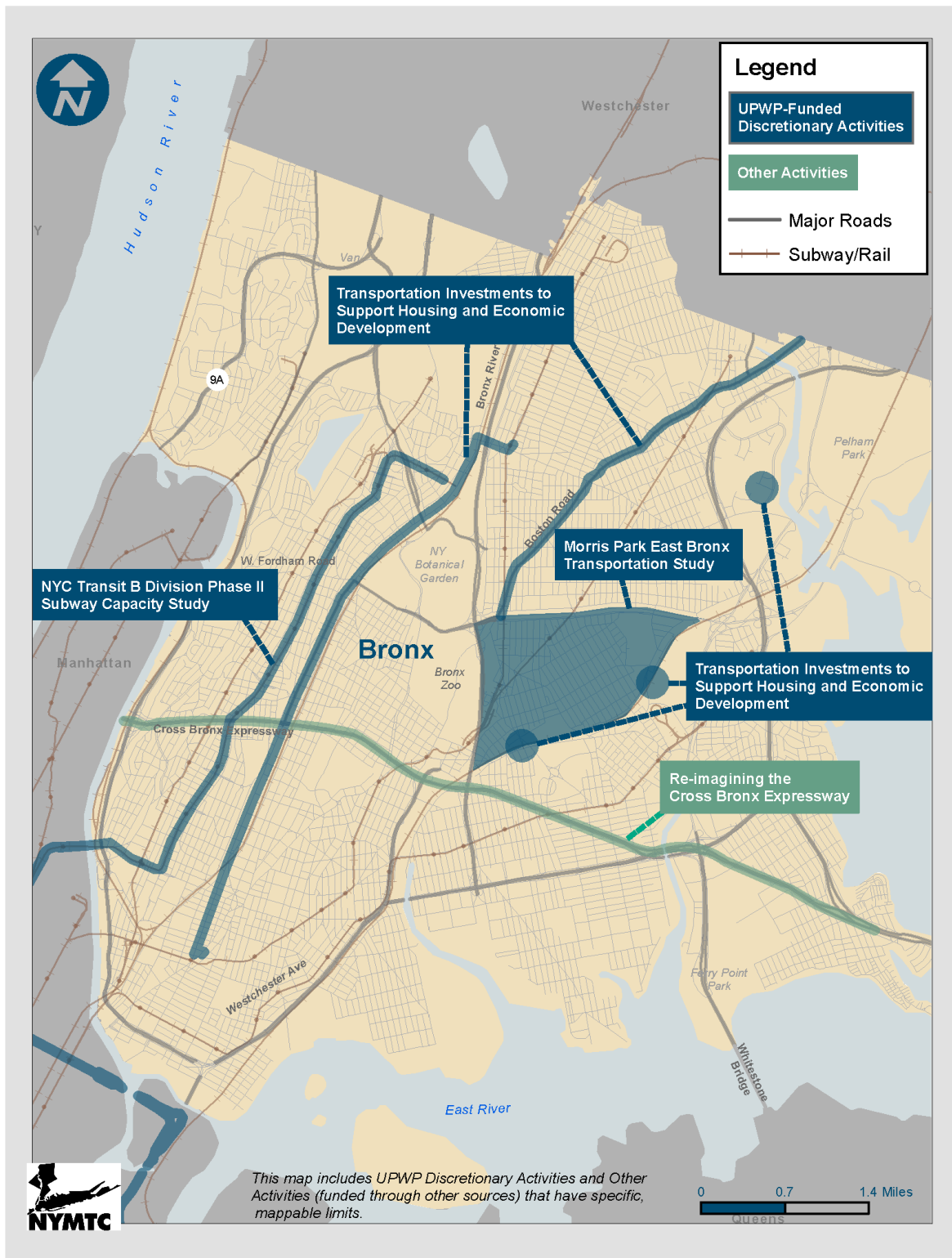
Mid-Hudson South – Rockland County



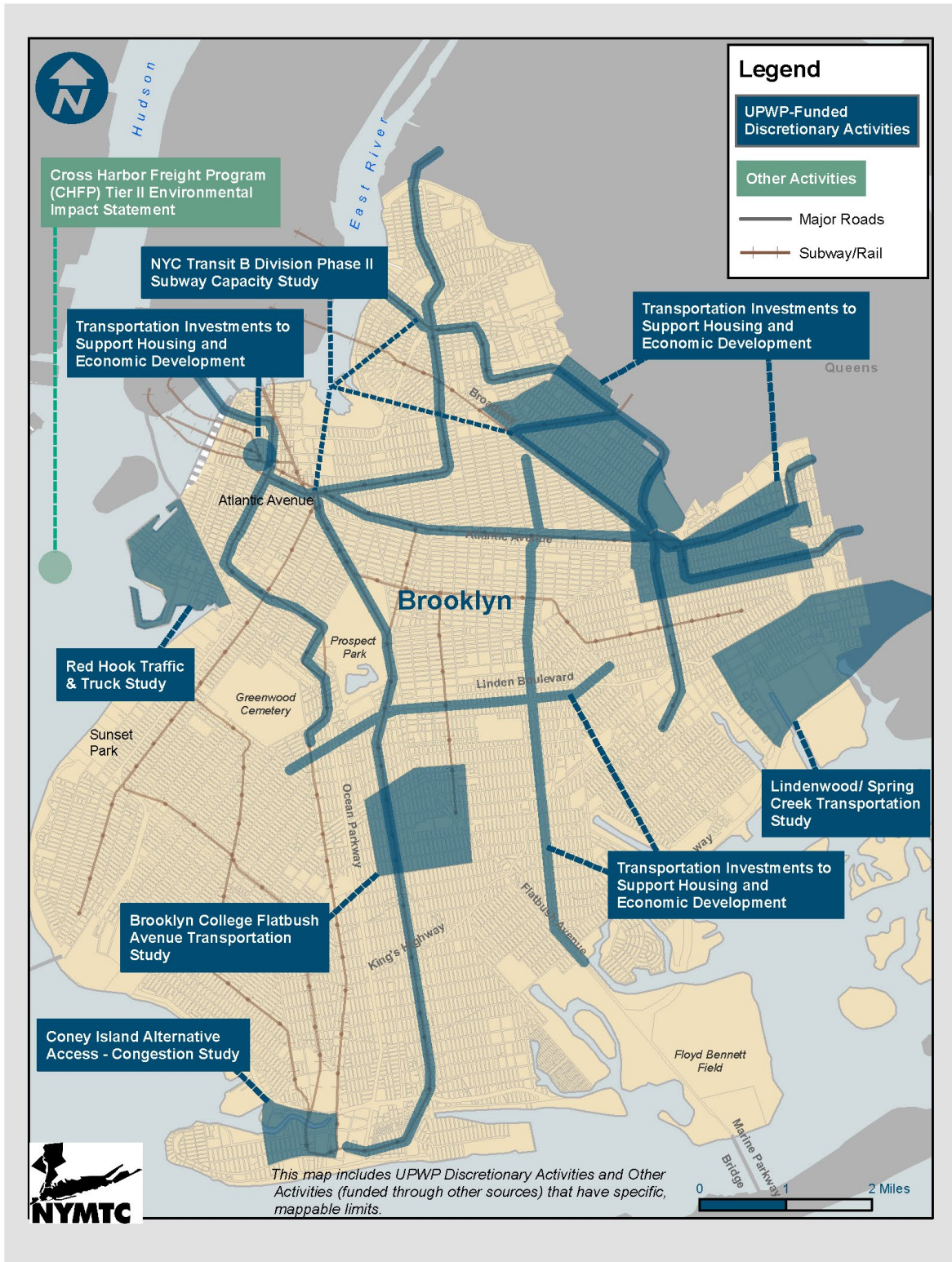
Mid-Hudson South – Westchester County



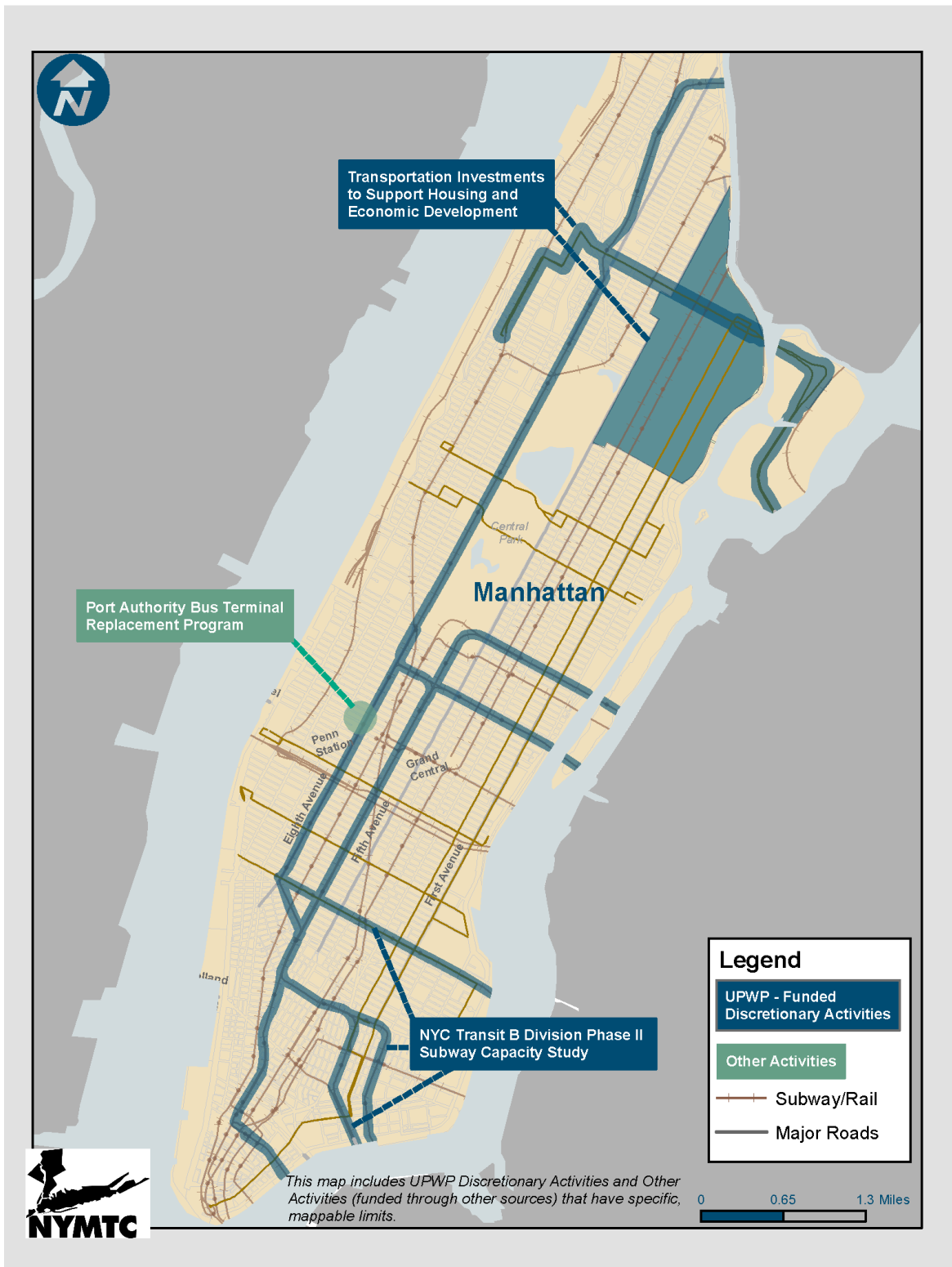
New York City - Bronx



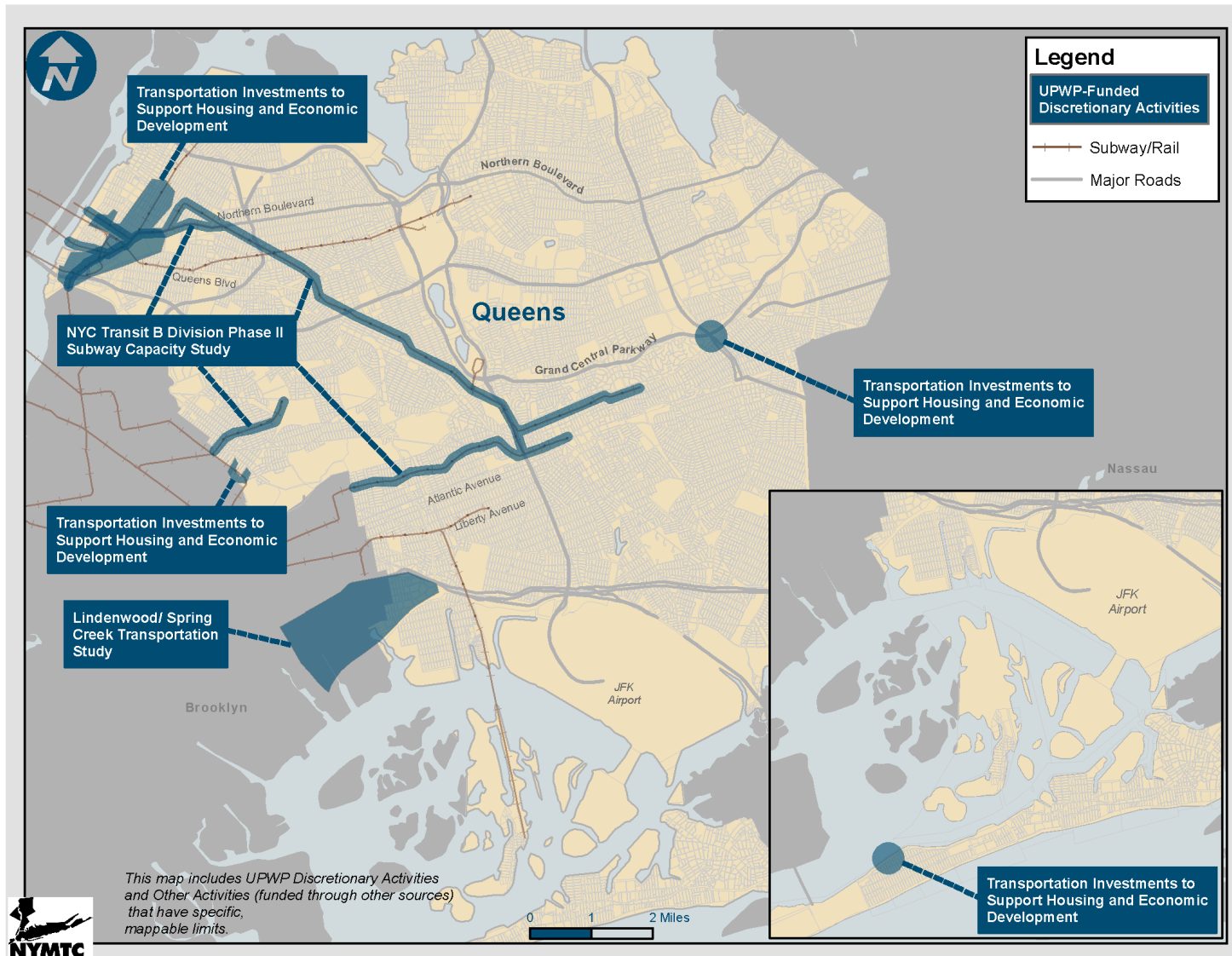
New York City - Brooklyn



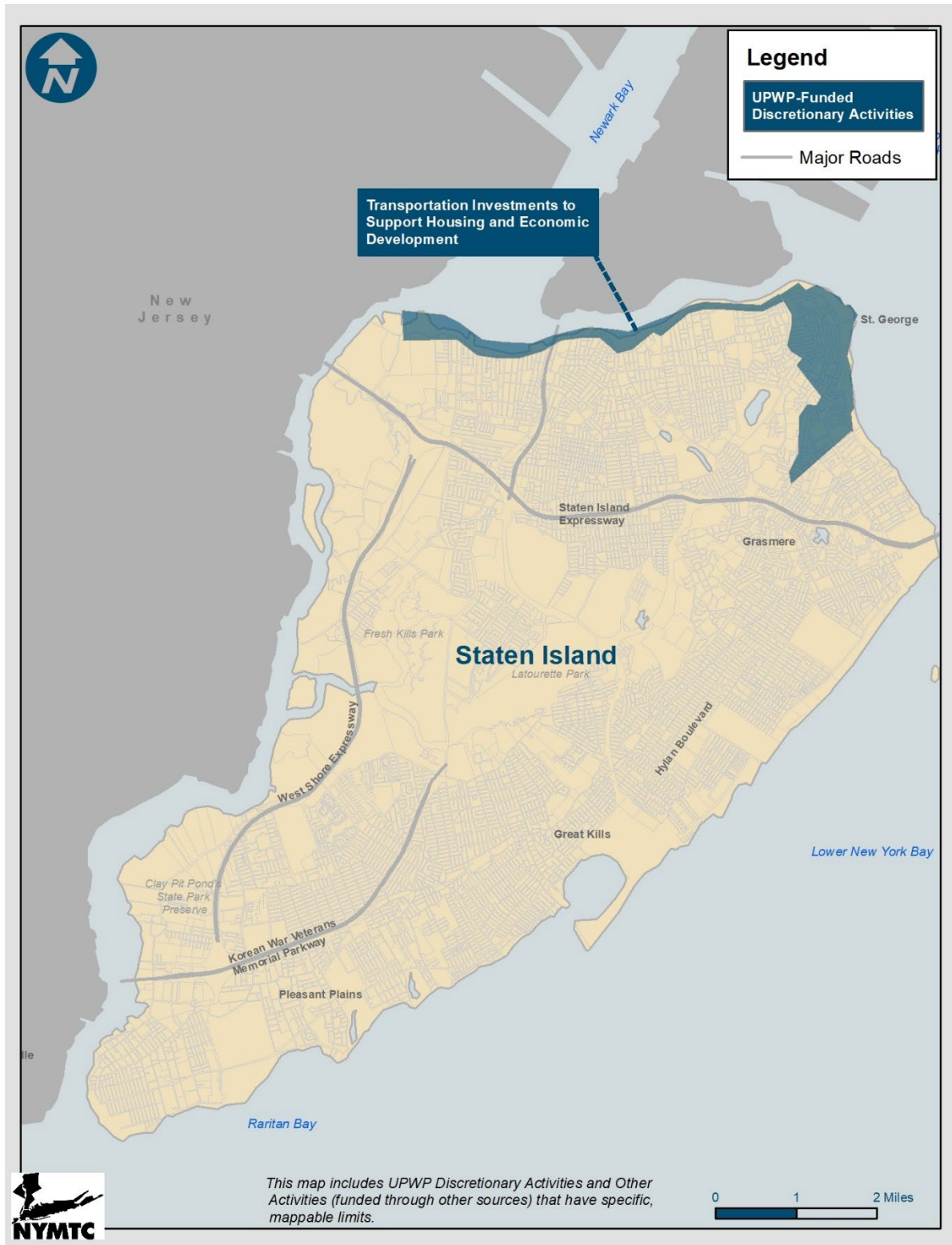
New York City - Manhattan



New York City – Queens



New York City – Staten Island



Core Program Activities

Program Support and Administration

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

Highlights for this Category:

- The day-to-day operations of NYMTC will be supported, administered and managed.
- The activities of NYMTC's Council principals, PFAC and the three TCCs will continue to be supported.
- The activities of advisory working groups and PFAC and/or TCC subcommittees created for various aspects of the planning process will continue to be supported.
- On-going implementation activities related to the updated PIP, Title VI Program and LAP will continue.
- The activities of the Metropolitan Area Planning (MAP) Forum and its Multi-State Freight Working Group and Multi-State Resiliency Working Group will continue to be supported.
- Participation with the New York State Association of Metropolitan Planning Organizations and its various working groups will continue, as well as participation with the National Association of Regional Councils and the Association of Metropolitan Planning Organizations.
- Hardware and software capabilities for analysis tools, database management, content management and information sharing, public information and visualization will be maintained and improved where needed.
- NYMTC social media outlets will be supported and enhanced, and periodic electronic newsletters will be distributed.
- The NYMTC website will be reviewed and reorganized.
- UPWP reporting mechanisms will be maintained to provide information on the status, progress and accomplishments of specific planning activities and deliverables listed in the program.
- The SFY 2023-2024 UPWP will be managed, including necessary amendments and administrative modifications to its programmatic structure, during the program year and preparation of quarterly progress reports and NYMTC members' payment vouchers.
- Progress reports will be developed and submitted for the SFY 2023-2024 UPWP as required.
- Program building, and peer review will be conducted to develop a draft of the SFY 2024-2025 UPWP for federal and public review.
- Professional services will be hired to upgrade NYMTC's budgeting system.

Recent Accomplishments:

- The next generation of NYMTC Planning Services Agreement (PSA5) contracts were fully executed.
- Virtual and hybrid meetings of NYMTC's Council principals, PFAC and the three TCCs continued.
- Information Technology support for the transition to and maintenance of remote operations continued.
- The operation of various working groups, committees and subcommittees was maintained, including:
 - Metropolitan Mobility Network
 - Safety Advisory Working Group
 - Forecasting Working Group
 - PFAC Freight Subcommittee
 - PFAC Plan Subcommittee and its Shared Vision Task Force
 - Transportation Systems Management and Operations Working Group
 - Designated Recipients' Working Group
- The PIP, Title VI program and LAP program were updated during the 2022-2023 program
- Participation with and support for the MAP Forum and its working groups continued.
- Participation with the New York State Association of Metropolitan Planning Organizations (NYSAMPO), National Association of Regional Councils and the Association of Metropolitan Planning Organizations (AMPO) continued.
- The SFY 2023-2024 UPWP was prepared, adopted and executed per federal planning requirements.
- UPWP progress reports have been developed and submitted, as required.
- Various UPWP amendments and administrative modifications to the program were processed as needed.

Category: Program Support and Administration
Cost Summary

	<u>Funds programmed in SFY 2023-24</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$3,683,393	\$1,050,000	\$4,733,393
MHSTCC Staff	\$166,740	\$0	\$166,740
NSTCC Staff	\$110,060	\$0	\$110,060
NYCTCC Staff	\$148,712	\$0	\$148,712
NYMTC Staff Subtotal	\$4,108,905	\$1,050,000	\$5,158,905
MTA	\$61,001	\$0	\$61,001
Nassau County	\$144,064	\$0	\$144,064
NYCDCP	\$176,346	\$0	\$176,346
NYCDOT	\$222,289	\$0	\$222,289
Putnam County	\$35,207	\$0	\$35,207
Rockland County	\$92,512	\$0	\$92,512
Suffolk County	\$47,474	\$0	\$47,474
Westchester County	\$164,185	\$0	\$164,185
Members Subtotal	\$943,078	\$0	\$943,078
SDOT REG 08	\$82,997	\$0	\$82,997
SDOT REG 10	\$176,077	\$0	\$176,077
SDOT REG 11	\$169,541	\$0	\$169,541
NYSDOT Main Office	\$124,578	\$0	\$124,578
NYSDOT Subtotal	\$553,192	\$0	\$553,192
Category Total:	\$5,605,175	\$1,050,000	\$6,655,175

MPO Operations and Management

Description and Objectives

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

Previously Completed Work

Updates to the Public Involvement Plan (PIP), the Title VI/Non-Discrimination Program and the Language Access Operating Procedures were completed. Information Technology (IT) and website capabilities, public affairs and fulfillment services, and NYMTC's social media presence and public outreach program are on-going. Desk review and onsite sessions have been completed as part of the 2023 federal Certification Review.

Planned Activities for NYMTC Staff

1. Support and complete the quadrennial 2023 federal certification review. Review draft product(s) of the federal Certification Review and address any findings, actions, and/or recommendations.
2. Support ongoing activities to implement the PIP, Title VI/Non-Discrimination, and Language Access programs.
3. Support and enhance IT and website capabilities, public affairs and fulfillment services, and NYMTC's social media presence and public outreach.
4. Continue to update NYMTC's operating procedures, protocols and business practices as appropriate.
5. Support NYMTC's principals and its committees and subcommittees, formal and informal working groups and study committees, and participate in the national, multi-state, and statewide organizations.
6. Coordinate procurement processes and developments as required.
7. Prepare reports as required by Title VI of the Civil Rights Act of 1964 and Executive EO 12898 on EJ, as well as the related guidance by the FTA.

Planned Activities for NYMTC Member Agencies

1. Participate in final activities related to the federal Certification Review.
2. Support and participate in meetings of NYMTC's principals, its committees and subcommittees, its formal and informal working groups and its study committees.
3. Prepare reports as required by Title VI of the Civil Rights Act of 1964 and Executive Order 12898, as well as the related guidance by the Federal Transit Administration.

Deliverables for NYMTC Staff

1. New repository for NYMTC's operating procedures, protocols and business practices (Q3)
2. Reorganized NYMTC website (Q3)

Deliverables for NYMTC Staff and Member Agencies

1. Title VI reports (Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

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

Previously Programmed Funds:

NYMTC Staff: \$600,000

Unspent funds from a multi-year contract are being carried over to the current program.

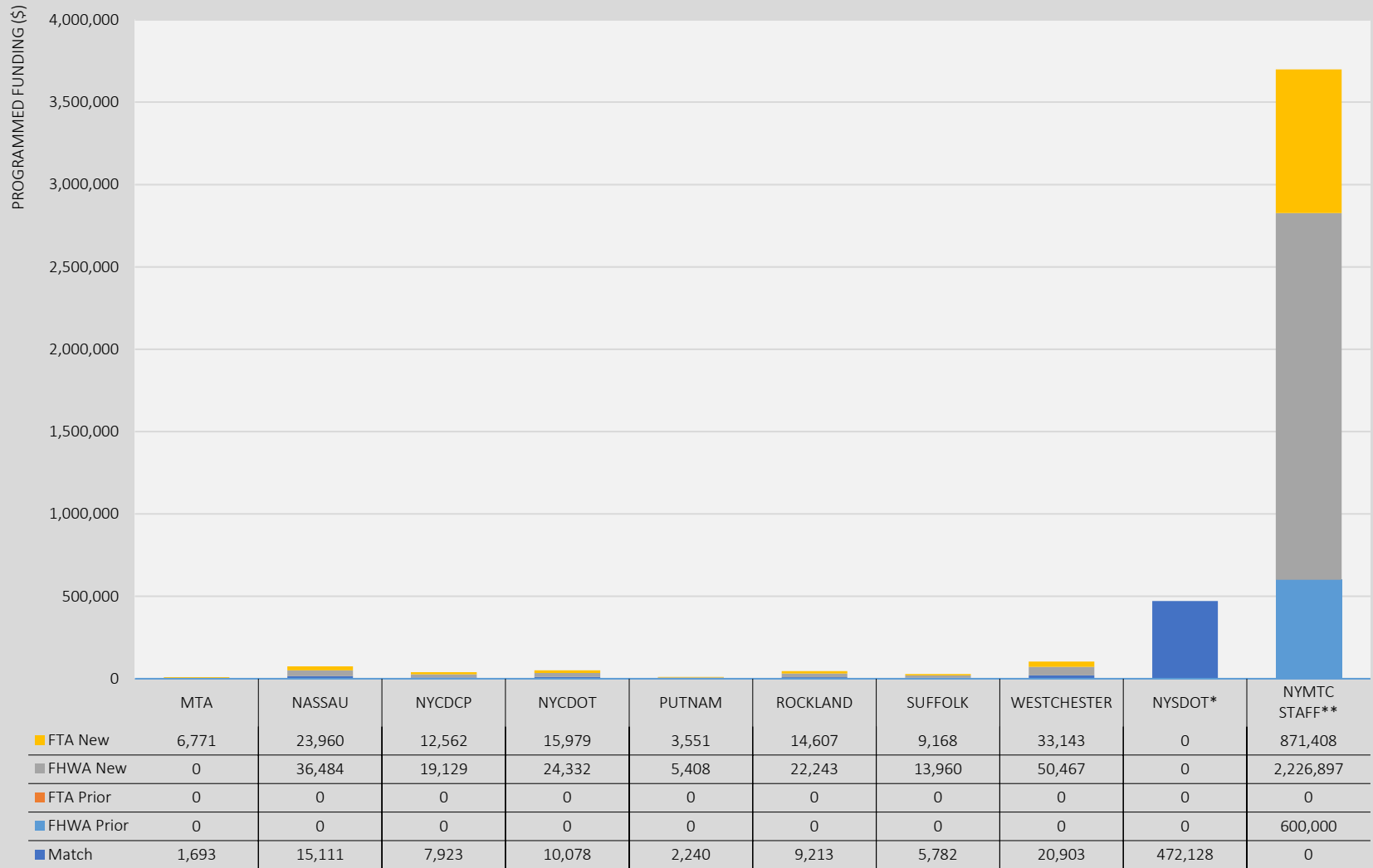
Summary of Task Funding:

See next pages.

MPO Operations and Management

SFY 2023-2024

Total Project Funds: \$4,535,140



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

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

MPO Operations and Management
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$1,902,893	\$0	\$1,500,000	\$600,000	\$2,802,893	\$3,402,893
MHSTCC Staff	\$118,200	\$0	\$0	\$0	\$118,200	\$118,200
NSTCC Staff	\$85,420	\$0	\$0	\$0	\$85,420	\$85,420
NYCTCC Staff	\$91,792	\$0	\$0	\$0	\$91,792	\$91,792
NYMTC Staff Subtotal	\$2,198,305	\$0	\$1,500,000	\$600,000	\$3,098,305	\$3,698,305
MTA	\$8,464	\$0	\$0	\$0	\$8,464	\$8,464
Nassau County	\$75,555	\$0	\$0	\$0	\$75,555	\$75,555
NYCDCP	\$38,614	\$1,000	\$0	\$0	\$39,614	\$39,614
NYCDOT	\$50,389	\$0	\$0	\$0	\$50,389	\$50,389
Putnam County	\$11,199	\$0	\$0	\$0	\$11,199	\$11,199
Rockland County	\$46,063	\$0	\$0	\$0	\$46,063	\$46,063
Suffolk County	\$28,910	\$0	\$0	\$0	\$28,910	\$28,910
Westchester County	\$103,313	\$1,200	\$0	\$0	\$104,513	\$104,513
Members Subtotal	\$362,507	\$2,200	\$0	\$0	\$364,707	\$364,707
SDOT REG 08	\$70,228	\$0	\$0	\$0	\$70,228	\$70,228
SDOT REG 10	\$149,927	\$0	\$0	\$0	\$149,927	\$149,927
SDOT REG 11	\$144,698	\$0	\$0	\$0	\$144,698	\$144,698
NYSDOT Main Office	\$107,275	\$0	\$0	\$0	\$107,275	\$107,275
NYSDOT Subtotal	\$472,128	\$0	\$0	\$0	\$472,128	\$472,128
Project Total:						<u>\$4,535,140</u>

Annual UPWP Development and Reporting

Description and Objectives

This task manages and maintains the SFY 2023–2024 UPWP and completes the necessary program reporting, including amendments and administrative modifications as needed. Additionally, the SFY 2024-2025 UPWP will be developed through coordination with NYMTC’s member agencies and staff.

Previously Completed Work

The SFY 2023-2024 UPWP was developed and adopted by the Council in February 2023. The SFY 2022-2023 UPWP was amended during the program year, as needed.

Planned Activities for NYMTC Staff

1. Maintain and manage the SFY 2023-2024 UPWP.
2. Develop SFY 2024-25 UPWP document and budget, including project descriptions, staffing, costs, and deliverables for core program and discretionary projects.
3. Organize a public comment period for the draft SFY 2024-2025 UPWP.
4. Develop a new content management system to manage the UPWP and other related NYMTC administrative functions.
5. Review and compile UPWP progress submittals and review and process quarterly payment vouchers.

Planned Activities for NYMTC Member Agencies

1. Review UPWP amendments/modifications for current SFY 2023-2024 UPWP.
2. Compile and submit UPWP progress reports and quarterly payment vouchers.
3. Develop the SFY 2024-2025 UPWP, including providing staffing and direct costs for mandatory core projects and proposals for new discretionary projects.
4. Participate in the selection process for new discretionary projects.
5. Support the SFY 2024-2025 UPWP public comment period.

Deliverables for NYMTC Staff

1. Semiannual report summarizing NYMTC activities (Q3, Q4)
2. Annual Performance and Expenditure report (Q3)
3. A new content management system to manage the UPWP and other, related, NYMTC administrative functions (Q4)

Deliverables for NYMTC Member Agencies

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

Deliverables for NYMTC Staff and Member Agencies

1. Completed amendments/administrative modifications requests to the UPWP (Q1-Q4)
2. Adopted SFY 2024-2025 UPWP (Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

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

Previously Programmed Funds:

NYMTC Staff: \$450,000

New York State procurement rules require funds to be fully programmed before contracts can be solicited. Unspent funds are being carried over to the current program.

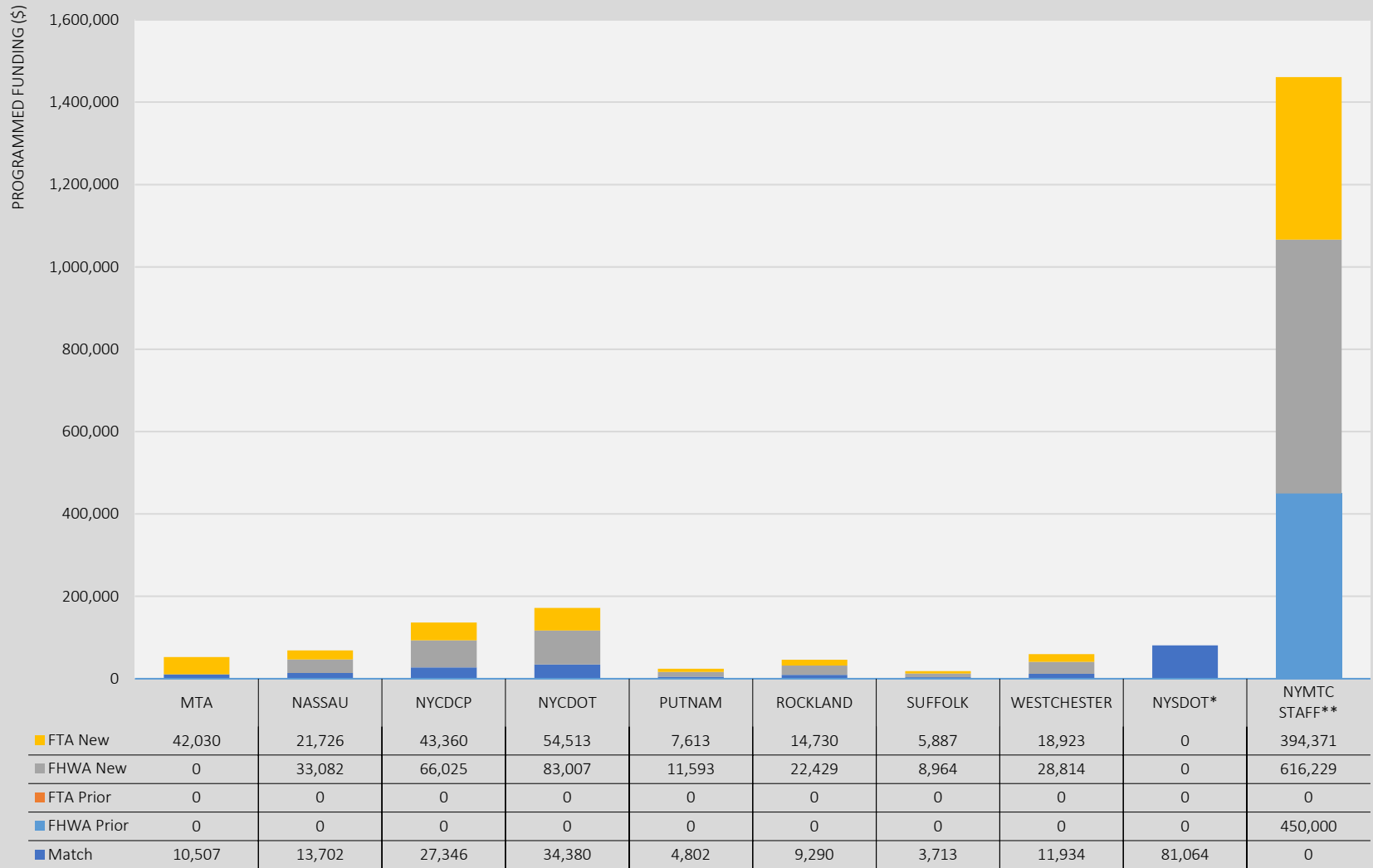
Summary of Task Funding:

See next pages.

Annual UPWP Development and Reporting

SFY 2023-2024

Total Project Funds: \$2,120,035



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

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

Annual UPWP Development and Reporting
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$864,782	\$0	\$465,718	\$450,000	\$880,500	\$1,330,500
MHSTCC Staff	\$48,540	\$0	\$0	\$0	\$48,540	\$48,540
NSTCC Staff	\$24,640	\$0	\$0	\$0	\$24,640	\$24,640
NYCTCC Staff	\$56,920	\$0	\$0	\$0	\$56,920	\$56,920
NYMTC Staff Subtotal	\$994,882	\$0	\$465,718	\$450,000	\$1,010,600	\$1,460,600
MTA	\$52,537	\$0	\$0	\$0	\$52,537	\$52,537
Nassau County	\$68,509	\$0	\$0	\$0	\$68,509	\$68,509
NYCDCP	\$135,732	\$1,000	\$0	\$0	\$136,732	\$136,732
NYCDOT	\$171,900	\$0	\$0	\$0	\$171,900	\$171,900
Putnam County	\$24,008	\$0	\$0	\$0	\$24,008	\$24,008
Rockland County	\$46,449	\$0	\$0	\$0	\$46,449	\$46,449
Suffolk County	\$18,564	\$0	\$0	\$0	\$18,564	\$18,564
Westchester County	\$59,672	\$0	\$0	\$0	\$59,672	\$59,672
Members Subtotal	\$577,371	\$1,000	\$0	\$0	\$578,371	\$578,371
SDOT REG 08	\$12,769	\$0	\$0	\$0	\$12,769	\$12,769
SDOT REG 10	\$26,150	\$0	\$0	\$0	\$26,150	\$26,150
SDOT REG 11	\$24,843	\$0	\$0	\$0	\$24,843	\$24,843
NYSDOT Main Office	\$17,302	\$0	\$0	\$0	\$17,302	\$17,302
NYSDOT Subtotal	\$81,064	\$0	\$0	\$0	\$81,064	\$81,064
Project Total:						<u>\$2,120,035</u>

General Development and Comprehensive Planning

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

Highlights for this Program:

- Update of 2055 SED forecasts for Plan 2055.

Recent Accomplishments:

- County level 2055 Population and Employment forecasts were adopted by PFAC in October 2020.
- Final 2055 SED forecasts at the TAZ (Transportation Analysis Zones) level were prepared and approved by the Forecasting Working Group (FWG).

Category: General Development and Comprehensive Planning
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2023-24</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$157,148	\$1,500,000	\$1,657,148
MHSTCC Staff	\$29,452	\$0	\$29,452
NSTCC Staff	\$6,980	\$0	\$6,980
NYCTCC Staff	\$5,420	\$0	\$5,420
NYMTC Staff Subtotal	\$199,000	\$1,500,000	\$1,699,000
MTA	\$66,258	\$0	\$66,258
Nassau County	\$61,400	\$50,000	\$111,400
NYCDCP	\$135,511	\$0	\$135,511
NYCDOT	\$5,467	\$0	\$5,467
Putnam County	\$6,933	\$0	\$6,933
Rockland County	\$19,845	\$25,000	\$44,845
Suffolk County	\$3,964	\$0	\$3,964
Westchester County	\$23,103	\$0	\$23,103
Members Subtotal	\$322,481	\$75,000	\$397,481
SDOT REG 08	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$521,481	\$1,575,000	\$2,096,481

Socioeconomic and Demographic (SED) Forecasts and Census Data

Description and Objectives

This task maintains, updates, and analyzes the 2055 SED forecasts at the county and Traffic Analysis Zone (TAZ) levels.

Previously Completed Work

NYMTC adopted final SED 2055 county-level forecasts for the 31-county forecast area and NYMTC developed a zonal allocation process for the 28-county NYBPM modeling area in October 2020. An effort to assess the range of possible options for NYMTC's next SED forecast update to inform *Plan 2055* was completed.

Planned Activities for NYMTC Staff

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

Planned Activities for NYMTC Member Agencies

1. Participate in FWG, as appropriate, to guide the maintenance/updates to the 2055 SED forecasts.

Deliverables for NYMTC Staff

1. NYS Data Center annual report (Q3)
2. Updated 2055 SED forecasts (Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

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

Nassau County Contract

Contract Name: Analytics Consultant

Estimated contract cost: \$50,000

Consultant to provide SED and Census related support.

Previously Programmed Funds:

NYMTC Staff: \$1,500,000

New York State procurement rules require funds to be fully programmed before contracts can be solicited. Unspent funds are being carried over to the current program.

Nassau County: \$50,000

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

Rockland County: \$25,000

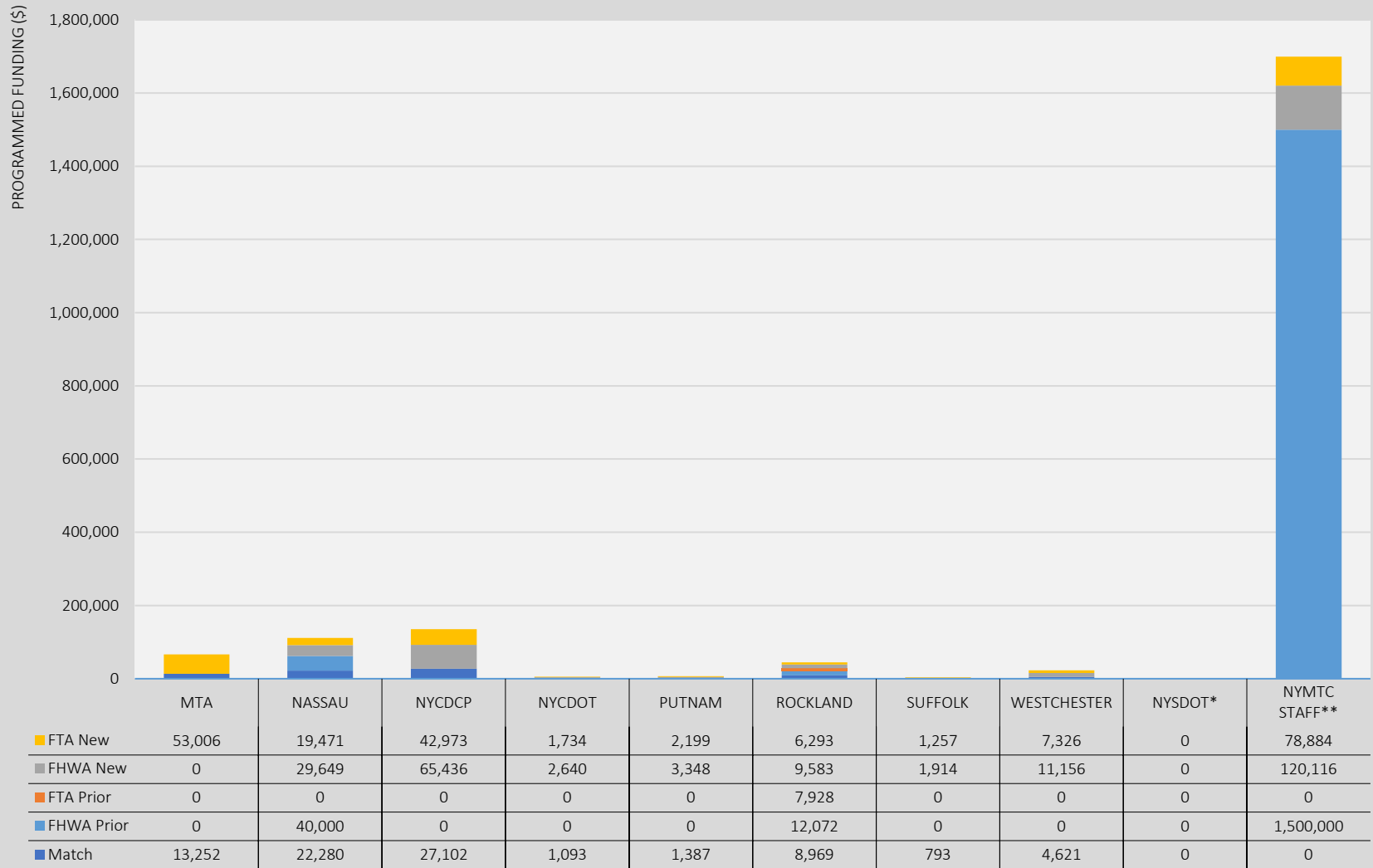
Unspent funds from prior program are being brought into this program.

Summary of Task Funding:

See next pages.

**Socioeconomic and Demographic (SED) Forecasts and Census Data
SFY 2023-2024**

Total Project Funds: \$2,096,481



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

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

Socioeconomic and Demographic (SED) Forecasts and Census Data
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$156,648	\$500	\$1,500,000	\$1,500,000	\$157,148	\$1,657,148
MHSTCC Staff	\$29,452	\$0	\$0	\$0	\$29,452	\$29,452
NSTCC Staff	\$6,980	\$0	\$0	\$0	\$6,980	\$6,980
NYCTCC Staff	\$5,420	\$0	\$0	\$0	\$5,420	\$5,420
NYMTC Staff Subtotal	\$198,500	\$500	\$1,500,000	\$1,500,000	\$199,000	\$1,699,000
MTA	\$66,258	\$0	\$0	\$0	\$66,258	\$66,258
Nassau County	\$61,400	\$0	\$50,000	\$50,000	\$61,400	\$111,400
NYCDCP	\$133,511	\$2,000	\$0	\$0	\$135,511	\$135,511
NYCDOT	\$5,467	\$0	\$0	\$0	\$5,467	\$5,467
Putnam County	\$6,933	\$0	\$0	\$0	\$6,933	\$6,933
Rockland County	\$44,845	\$0	\$0	\$25,000	\$19,845	\$44,845
Suffolk County	\$3,964	\$0	\$0	\$0	\$3,964	\$3,964
Westchester County	\$23,103	\$0	\$0	\$0	\$23,103	\$23,103
Members Subtotal	\$345,481	\$2,000	\$50,000	\$75,000	\$322,481	\$397,481
SDOT REG 08	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						<u>\$2,096,481</u>

Long-Range Transportation Planning

This category covers planning projects and activities emphasizing long-range transportation system planning and analysis, including those related to the maintenance and development of the RTP; maintaining, operating and upgrading NYMTC's analytical tools (e.g., travel demand model), simulation models and post-processors to produce required long-range forecasts of demand, congestion and mobile source emissions; and associated data collection required to maintain these tools.

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

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

Highlights for this Program:

- *Moving Forward* and its associated special components, including the Coordinated Public Transit-Human Services, the Freight Element, and the Congestion Management Process (CMP) Status Report, were adopted in September 2021 and will be maintained and updated.
- Development of NYMTC's next Regional Transportation Plan is underway.
- Development of various programmatic elements under the federal TPM requirements continues per final federal rulemakings.
- Update and enhancement of PIMS will continue.
- PPS-AQ will be upgraded to integrate the latest version of EPA's Motor Vehicle Emission Simulator (MOVES) software. PPS-CMP tool enhancements will continue.
- Requests for NYBPM outputs and forecasts will be fulfilled.
- Traffic volume and vehicle classification counts, and transit ridership and transit service changes information will be collected for the calibration and validation of the NYBPM.
- Planning assumptions will be updated for regional emission analyses used in Transportation Conformity Determinations under the CAAA-1990.
- Major river crossings and Hub-bound data compilations will be continued and used to enhance the NYBPM.
- The TIG application will be maintained and enhanced throughout the program year.
- NYMTC Travel Survey Data Collection and Utilization Program will continue, establishing a Travel Survey Community of Practice and other processes, for sharing travel data.
- The next Regional Household Travel Survey will begin.

Recent Accomplishments:

- The NYBPM 2019 model update was completed in December 2022 and the updated model is being used for Transportation Conformity Determinations.
- Planning assumptions for regional emission analyses used in Transportation Conformity Determinations under the CAAA-1990 were updated as needed.

- Updates and enhancements to other analytical tools, including PIMS, PPS-AQ and PPS-CMP continue. Traffic volume and vehicle classification counts were collected at screenline locations throughout the region.
- The 2020 Hub-Bound Travel Report was released.
- Quarterly Travel Pattern data brochures were released.
- Various data requests were fulfilled.

Category: Long-Range Transportation Planning
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2023-24</u>	<u>Previously</u> <u>Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$7,778,216	\$13,031,064	\$20,809,280
MHSTCC Staff	\$226,752	\$0	\$226,752
NSTCC Staff	\$285,240	\$0	\$285,240
NYCTCC Staff	\$389,064	\$0	\$389,064
NYMTC Staff Subtotal	\$8,679,272	\$13,031,064	\$21,710,336
MTA	\$206,349	\$0	\$206,349
Nassau County	\$261,424	\$300,000	\$561,424
NYCDCP	\$308,399	\$0	\$308,399
NYCDOT	\$993,945	\$0	\$993,945
Putnam County	\$331,986	\$150,000	\$481,986
Rockland County	\$59,511	\$22,000	\$81,511
Suffolk County	\$78,541	\$0	\$78,541
Westchester County	\$469,938	\$0	\$469,938
Members Subtotal	\$2,710,093	\$472,000	\$3,182,093
SDOT REG 08	\$67,673	\$0	\$67,673
SDOT REG 10	\$139,467	\$0	\$139,467
SDOT REG 11	\$134,333	\$0	\$134,333
NYSDOT Main Office	\$103,814	\$0	\$103,814
NYSDOT Subtotal	\$445,287	\$0	\$445,287
Category Total:	\$11,834,652	\$13,503,064	\$25,337,716

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

Description and Objectives

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

Previously Completed Work

Moving Forward, the FFYs 2022-2050 Plan and its specialized elements, such as the Regional Freight Plan, Coordinated Public Transit-Human Services Transportation Plan, and Pedestrian-Bicycle Element, were adopted on September 9, 2021. Maintenance of *Moving Forward* is ongoing. The scope of work for the development of the FFYs 2026-2055 Plan and its public outreach program have been developed.

Planned Activities for NYMTC Staff

1. Process amendments/administrative modifications to *Moving Forward*, as needed.
2. Prepare a summary of Moving Forward implementation progress.
3. Work with the Plan Subcommittee to update the shared vision for the FFYs 2026-2055 Regional Transportation Plan.
4. Develop and initiate two phases of public outreach for the development of the FFYs 2026-2055 Plan; catalogue and organize the input received.
5. Finalize and implement a data collection plan for the development of the FFYs 2026-2055 Plan.
6. Organize the development of the initial list of projects, programs, and studies for the development of the FFYs 2026-2055 Plan through the Transportation Coordinating Committees.
7. In compliance with new requirements under the Infrastructure Investment and Jobs Act (IIJA) and as part of the development of the FFYs 2026-2055 Plan, a housing coordination process will be developed and implemented to include consultation with housing officials in the NYMTC planning area.

Planned Activities for NYMTC Member Agencies

1. Process amendments/administrative modifications to *Moving Forward* as needed.
2. Participate in the Plan Subcommittee assessment of implementation progress.
3. Support the two phases of public outreach for the development of the FFYs 2026-2055 Plan.
4. Participate in the update of the shared vision for the FFYs 2026-2055 Plan.
5. Support the collection and organization of data for FFYs 2026-2055 Plan.

Deliverables for NYMTC Staff and Member Agencies

1. Processed and approved *Moving Forward* Plan amendments and administrative modifications (Q1-Q4)
2. Housing coordination process for Plan 2055 (Q1)
3. Data collection plan for the development of Plan 2055 (Q2)
4. Catalog of public input for the development of the FFYs 2026-2055 Plan (Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

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

Previously Programmed Funds:

NYMTC - Staff: \$1,000,000

New York State procurement rules require funds to be fully programmed before contracts can be solicited. Unspent funds are being carried over to the current program.

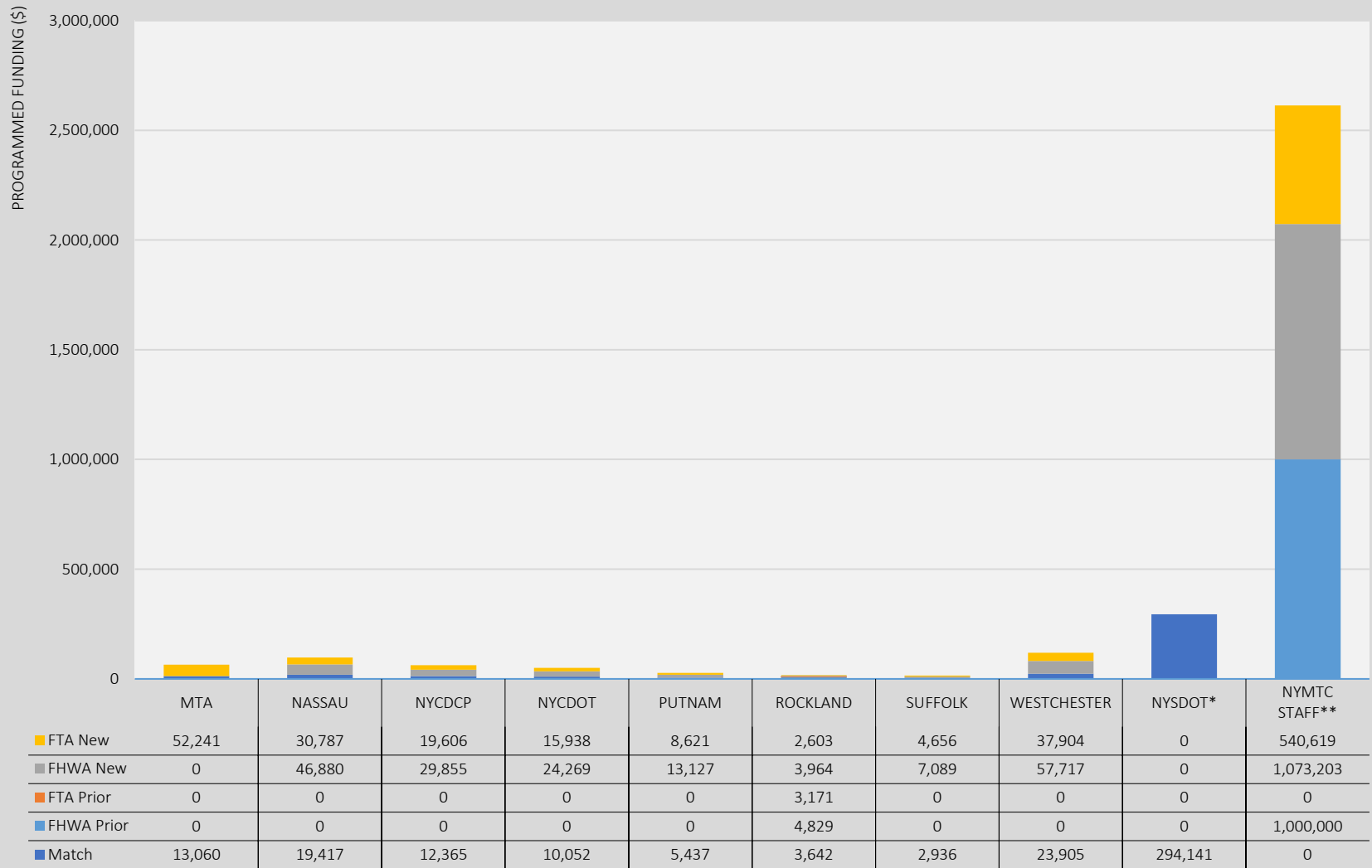
Summary of Task Funding:

See next pages.

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

SFY 2023-2024

Total Project Funds: \$3,362,035



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

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

FFYs 2022-2050 Plan Maintenance / FFYs 2026-2055 Plan Development
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$912,370	\$0	\$1,250,000	\$1,000,000	\$1,162,370	\$2,162,370
MHSTCC Staff	\$72,012	\$0	\$0	\$0	\$72,012	\$72,012
NSTCC Staff	\$114,080	\$0	\$0	\$0	\$114,080	\$114,080
NYCTCC Staff	\$265,360	\$0	\$0	\$0	\$265,360	\$265,360
NYMTC Staff Subtotal	\$1,363,822	\$0	\$1,250,000	\$1,000,000	\$1,613,822	\$2,613,822
MTA	\$65,301	\$0	\$0	\$0	\$65,301	\$65,301
Nassau County	\$97,084	\$0	\$0	\$0	\$97,084	\$97,084
NYCDCP	\$61,326	\$500	\$0	\$0	\$61,826	\$61,826
NYCDOT	\$50,259	\$0	\$0	\$0	\$50,259	\$50,259
Putnam County	\$27,185	\$0	\$0	\$0	\$27,185	\$27,185
Rockland County	\$18,209	\$0	\$0	\$10,000	\$8,209	\$18,209
Suffolk County	\$14,681	\$0	\$0	\$0	\$14,681	\$14,681
Westchester County	\$118,527	\$1,000	\$0	\$0	\$119,527	\$119,527
Members Subtotal	\$452,572	\$1,500	\$0	\$10,000	\$444,072	\$454,072
SDOT REG 08	\$44,689	\$0	\$0	\$0	\$44,689	\$44,689
SDOT REG 10	\$90,653	\$0	\$0	\$0	\$90,653	\$90,653
SDOT REG 11	\$89,589	\$0	\$0	\$0	\$89,589	\$89,589
NYSDOT Main Office	\$69,209	\$0	\$0	\$0	\$69,209	\$69,209
NYSDOT Subtotal	\$294,141	\$0	\$0	\$0	\$294,141	\$294,141
Project Total:						\$3,362,035

Congestion Management Process (CMP)

Description and Objectives

This task maintains and implements NYMTC's Congestion Management Process (CMP) to inform the development and planning of projects, programs, and strategies to mitigate congestion.

Previously Completed Work

The 2021 CMP Status Report was adopted on September 9, 2021. Revised CMP operating procedures were adopted in June 2022.

Planned Activities for NYMTC Staff

1. Facilitate discussions regarding CMP metrics and areas of critical congestion at NYMTC's Transportation Coordinating Committees (TCCs) and relevant multi-agency working groups.

Planned Activities for NYMTC Member Agencies

1. Participate in TCC meetings and relevant multi-agency working groups to consider CMP metrics and areas of critical congestion.

Deliverables for NYMTC Staff and Member Agencies

1. Annual update of CMP metrics (Q3)

Related Professional Services Contracts:

Not Applicable

Previously Programmed Funds:

Not Applicable

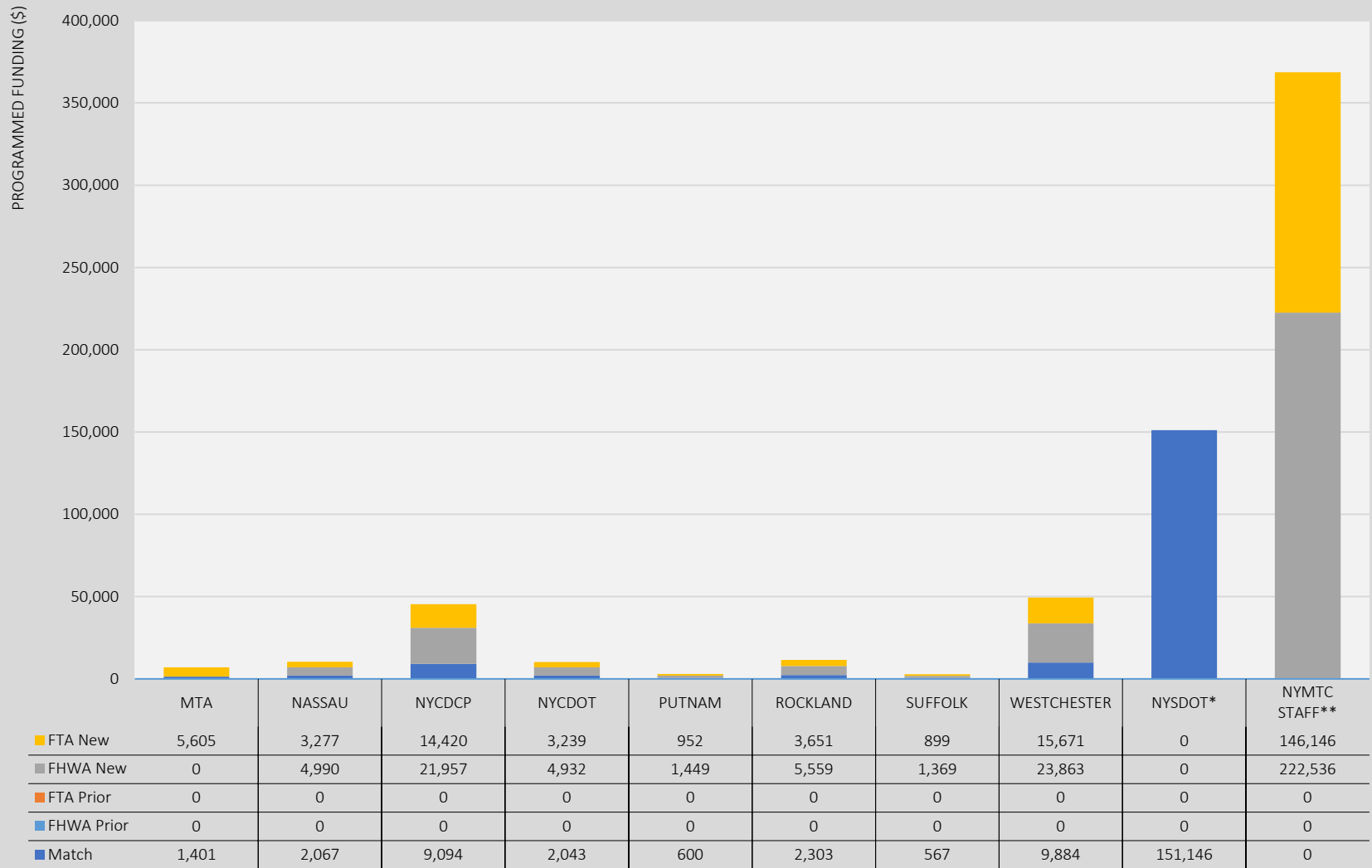
Summary of Task Funding:

See next pages.

Congestion Management Process (CMP)

SFY 2023-2024

Total Project Funds: \$659,620



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

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

Congestion Management Process (CMP)
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$295,502	\$0	\$0	\$0	\$295,502	\$295,502
MHSTCC Staff	\$26,200	\$0	\$0	\$0	\$26,200	\$26,200
NSTCC Staff	\$26,200	\$0	\$0	\$0	\$26,200	\$26,200
NYCTCC Staff	\$20,780	\$0	\$0	\$0	\$20,780	\$20,780
NYMTC Staff Subtotal	\$368,682	\$0	\$0	\$0	\$368,682	\$368,682
MTA	\$7,006	\$0	\$0	\$0	\$7,006	\$7,006
Nassau County	\$10,334	\$0	\$0	\$0	\$10,334	\$10,334
NYCDCP	\$44,971	\$500	\$0	\$0	\$45,471	\$45,471
NYCDOT	\$10,213	\$0	\$0	\$0	\$10,213	\$10,213
Putnam County	\$3,001	\$0	\$0	\$0	\$3,001	\$3,001
Rockland County	\$11,513	\$0	\$0	\$0	\$11,513	\$11,513
Suffolk County	\$2,836	\$0	\$0	\$0	\$2,836	\$2,836
Westchester County	\$49,418	\$0	\$0	\$0	\$49,418	\$49,418
Members Subtotal	\$139,292	\$500	\$0	\$0	\$139,792	\$139,792
SDOT REG 08	\$22,983	\$0	\$0	\$0	\$22,983	\$22,983
SDOT REG 10	\$48,813	\$0	\$0	\$0	\$48,813	\$48,813
SDOT REG 11	\$44,745	\$0	\$0	\$0	\$44,745	\$44,745
NYSDOT Main Office	\$34,605	\$0	\$0	\$0	\$34,605	\$34,605
NYSDOT Subtotal	\$151,146	\$0	\$0	\$0	\$151,146	\$151,146
Project Total:						<u>\$659,620</u>

Transportation Performance Management (TPM)

Description and Objectives

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

Previously Completed Work

All required performance targets and plans have been adopted/supported for the 2022-2025 performance period. New proposed rulemaking for greenhouse gas (GHG) performance management has been reviewed and commentary submitted. An impact assessment and System Performance Report have been developed and included in the FFYs 2023-2027 TIP and in *Moving Forward*. A 2022 CMAQ Performance Plan has been adopted. Urban Area (UA) coordination for the proposed GHG performance measure will be approaching completion.

Planned Activities for NYMTC Staff

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

Planned Activities for NYMTC Member Agencies

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

Deliverables for NYMTC Staff

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

Deliverables for NYMTC Member Agencies

1. Public Transportation Agency Safety Plans and Transit Asset Management Plans [transit providers only] (Q2)
2. Updated statewide targets (Q1-Q4). [NYSDOT only]

Related Professional Services Contracts:

Not Applicable

Previously Programmed Funds:

Not Applicable

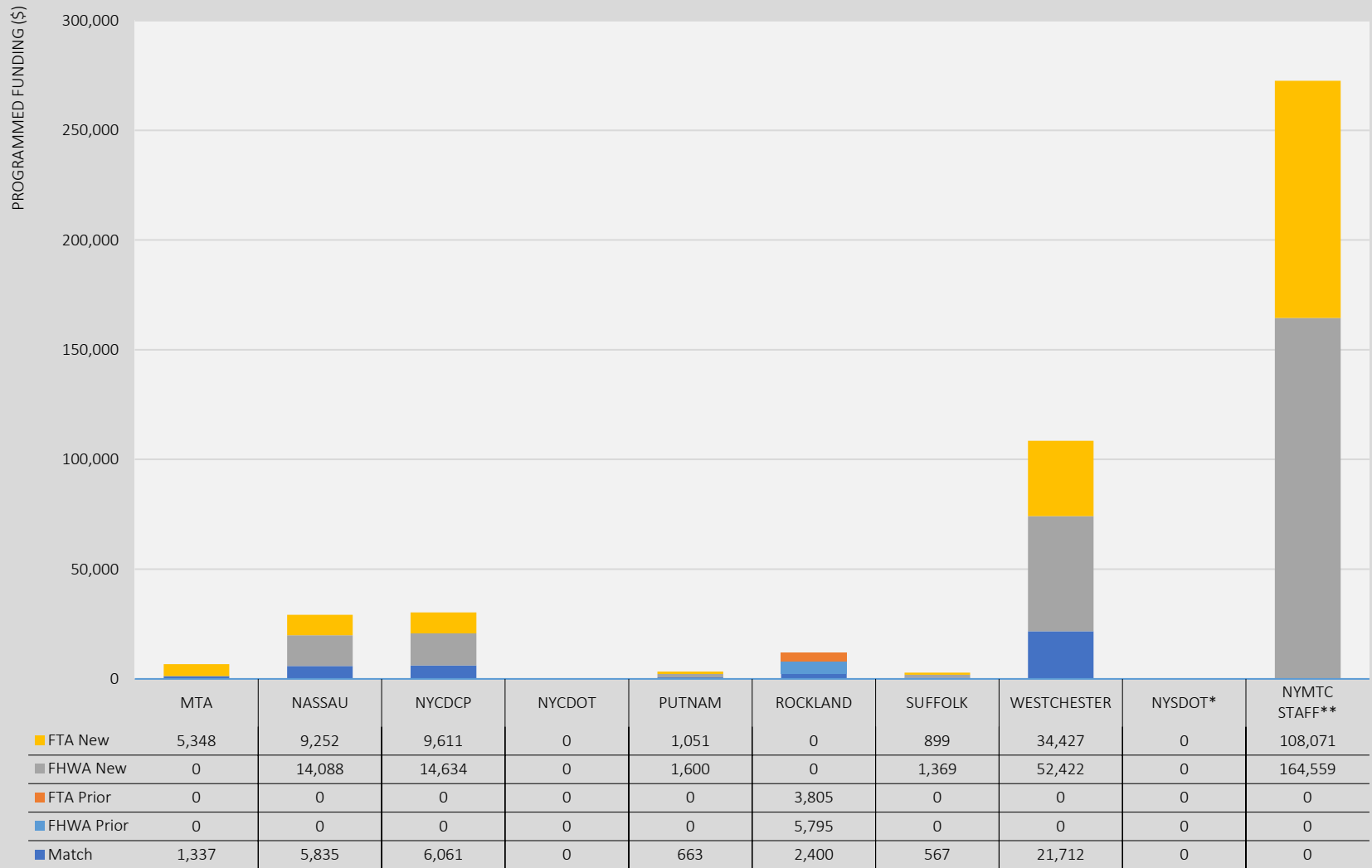
Summary of Task Funding:

See next pages.

Transportation Performance Management (TPM)

SFY 2023-2024

Total Project Funds: \$465,505



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

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

Transportation Performance Management (TPM)
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$194,030	\$0	\$0	\$0	\$194,030	\$194,030
MHSTCC Staff	\$26,200	\$0	\$0	\$0	\$26,200	\$26,200
NSTCC Staff	\$31,620	\$0	\$0	\$0	\$31,620	\$31,620
NYCTCC Staff	\$20,780	\$0	\$0	\$0	\$20,780	\$20,780
NYMTC Staff Subtotal	\$272,630	\$0	\$0	\$0	\$272,630	\$272,630
MTA	\$6,685	\$0	\$0	\$0	\$6,685	\$6,685
Nassau County	\$29,174	\$0	\$0	\$0	\$29,174	\$29,174
NYCDCP	\$29,806	\$500	\$0	\$0	\$30,306	\$30,306
NYCDOT	\$0	\$0	\$0	\$0	\$0	\$0
Putnam County	\$3,313	\$0	\$0	\$0	\$3,313	\$3,313
Rockland County	\$8,178	\$3,822	\$0	\$12,000	\$0	\$12,000
Suffolk County	\$2,836	\$0	\$0	\$0	\$2,836	\$2,836
Westchester County	\$108,561	\$0	\$0	\$0	\$108,561	\$108,561
Members Subtotal	\$188,553	\$4,322	\$0	\$12,000	\$180,875	\$192,875
SDOT REG 08	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						<u>\$465,505</u>

Regional Designations

Description and Objectives

This task will undertake required designations of Urban Area (UA) boundaries and related functional classification of roadways and National Highway System (NHS) intermodal connectors within NYMTC's planning area based on the 2020 Census.

Previously Completed Work

NYMTC received and reviewed the United States Census Bureau published Federal Register notices with proposed and final criteria for defining UAs based on the results of the 2020 Census, along with TIGER/Line geographic shapefiles.

Planned Activities for NYMTC Staff

1. Adjust UA boundaries from the 2020 Census and relate them to the NYMTC planning area and UA boundaries from the 2010 Census. Prepare necessary documentation and organize TCC review and adoption.
2. Review the current functional classification of roadways and represent the classifications spatially on digital maps relative to the revised UA boundaries.
3. Develop a preliminary revised functional classification, prepare necessary documentation, and organize TCC review and adoption.
4. Review the current National Highway System (NHS) intermodal connectors and represent the designated connectors spatially on digital maps to facilitate review by the member agencies.
5. Develop a preliminary revised listing of NHS connectors, prepare necessary documentation, and organize TCC review and adoption.

Planned Activities for NYMTC Member Agencies

1. Participate in the TCC review of the revised UA boundaries, functional classification, and NHS connectors.
2. Participate in the TCC adoption of the above items.

Deliverables for NYMTC Staff and Member Agencies

1. Adopted UA boundaries, functional classifications and NHS designations (Q3)

Related Professional Services Contracts:

Not Applicable.

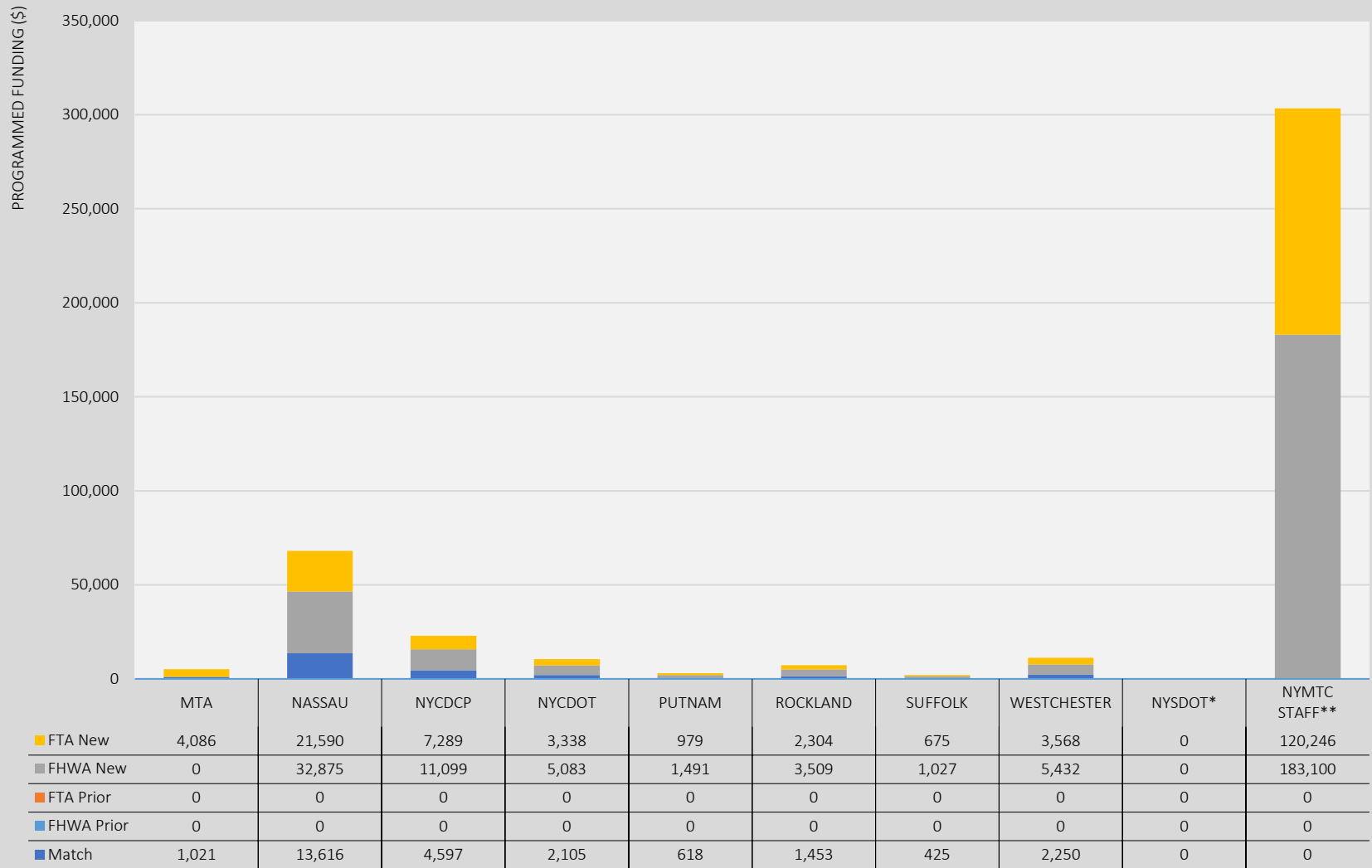
Previously Programmed Funds:

Not Applicable.

Summary of Task Funding:

See next pages.

**Regional Designations
SFY 2023-2024
Total Project Funds: \$433,778**



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

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

Regional Designations
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$84,282	\$0	\$0	\$0	\$84,282	\$84,282
MHSTCC Staff	\$62,340	\$0	\$0	\$0	\$62,340	\$62,340
NSTCC Staff	\$92,400	\$0	\$0	\$0	\$92,400	\$92,400
NYCTCC Staff	\$64,324	\$0	\$0	\$0	\$64,324	\$64,324
NYMTC Staff Subtotal	\$303,346	\$0	\$0	\$0	\$303,346	\$303,346
MTA	\$5,107	\$0	\$0	\$0	\$5,107	\$5,107
Nassau County	\$68,082	\$0	\$0	\$0	\$68,082	\$68,082
NYCDCP	\$22,486	\$500	\$0	\$0	\$22,986	\$22,986
NYCDOT	\$10,526	\$0	\$0	\$0	\$10,526	\$10,526
Putnam County	\$3,088	\$0	\$0	\$0	\$3,088	\$3,088
Rockland County	\$7,266	\$0	\$0	\$0	\$7,266	\$7,266
Suffolk County	\$2,127	\$0	\$0	\$0	\$2,127	\$2,127
Westchester County	\$11,250	\$0	\$0	\$0	\$11,250	\$11,250
Members Subtotal	\$129,932	\$500	\$0	\$0	\$130,432	\$130,432
SDOT REG 08	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						<u>\$433,778</u>

Model Development, Enhancement, and Applications

Description and Objectives

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

Previously Completed Work

The NYBPM 2019 Base Year (BY) model has been fully implemented and has replaced the NYBPM 2012 BY model. NYMTC's Project Information Management System (PIMS) has been upgraded and available for use. Post-Processor Software for Air Quality (PPS-AQ) and PPS-CMP have been updated.

Planned Activities for NYMTC Staff

1. Update, apply, enhance, and maintain the NYBPM BY 2019 model for use in regional planning applications.
2. Update, enhance and maintain the PPS-AQ and PPS-CMP. Incorporate current input data and ensure consistency with NYBPM BY 2019.
3. Update, maintain and enhance PIMS for project data collection for the regional emissions analysis.
4. Respond to all NYBPM-related data requests.
5. Provide support to member agencies in running the NYBPM and conducting analyses in response to special requests from the member agencies.

Deliverables for NYMTC Staff

1. Enhancements, as appropriate, to the NYBPM 2019 BY model (Q4)
2. Greenhouse Gas (GHG) Emissions Inventory Report (Q3)

Related Professional Services Contracts:

NYMTC Staff Contracts

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

Previously Programmed Funds:

NYMTC Staff: \$3,459,970

Unspent funds from multi-year contracts are being carried over to the current program.

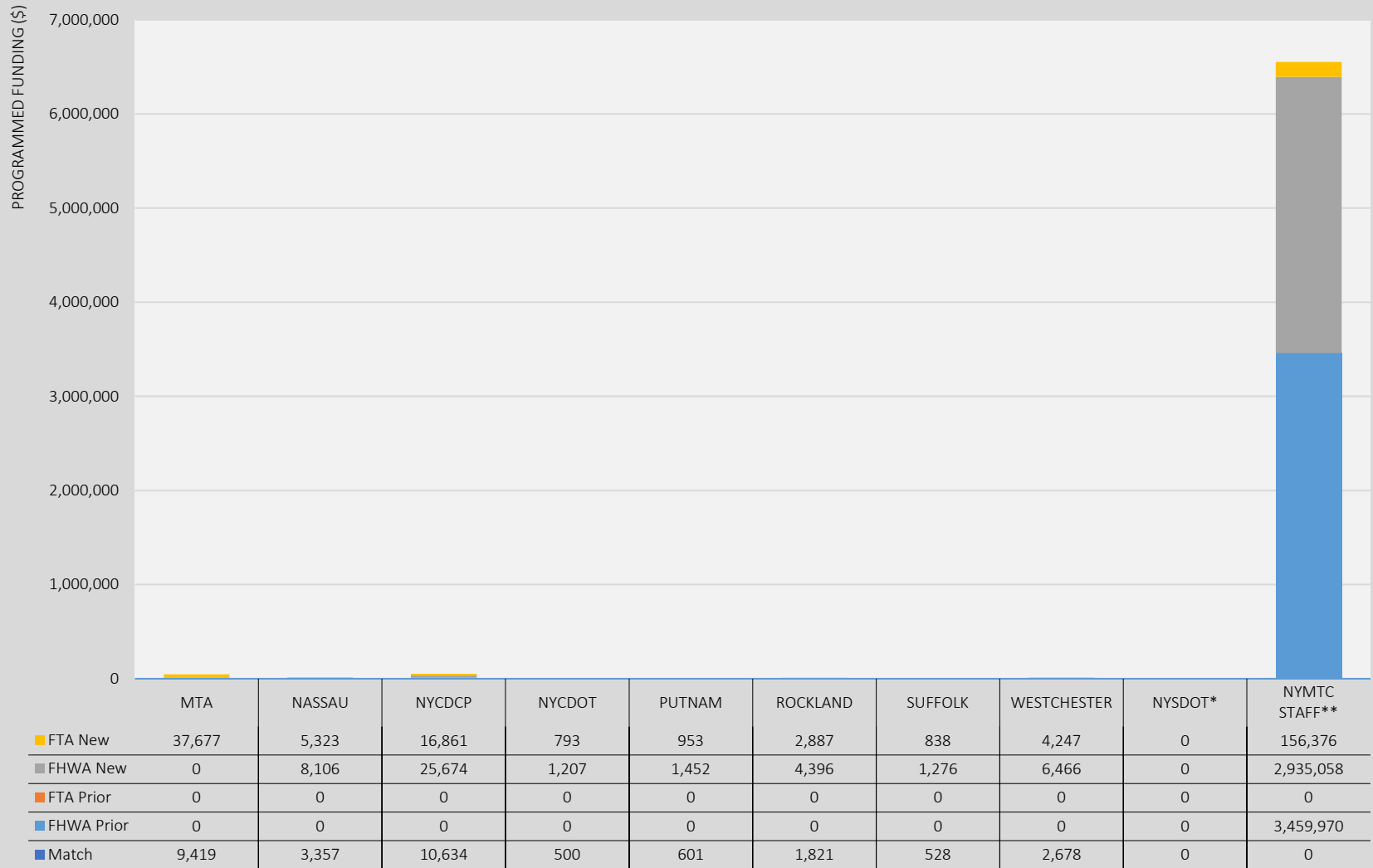
Summary of Task Funding:

See next pages.

Model Development, Enhancement, and Applications

SFY 2023-2024

Total Project Funds: \$6,699,098



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

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

Model Development, Enhancement, and Applications
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$359,910	\$0	\$6,156,914	\$3,459,970	\$3,056,854	\$6,516,824
MHSTCC Staff	\$22,180	\$0	\$0	\$0	\$22,180	\$22,180
NSTCC Staff	\$6,980	\$0	\$0	\$0	\$6,980	\$6,980
NYCTCC Staff	\$5,420	\$0	\$0	\$0	\$5,420	\$5,420
NYMTC Staff Subtotal	\$394,490	\$0	\$6,156,914	\$3,459,970	\$3,091,434	\$6,551,404
MTA	\$47,096	\$0	\$0	\$0	\$47,096	\$47,096
Nassau County	\$16,787	\$0	\$0	\$0	\$16,787	\$16,787
NYCDCP	\$52,168	\$1,000	\$0	\$0	\$53,168	\$53,168
NYCDOT	\$0	\$2,500	\$0	\$0	\$2,500	\$2,500
Putnam County	\$3,006	\$0	\$0	\$0	\$3,006	\$3,006
Rockland County	\$9,104	\$0	\$0	\$0	\$9,104	\$9,104
Suffolk County	\$2,642	\$0	\$0	\$0	\$2,642	\$2,642
Westchester County	\$13,391	\$0	\$0	\$0	\$13,391	\$13,391
Members Subtotal	\$144,194	\$3,500	\$0	\$0	\$147,694	\$147,694
SDOT REG 08	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$6,699,098

Regional Surveys

Description and Objectives

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

Previously Completed Work

The Travel Survey Data Collection and Utilization Program has been completed. The Travel Survey Community of Practice for sharing travel data is ongoing. The scope of work for the development and implementation of the next Regional Household Travel Survey (RHTS) has been developed.

Planned Activities for NYMTC Staff

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

Planned Activities for NYMTC Member Agencies

1. Participate in the established Travel Survey Community of Practice which aims to align NYMTC's partnering agencies in sharing data and harmonize survey efforts.
2. Provide data and information about survey projects being conducted throughout the region.
3. Review and provide comments on technical memoranda and other deliverables for each of the studies noted above throughout the program year.

Deliverables for NYMTC Staff

1. Intermediate and final reports and data deliverables from the Travel Survey Data Collection and Utilization Program and Community of Practice (Q1)
2. RHTS Deliverables (Q1-4)
3. Updated member agency travel survey projects list (Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

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

Previously Programmed Funds:

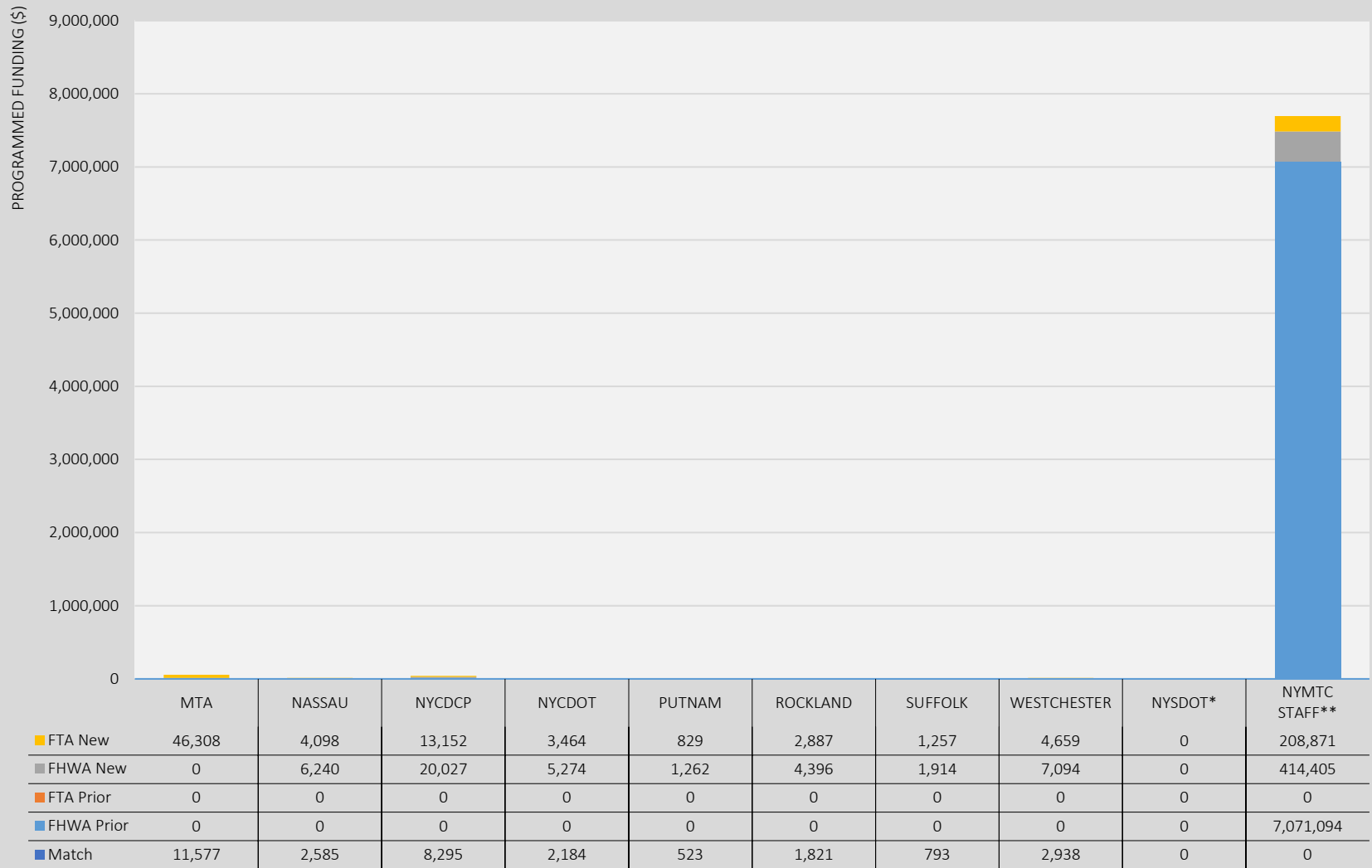
NYMTC Staff: \$7,071,094

New York State procurement rules require funds to be fully programmed before contracts can be solicited. Several multi-year contracts are supporting this project. Unspent funds are being carried over to the current program.

Summary of Task Funding:

See next pages.

**Regional Surveys
SFY 2023-2024
Total Project Funds: \$7,847,947**



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

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

Regional Surveys
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$507,539	\$0	\$7,167,451	\$7,071,094	\$603,896	\$7,674,990
MHSTCC Staff	\$6,980	\$0	\$0	\$0	\$6,980	\$6,980
NSTCC Staff	\$6,980	\$0	\$0	\$0	\$6,980	\$6,980
NYCTCC Staff	\$5,420	\$0	\$0	\$0	\$5,420	\$5,420
NYMTC Staff Subtotal	\$526,919	\$0	\$7,167,451	\$7,071,094	\$623,276	\$7,694,370
MTA	\$57,885	\$0	\$0	\$0	\$57,885	\$57,885
Nassau County	\$12,923	\$0	\$0	\$0	\$12,923	\$12,923
NYCDCP	\$40,474	\$1,000	\$0	\$0	\$41,474	\$41,474
NYCDOT	\$10,922	\$0	\$0	\$0	\$10,922	\$10,922
Putnam County	\$2,614	\$0	\$0	\$0	\$2,614	\$2,614
Rockland County	\$9,104	\$0	\$0	\$0	\$9,104	\$9,104
Suffolk County	\$3,964	\$0	\$0	\$0	\$3,964	\$3,964
Westchester County	\$14,691	\$0	\$0	\$0	\$14,691	\$14,691
Members Subtotal	\$152,577	\$1,000	\$0	\$0	\$153,577	\$153,577
SDOT REG 08	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						<u>\$7,847,947</u>

Data Management

Description and Objectives

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

Previously Completed Work

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

Planned Activities for NYMTC Staff

1. Collect, organize, and update data and information related to regional transportation systems and mandated planning products and analyses.
2. Provide data and create various maps for planning products and analyses.
3. Collect data for 2023-2024 Quarterly Travel Pattern brochures; collect data for the 2023 Hub Bound Report; prepare reports.
4. Collect ridership and major river crossings traffic data for NYBPM validation.
5. Maintain and enhance the Transportation Information Gateway (TIG) application throughout the program year.
6. Review data collection plans submitted by member agencies.
7. Review member agency data submissions and prepare for use in the NYBPM.
8. Download, aggregate, and upload National Performance Management Research Data Set (NPMRDS) and Transportation Operations Coordinating Committee (TRANSCOM) data on to the TIG (monthly).
9. Work through the Metropolitan Area Planning (MAP) Forum to address data consistency issues across UA boundaries, as applicable.

Planned Activities for NYMTC Member Agencies

1. Provide traffic volume and class data collection plan for the NYBPM screenline locations. [NYCDOT]
2. Provide MetroCard station to station (O/D) data. [MTA]
3. Provide data for the Hub-Bound Report.
4. Provide transit ridership, bridge/tunnel crossings data.

Planned Activities for NYMTC Member Agencies and Staff

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

Deliverables for NYMTC Staff

1. 2022 Hub Bound Report (Q3)
2. Quarterly Travel Pattern brochures (Q1-Q4)
3. Assembled traffic volume and class data for NYBPM (Q4)

4. Data consistency plan for relevant UAs (Q3)

Deliverables for NYMTC Member Agencies

1. Data collection plan [NYCDOT] (Q1)
2. Assembled traffic volume/class database in GIS file format [NYC DOT] (Q4)
3. Assembled MetroCard station to station (O/D) ridership data [MTA] (Q4)
4. Hub Bound data including traffic volume data, relevant bicycle, and ferry data (Q4)
5. Transit ridership, bridge/tunnel crossings data (Q1-Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

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

NYC DOT Contracts:

Contract Name: NYBPM Data Collection and Quality Assurance/Quality Control

Estimated contract cost: \$750,000

Annual count program. Collect traffic data for update of NYBPM. Conduct quality assurance/quality check on data collection practices in the field.

Nassau County Contracts

Contract Name: Traffic Counts Data Collection

Estimated contract cost: \$300,000

This effort will primarily focus on NYMTC's screenline counts.

Putnam County Contracts

Contract Name: Traffic Counts and Pavement Management Data Collection

Estimated contract cost: \$400,000

This effort will primarily focus on NYMTC's screenline counts.

Previously Programmed Funds:

NYMTC Staff: \$1,500,000

Unspent funds for several multi-year contracts are being carried over to the current program.

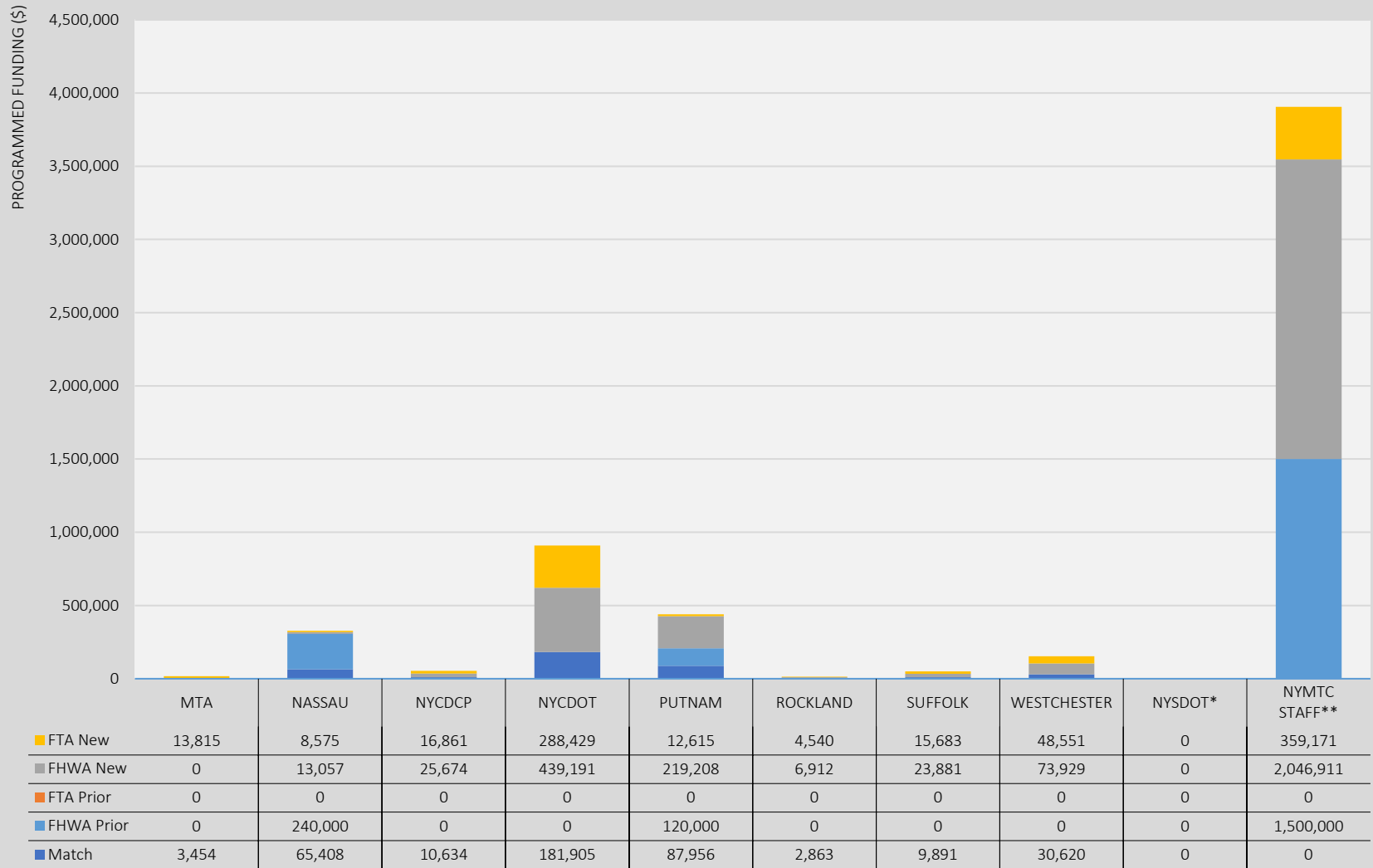
Nassau County: \$300,000

Unspent funds from prior program are being carried over into the current program.

Summary of Task Funding:

See next pages.

**Data Management
SFY 2023-2024
Total Project Funds: \$5,869,733**



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

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

Data Management
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$866,282	\$15,000	\$3,000,000	\$1,500,000	\$2,381,282	\$3,881,282
MHSTCC Staff	\$10,840	\$0	\$0	\$0	\$10,840	\$10,840
NSTCC Staff	\$6,980	\$0	\$0	\$0	\$6,980	\$6,980
NYCTCC Staff	\$6,980	\$0	\$0	\$0	\$6,980	\$6,980
NYMTC Staff Subtotal	\$891,082	\$15,000	\$3,000,000	\$1,500,000	\$2,406,082	\$3,906,082
MTA	\$17,269	\$0	\$0	\$0	\$17,269	\$17,269
Nassau County	\$27,040	\$0	\$300,000	\$300,000	\$27,040	\$327,040
NYCDCP	\$52,168	\$1,000	\$0	\$0	\$53,168	\$53,168
NYCDOT	\$159,525	\$750,000	\$0	\$0	\$909,525	\$909,525
Putnam County	\$39,779	\$0	\$400,000	\$150,000	\$289,779	\$439,779
Rockland County	\$14,315	\$0	\$0	\$0	\$14,315	\$14,315
Suffolk County	\$49,455	\$0	\$0	\$0	\$49,455	\$49,455
Westchester County	\$148,600	\$4,500	\$0	\$0	\$153,100	\$153,100
Members Subtotal	\$508,151	\$755,500	\$700,000	\$450,000	\$1,513,651	\$1,963,651
SDOT REG 08	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						<u>\$5,869,733</u>

Transportation Improvement Program

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

Highlights for this Program:

- TIP amendments and administrative modifications will be processed as needed to maintain the TIP as an eligible program of projects for federal funding.
- Project proposals will be solicited and evaluated for the Section 5310, TAP and/or CMAQ programs, as needed.
- An Annual Listing of Obligated Projects will be published.
- The CMAQ Performance Plan will be maintained under the TPM requirements.
- A regional emissions analysis will be undertaken, and related Transportation Conformity Determination adopted.

Recent Accomplishments:

- A fiscally constrained TIP for Federal Fiscal Years (FFYs) 2023-2027 was adopted in October 2022. Solicitations and subsequent project selection for the Transportation Alternatives Program and for the Section 5310 program were completed and programmed.
- An Annual Listing of Obligated Projects and its visualization was developed.
- A Transportation Conformity Determination was developed and adopted for the FFY 2023-2027 TIP and Plan 2050, as amended.

Category: Transportation Improvement Program
Cost Summary

	<u>Funds programmed in SFY 2023-24</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$2,465,400	\$910,000	\$3,375,400
MHSTCC Staff	\$693,400	\$0	\$693,400
NSTCC Staff	\$645,564	\$0	\$645,564
NYCTCC Staff	\$817,840	\$0	\$817,840
NYMTC Staff Subtotal	\$4,622,204	\$910,000	\$5,532,204
MTA	\$25,196	\$0	\$25,196
Nassau County	\$81,087	\$0	\$81,087
NYCDCP	\$111,821	\$0	\$111,821
NYCDOT	\$368,935	\$0	\$368,935
Putnam County	\$258,222	\$0	\$258,222
Rockland County	\$22,303	\$0	\$22,303
Suffolk County	\$58,480	\$0	\$58,480
Westchester County	\$114,661	\$0	\$114,661
Members Subtotal	\$1,040,705	\$0	\$1,040,705
SDOT REG 08	\$25,537	\$0	\$25,537
SDOT REG 10	\$52,300	\$0	\$52,300
SDOT REG 11	\$52,165	\$0	\$52,165
NYSDOT Main Office	\$38,066	\$0	\$38,066
NYSDOT Subtotal	\$168,067	\$0	\$168,067
Category Total:	\$5,830,976	\$910,000	\$6,740,976

Regional Program Management

Description and Objectives

This task develops, maintains, and manages the Transportation Improvement Program (TIP) through program building and funding distribution, project solicitation, project selection, planning work support, and program amendment and administrative modification.

Previously Completed Work

NYMTC adopted the FFYs 2023-2027 TIP in October 2022. The program has been modified and maintained through program amendments and administrative modifications. Project solicitations have been completed for Section 5310 and Transportation Alternatives and the FFY 2022 transit funding distribution has been adopted. Drafts of a Safety Action Plan and a Resilience Improvement Plan have been developed in support of the Safe Streets and Roads for All and PROTECT funding programs.

Planned Activities for NYMTC Staff

1. Process monthly TIP amendments and administrative modifications to keep the program current, including public review and responses to public commentary. Up to 150 amendments and 200 administrative modifications of the TIP will be adopted or processed, respectively.
2. Maintain project intake and evaluation process and software.
3. Update the visualization of the TIP and fiscally constrained element of the Moving Forward on the NYMTC website each quarter.
4. Prepare summary packages as project selection guidance for specific TIP solicitations.
5. Produce the 2023 Annual Listing of Obligated Projects and related visualization.
6. Develop a new Program Management Tool for maintaining the TIP and the fiscally constrained element of Moving Forward.
7. Support statewide solicitations for the Transportation Alternatives and Section 5310 programs, as well as Bridge NY and Highway Safety Improvement Program.
8. Support federal discretionary funding solicitation for Safe Streets and Roads for All (SS4A) program, Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure for Rebuilding America (INFRA), and Section 5339, among other discretionary programs and other programs introduced in IIJA.
9. Update and develop dashboards for managing the TIP.
10. Finalize plans in support of new IIJA funding programs.

Planned Activities for NYMTC Member Agencies

1. Submit monthly TIP amendment or administrative modification requests to keep the TIP current.
2. Provide geospatial data for the visualization of the TIP and the fiscally constrained element of Moving Forward .
3. Develop projects programmed on the TIP for funding obligation.
4. Participate in evaluating and ranking project proposals for TAP and Section 5310 funding and other project solicitations as needed.
5. Support the development of the 2023 Annual Listing of Obligated Projects.
6. Support development of NYMTC program dashboards.
7. Support the development of plans in support of new IIJA funding programs.

Deliverables for NYMTC Staff and Member Agencies

1. Up to 150 amendments and up to 200 administrative modifications of the TIP (Q1 – Q4)
2. Updated quarterly TIP visualizations (Q1 – Q4)
3. 2023 Annual Listing of Obligated Projects (Q3)
4. Project selections/recommendations for TAP and Section 5310 funding (Q4)
5. Program management platform (Q3-Q4)
6. NYMTC program dashboards (Q1-Q4)
7. Safety Action Plan and Resilience Improvement Plan (Q2)

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

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

Previously Programmed Funds:

NYMTC Staff: \$310,000

Unspent funds for several multi-year contracts are being carried over to the current program.

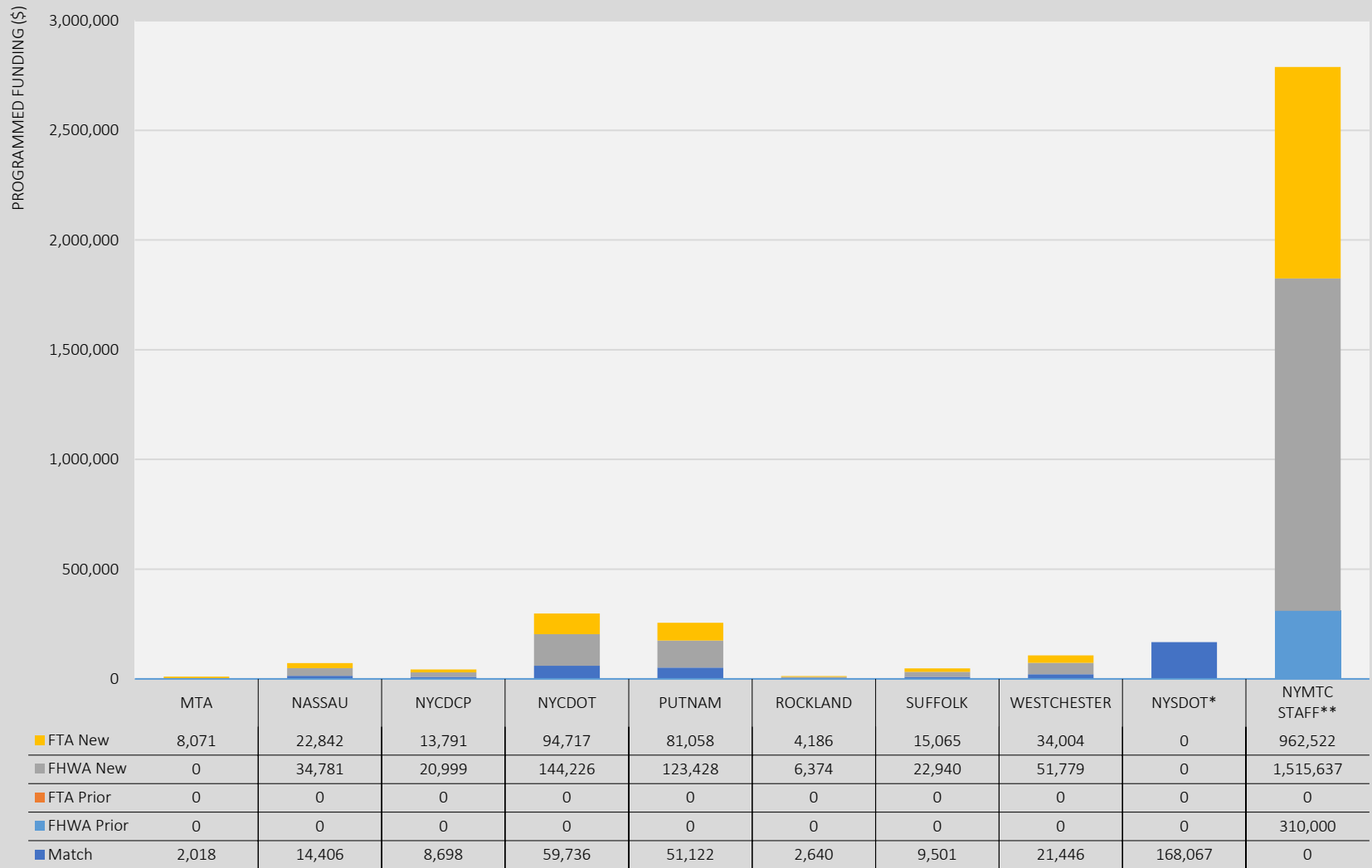
Summary of Task Funding:

See next pages.

Regional Program Management

SFY 2023-2024

Total Project Funds: \$3,804,054



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

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

Regional Program Management
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$1,026,375	\$0	\$360,000	\$310,000	\$1,076,375	\$1,386,375
MHSTCC Staff	\$489,380	\$0	\$0	\$0	\$489,380	\$489,380
NSTCC Staff	\$489,104	\$0	\$0	\$0	\$489,104	\$489,104
NYCTCC Staff	\$423,300	\$0	\$0	\$0	\$423,300	\$423,300
NYMTC Staff Subtotal	\$2,428,159	\$0	\$360,000	\$310,000	\$2,478,159	\$2,788,159
MTA	\$10,089	\$0	\$0	\$0	\$10,089	\$10,089
Nassau County	\$72,029	\$0	\$0	\$0	\$72,029	\$72,029
NYCDCP	\$42,488	\$1,000	\$0	\$0	\$43,488	\$43,488
NYCDOT	\$298,679	\$0	\$0	\$0	\$298,679	\$298,679
Putnam County	\$255,608	\$0	\$0	\$0	\$255,608	\$255,608
Rockland County	\$13,199	\$0	\$0	\$0	\$13,199	\$13,199
Suffolk County	\$47,507	\$0	\$0	\$0	\$47,507	\$47,507
Westchester County	\$106,029	\$1,200	\$0	\$0	\$107,229	\$107,229
Members Subtotal	\$845,628	\$2,200	\$0	\$0	\$847,828	\$847,828
SDOT REG 08	\$25,537	\$0	\$0	\$0	\$25,537	\$25,537
SDOT REG 10	\$52,300	\$0	\$0	\$0	\$52,300	\$52,300
SDOT REG 11	\$52,165	\$0	\$0	\$0	\$52,165	\$52,165
NYSDOT Main Office	\$38,066	\$0	\$0	\$0	\$38,066	\$38,066
NYSDOT Subtotal	\$168,067	\$0	\$0	\$0	\$168,067	\$168,067
Project Total:						\$3,804,054

Regional Emissions Analysis and Transportation Conformity

Description and Objectives

This task will undertake the regional emissions analyses and Transportation Conformity Determinations prepared for projects or revisions to projects which are non-exempt under the Clean Air Act (CAA) Amendments of 1990 and included in the TIP and the fiscally constrained element of the Regional Transportation Plan.

Previously Completed Work

The Transportation Conformity Determination for the FFYs 2023-2027 TIP and FFY 2022-2050 RTP, as amended, was adopted in October 2022.

Planned Activities for NYMTC Staff

1. Collect project data from member agencies for regional emissions analysis.
2. Code project information into the New York Best Practice Model (NYBPM).
3. Run NYBPM for all the required milestone years with non-exempt projects and regionally significant projects.
4. Run the Post Processor Software for Air Quality (PPS-AQ) analysis to calculate required pollutant emissions.
5. Develop draft and final Transportation Conformity Determination documentation for amendments involving non-exempt projects to the FFYs 2023-2027 TIP and *Moving Forward*.
6. Produce Greenhouse Gas (GHG) Emissions Inventory Report.
7. Coordinate with the Interagency Consultation Group (ICG), as needed.

Planned Activities for NYMTC Staff and Member Agencies

1. Collect and review project data for amendments involving non-exempt projects to the FFYs 2023-2027 TIP and *Moving Forward*.
2. Support transportation conformity determination public comment and review periods.
3. Continually update and maintain information on projects in the Project Information Management Systems (PIMS) database for future conformity runs.

Deliverables for NYMTC Staff

1. Transportation Conformity Determination documentation for amendments involving non-exempt projects to the FFYs 2023-2027 TIP and *Moving Forward* (Q2)
2. GHG Emissions Inventory Report (Q3)

Related Professional Services Contracts:

NYMTC Staff Contracts

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

Previously Programmed Funds:

NYMTC Staff: \$600,00

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

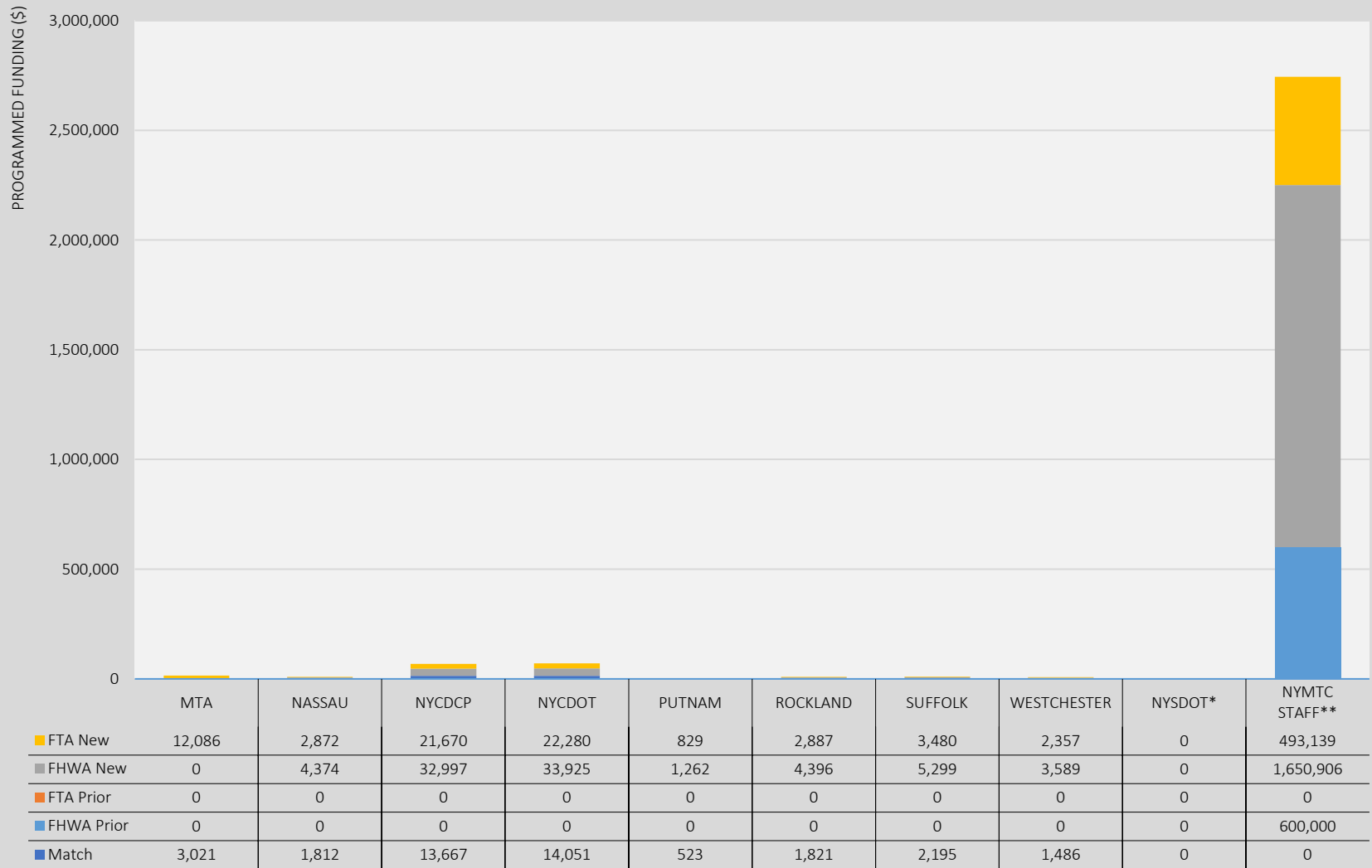
Summary of Task Funding:

See next pages.

Regional Emissions Analysis and Transportation Conformity

SFY 2023-2024

Total Project Funds: \$2,936,922



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

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

Regional Emissions Analysis and Transportation Conformity
SFY 2023-2024

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2023- 2024</u>	<u>Total Project Cost</u>
Central Staff	\$489,025	\$0	\$1,500,000	\$600,000	\$1,389,025	\$1,989,025
MHSTCC Staff	\$204,020	\$0	\$0	\$0	\$204,020	\$204,020
NSTCC Staff	\$156,460	\$0	\$0	\$0	\$156,460	\$156,460
NYCTCC Staff	\$394,540	\$0	\$0	\$0	\$394,540	\$394,540
NYMTC Staff Subtotal	\$1,244,045	\$0	\$1,500,000	\$600,000	\$2,144,045	\$2,744,045
MTA	\$15,107	\$0	\$0	\$0	\$15,107	\$15,107
Nassau County	\$9,058	\$0	\$0	\$0	\$9,058	\$9,058
NYCDCP	\$67,333	\$1,000	\$0	\$0	\$68,333	\$68,333
NYCDOT	\$70,256	\$0	\$0	\$0	\$70,256	\$70,256
Putnam County	\$2,614	\$0	\$0	\$0	\$2,614	\$2,614
Rockland County	\$9,104	\$0	\$0	\$0	\$9,104	\$9,104
Suffolk County	\$10,973	\$0	\$0	\$0	\$10,973	\$10,973
Westchester County	\$7,432	\$0	\$0	\$0	\$7,432	\$7,432
Members Subtotal	\$191,877	\$1,000	\$0	\$0	\$192,877	\$192,877
SDOT REG 08	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						<u>\$2,936,922</u>

Discretionary Program

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



SAFETY AND SECURITY

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



RELIABLE AND EASY TRAVEL

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



PLANNING FOR CHANGING DEMAND

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



REDUCING ENVIRONMENTAL IMPACTS

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



RESILIENCY

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

Category: Discretionary Program
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2023-24</u>	<u>Previously</u> <u>Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$1,139,558	\$1,890,000	\$3,029,558
MHSTCC Staff	\$0	\$0	\$0
NSTCC Staff	\$76,880	\$0	\$76,880
NYCTCC Staff	\$0	\$0	\$0
NYMTC Staff Subtotal	\$1,216,438	\$1,890,000	\$3,106,438
MTA	\$304,608	\$6,064,450	\$6,369,058
Nassau County	\$14,562	\$3,524,333	\$3,538,895
NYCDCP	\$2,359,196	\$0	\$2,359,196
NYCDOT	\$0	\$1,342,510	\$1,342,510
Putnam County	\$151,099	\$194,258	\$345,357
Rockland County	\$251,366	\$750,000	\$1,001,366
Suffolk County	\$3,679,283	\$0	\$3,679,283
Westchester County	\$431,006	\$315,000	\$746,006
Members Subtotal	\$7,191,120	\$12,190,551	\$19,381,671
SDOT REG 08	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0
Category Total:	\$8,407,558	\$14,080,551	\$22,488,109

**2023-2024 DISCRETIONARY ACTIVITIES
AND RTP SUPPORTED GOALS**

	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
NYMTC Staff					
September 11th Memorial Program 2023-2024/2025-2026 Academic Years	●	●	●	●	●
Palisades Interstate Park Shared Use Path Feasibility	●	●		●	
Community Planning Workshops	●	●	●	●	●
Safety and Security Needs and Technologies	●				
Transit Service Coordination Needs		●	●	●	●
Regional Waste Movement Study		●	●	●	
Metropolitan Transportation Authority					
Regional Economic Impact Forecasts for Potential Projects		●	●		
Geospatial Mobility Database Replica Access		●	●		
MTA Post Pandemic Study		●	●		●
First and Last Mile Station Access Mobility Study & Toolkit Development		●			
NYC Transit B Division Phase II Subway Capacity Study		●	●		

2023-2024 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
Nassau County					
Land Use – Transportation Element of Comprehensive Plan	●	●	●	●	●
Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury	●	●	●	●	
Nassau County Traffic Signal Progression and Optimization Study II - Oceanside	●	●	●	●	
Nassau County Traffic Signal Progression and Optimization Study III – Hewlett and Lynbrook	●	●	●	●	
Roadway Sustainability and Compliance Study		●	●	●	
Lido Beach Multi-Use Trail Planning Study	●	●	●	●	●
Nassau-Queens Interface Transportation Study – Project Support	●	●	●	●	
Nassau County Shared-Mobility Management Plan		●	●		
Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan		●		●	
New York City Department of City Planning (NYCDP)					
Transportation Investments to Support Housing and Economic Development	●	●	●	●	●
Citywide Freight and Logistics Analyses	●	●	●	●	●
Automobile Storage and Dependency	●	●	●	●	●
Improvements to Access, Mobility and Commuting Data	●	●	●	●	●
Understanding Telework Trends and Implications for Current and Future Travel	●	●	●	●	●

**2023-2024 DISCRETIONARY ACTIVITIES
AND RTP SUPPORTED GOALS**

	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
New York City Department of Transportation (NYCDOT)					
NYC Pedestrian Map	●	●		●	
Red Hook Traffic & Truck Study	●	●	●	●	
Lindenwood/Spring Creek Transportation Study	●	●	●	●	
Impact of Long-term Teleworking on VMT		●		●	
NYC Mobility Report 2023		●	●		
NYC Pedestrian Planning Studies	●	●	●	●	
Truck Route Effects & Communication Tools	●	●	●	●	●
Brooklyn College Flatbush Avenue Transportation Study		●	●		
Building Profile and Loading Dock Utilization Study		●	●	●	
Green Wave Comprehensive Transportation Plan	●	●	●	●	
Coney Island Alternative Access – Congestion Study	●	●	●	●	
Morris Park East Bronx Transportation Study	●	●	●	●	

2023-2024 DISCRETIONARY ACTIVITIES AND RTP SUPPORTED GOALS	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
Nassau County					
Land Use – Transportation Element of Comprehensive Plan	●	●	●	●	●
Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury	●	●	●	●	
Nassau County Traffic Signal Progression and Optimization Study II - Oceanside	●	●	●	●	
Nassau County Traffic Signal Progression and Optimization Study III – Hewlett and Lynbrook	●	●	●	●	
Roadway Sustainability and Compliance Study		●	●	●	
Lido Beach Multi-Use Trail Planning Study	●	●	●	●	●
Nassau-Queens Interface Transportation Study – Project Support	●	●	●	●	
Nassau County Shared-Mobility Management Plan		●	●		
Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan		●		●	
New York City Department of City Planning (NYCDP)					
Transportation Investments to Support Housing and Economic Development	●	●	●	●	●
Citywide Freight and Logistics Analyses	●	●	●	●	●
Automobile Storage and Dependency	●	●	●	●	●
Improvements to Access, Mobility and Commuting Data	●	●	●	●	●
Understanding Telework Trends and Implications for Current and Future Travel	●	●	●	●	●

**2023-2024 DISCRETIONARY ACTIVITIES
AND RTP SUPPORTED GOALS**

	 SAFETY AND SECURITY	 RELIABLE AND EASY TRAVEL	 PLANNING FOR CHANGING DEMAND	 REDUCING ENVIRONMENTAL IMPACTS	 RESILIENCY
Putnam County					
Putnam County Intersection Planning and Feasibility Study	●	●			
Southeast, NY to Danbury, CT Feasibility Study		●			
Putnam County Complete Streets Initiative	●	●	●	●	●
Rockland County					
Clarkstown Safety and Sustainability Study for Route 303 & Route 304	●	●	●		
Suffolk County					
Develop a Suffolk County Strategic Highway Safety Action Plan	●				
Suffolk County Transit S92 Corridor Improvements		●	●	●	●
Downtown Patchogue Walkability Study	●	●	●	●	
Regional Economic Analyses on Suffolk County from the North Atlantic Rail Project		●	●	●	●
Suffolk Countywide Hike & Bike Network – Corridor Conceptual Design, Phase II	●	●	●	●	●
Westchester County					
County Mobility and Redesign Study		●	●	●	
Transit Fare Policy and Fare Structure Analysis Study		●	●	●	
Complete Streets Workshops	●	●	●	●	
Improving Mobility for the Aging Population	●	●	●	●	●
Transportation and Food Access in Westchester County		●			

NYMTC Staff

September 11th Memorial Program

Description and Objectives

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

1. Committee developed rating and ranking process (2023Q2; 2024Q2; 2025Q2).
2. Final recommendation list of student research fellows (2023Q2; 2024Q2; 2025Q2).
3. Research plan for each student selected for the fellowship program (2023Q3; 2024Q3; 2025Q3).
4. Final student research reports (2024Q2; 2025Q2; 2026Q2).

Start Date: 2022-2023: Q1	End Date: 2026-2027: Q2
Total Funds Programmed:	586,880
New FHWA/FTA Funds:	\$26,880
Previously Programmed Funds:	\$560,000
Reason for Unspent Funds:	Unspent funds from other projects.
Related Professional Services Contracts:	\$420,000
Academic stipends for selected students	

Palisades Interstate Park Shared Use Path Feasibility Study

Description and Objectives

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. Public Outreach Program.
2. Public informational materials.
3. Preliminary draft, final draft and final concept plan.

Start Date: 2020-2021: Q1	End Date: 2023-2024:Q4
Total Funds Programmed:	\$643,360
New FHWA/FTA Funds:	\$243,360
Previously Programmed Funds:	\$400,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$400,000
Consultant will support all aspects of this study.	

Community Planning Workshops

Description and Objectives

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

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

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

1. Preliminary drafts, final drafts and final versions of up to ten written technical memoranda identifying and prioritizing key issues and concerns for each workshop location and describing the workshop topic, approach and structure for each location.
2. Preliminary draft, final draft and final copy of material for the webpage as well as visuals that illustrate the project and workshop locations.
3. Distribution lists for the relevant workshops in an Excel or CSV file format.
4. List of responses received to workshop outreach via community media, social media, emails, and website, with a subset of responses from residents, businesses, non-governmental organizations, stakeholders and local elected officials in identified communities of concern.
5. Preliminary drafts, final drafts and final versions of up to ten written technical memoranda identifying outreach programs for each workshop location consistent with NYMTCs Title VI Program and Language Access Operating Procedures.
6. Preliminary drafts, final drafts and final versions of public notices, press releases and social media messages for each workshop location.
7. Preliminary drafts, final drafts and final versions of workshop agendas/programs and relevant workshop materials.
8. Preliminary drafts, final drafts and final versions of workshop summary reports as well as appropriate digital files of workshop recordings.

Start Date: 2021-2022: Q1	End Date: 2025-2026:Q4
Total Funds Programmed:	\$1,074,400
New FHWA/FTA Funds:	\$744,400
Previously Programmed Funds:	\$330,000
Reason for Unspent Funds:	Unspent funds from prior program.
Related Professional Services Contracts:	\$1,000,000
Consultant will support all aspects of this study.	

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

Safety and Security Needs and Technologies

Description and Objectives

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

Supported Plan Goals:



SAFETY AND SECURITY

Activities

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

Deliverables

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

Start Date: 2023-2024: Q1	End Date: 2024-2025:Q3
Total Funds Programmed:	\$241,158
New FHWA/FTA Funds:	\$91,158
Previously Programmed Funds:	\$150,000
Reason for Unspent Funds:	Unspent funds from another project
Related Professional Services Contracts:	\$150,000
Consultant will support all aspects of this study.	

Transit Service Coordination Needs

Description and Objectives

As recommended in *Moving Forward*, this project will assess transit service coordination needs across jurisdictional lines to evaluate intermodal connections. It is relevant to the Plan's vision goal of a transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided. That goal's relevant objective is improving the integration of the multimodal transit network.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

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

Start Date: 2023-2024:Q1	End Date: 2024-2025:Q3
Total Funds Programmed:	\$209,510
New FHWA/FTA Funds:	\$59,510
Previously Programmed Funds:	\$150,000
Reason for Unspent Funds:	Unspent funds from another project
Related Professional Services Contracts:	\$150,000
Consultant will support all aspects of this study.	

Regional Waste Movement Study

Description and Objectives

This study is a recommendation of the Freight Element of Moving Forward, NYMTC's FFYs 2022-2050 Regional Transportation Plan. The project will perform a regional assessment of needs and opportunities associated with the movement of municipal solid waste (MSW) and construction and demolition (C&D) debris. With the closure of regional landfills, the transportation of MSW and C&D to locations outside the NYMTC planning area will be a critical challenge, even with reductions in the rate of waste production related to recycling and other efforts. The best utilization of truck, rail, and water modes to accomplish these moves, and the placement of supporting facilities and infrastructure, are important region-wide transportation issues. Various agencies and transportation carriers have studied the question extensively, and this effort will build on this work and identify multimodal transportation improvements at a regional level.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Study governance.
2. Study outreach program.
3. Literature review and agency interviews.
4. Key study parameters & existing conditions.
5. Medium- and long-term forecasts.
6. Opportunities and recommendations.
7. Final study report.

Deliverables

1. Study outreach program.
2. Study parameters
3. Existing conditions
4. Medium and long-term forecasts
5. Opportunities and recommendations
6. Final report

Start Date: 2023-2024:Q1	End Date: 2024-2025:Q3
Total Funds Programmed:	\$351,130
New FHWA/FTA Funds:	\$51,130
Previously Programmed Funds:	\$300,000
Reason for Unspent Funds:	Multi-year planning activity
Related Professional Services Contracts:	\$300,000
Consultant will support all aspects of this study.	

Metropolitan Transportation Authority

Regional Economic Impact Forecasts for Potential Projects

Description and Objectives

The MTA has begun a comparative evaluation effort that seeks to assess numerous expansion and enhancement projects using a consistent set of performance metrics, including the projection of regional economic benefits. This effort will support the MTA's Twenty-Year Needs Assessment and inform the development of the next MTA Capital Plan. MTA is seeking a consultant to forecast the regional economic impacts associated with potential expansion and enhancement projects. This process will translate the transportation benefits of potential transit projects into forecasts of their regional economic benefits, such as increased productivity, employment, wages, and tax receipts.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Project Tasks

1. Manage project
2. Develop and validate Regional Economic Benefits Model Regional Economic Benefits Model
3. Apply the Regional Economics Benefits Model

Prepare Final Report The analysis will model the long-term impacts from implementation of each of the alternative system enhancement initiatives including net new jobs, increased personal income and increases in gross regional product over a 25-year horizon.

Deliverables

1. Project management, including project schedule for each project/scenario, draft and final agenda and minutes for each meeting, monthly progress reports including schedule status, and meeting presentation materials (including project kickoff and Steering Committee meetings)
2. Development and Validation of Regional Economic Benefits Model
 - a. Report on Model Test including performance metrics generated by the model
3. Model Calibration and Validation Report
4. Model User Manual
5. Application of Regional Economic Benefits Model
6. Draft Regional Economic Benefits
7. Forecasts for each project/scenario
8. Summary of comments received on draft forecasts and their resolution for each project
9. Final Regional Economic Benefits Forecasts for each project/scenario

10. Technical Memorandum for each project summarizing the Conceptual Infrastructure Plan, Conceptual Service Plan, and Economic Performance Metrics including data sources and assumptions

11. Final Report that will include estimates of the following:

- a. Investment spending impacts from the construction and operation of the investment including indirect jobs and income.
- b. Travel cost savings accruing to transit riders who switch travel modes.
- c. Travel time reduction from new and existing users of the transit system
- d. Vehicles miles traveled reduction savings associated with reduced pollutant emissions, accidents and wear and tear as well as the indirect positive effect on the remaining roadway users.
- e. Improved Travel Time Reliability - the savings associated with the reduction in apparent travel time due to increased reliability from the transit investment.
- f. Estimated increased market accessibility - the economic benefit of enhancing the reach of labor, consumer, recreation and tourist markets from transit investments
- g. Improved Intermodal and Interregional Connectivity – estimates of the economic benefit of increasing access to and from intermodal terminals such as Grand Central and Penn Station

Start Date: 2022-2023:Q1	End Date: 2023-2024:Q2
Total Funds Programmed:	\$1,506,799
New FTA Funds:	\$106,799
Previously Programmed Funds:	\$1,400,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$1,400,000
Consultant will support all aspects of this study.	

Geospatial Mobility Database - Replica Access

Description and Objectives

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

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

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

Deliverables

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

Start Date: 2022-2023: Q1	End Date: 2024-2025: Q4
Total Funds Programmed:	\$1,443,038
New FTA Funds:	\$28,588
Previously Programmed Funds:	\$1,414,450
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$1,414,450
Consultant will support all aspects of this study.	

MTA Post Pandemic Study

Description and Objectives

This is an MTA all agency-wide study (Metro North Railroad [MNR], Long Island Rail Road [LIRR], NYCT Subway & Bus, and MTA Bridges and Tunnels) that would allow the MTA to understand travel pattern shifts post pandemic of residents (not just customers) in the MTA region who travel to one of the five boroughs. The primary objectives of the Post-pandemic Study are to:

- Identify pre- and post- pandemic travel mode shifts and changes in travel frequency among each MTA agency by mode and by subregion.
- Determine how residents of the MTA service area are modifying travel post pandemic to one of the five boroughs such as mode shift, telecommuting, frequency of travel to New York City for work and non-work purposes and recreational travel.
- Obtain resident employment shifts and health concerns (i.e., underlying conditions/high risk, social distancing) regarding travel on MTA services.
- Ascertain resident and customer perceptions of MTA communications and health measures that have helped them return to using MTA services and identify additional measures that could help overcome concerns regarding travel on MTA services.
- Determine impacts and changes in peak period travel among residents to allow for mandated social distancing guidelines.
- Determine impact of millennials moving home during COVID-19 and beyond.
- Determine impacts and changes of pandemic on contactless OMNY and other fare payment options.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



RESILIENCY

Activities

1. Project management/client meetings/weekly meetings/field reports.
2. In person or phone kick-off meeting.
3. Sample design/methodology/implementation.
4. Develop/prepare/email invitation and online questionnaires (5).
5. Program/Test programming surveys for five (5) MTA modes/services.
6. Conduct pre-tests and revise surveys.
7. Prepare weekly fielding updates by mode, customer type and county/borough.
8. Prepare and send e-mail reminders (approved by MTA) to respondents on a weekly basis during fielding.
9. Code/tabulate/clean/edit data
10. Weight or smooth data/cross tabulate/banners/data files.
11. Statistical/multivariate analysis/weighting scheme (smoothing).
12. Provide Flash Report.
13. Prepare draft report and data files.
14. Prepare final report; revise final report.

Deliverables

1. Technical Appendix
2. An electronic data file in both Excel and SPSS, including all respondent data and any weighting/smoothing formulas.
3. An Excel file of respondent names and addresses captured on the questionnaire, including selected data fields. Each respondent's record should contain a key identifier for each completed questionnaire.
4. An updated coding instruction manual.
5. Banners/Tabulations/Reports.
6. Programmed questionnaire. Screenshots of programmed questionnaire to include all possible logic patterns and values.
7. Data file with tracking of customer emails (with contact information [name and identifier] for future research use) who were sent survey link, identifier for complete/incomplete survey, unresponsive (did not complete survey) as well as database of invalid emails, bounce backs, etc.

Start Date: 2022-2023: Q1	End Date: 2024-2025: Q4
Total Funds Programmed:	\$2,042,860
New FTA Funds:	\$142,860
Previously Programmed Funds:	\$1,900,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$1,900,000
Consultant will support all aspects of this study.	

First and Last Mile Station Access Mobility Study & Toolkit Development

Description and Objectives

The MTA aims to reevaluate how customers will access its network going forward. The overarching goal of this initiative is to develop the tools and strategies to encourage alternative means of station access and mobility choices while reducing reliance on the use of single-occupancy vehicles and associated parking facilities. The MTA aims to use this study and the Toolkit to facilitate local governments, developers, land use planners and other public and private transportation providers to improve access to transit within our service territory.

The MTA is seeking the services of a team of expert consultants to conduct a wide-ranging first- and last-mile study that will accomplish the following objectives:

- Develop a schema for MTA commuter railroad station typologies using factors that could influence the success of first-last mile initiatives.
- Develop a first- and last-mile Station Access Options Toolkit (the Toolkit) that can be used by local governments in the New York metropolitan area and organizations such as private developers to inform and support their efforts to meet the mobility and station access needs of their residents.

The Toolkit should be a menu of new and existing transportation options, technologies, providers, modes, and methodologies for service implementation. The Toolkit should also include a methodology to help local governments evaluate the benefits of integrating their third-party transportation providers into MTAs One Metro New York (OMNY) platform (see the Appendix, Background on OMNY, below, and Exhibit A, OMNY Timeline) and MTAs MyMTA app for trip planning functions.

The Toolkit should draw on and incorporate knowledge from existing first- and last- mile plans and programs produced by researchers and other transit agencies (see Exhibit B, Sample First and Last Mile Studies for a reference list of such reports); and identify five Long Island Rail Road and five Metro-North stations that have high potential to utilize one or a combination of the options identified in the Toolkit described above and develop first- and last-mile pilot programs (the Pilot Programs). These selected stations should demonstrate significant potential for attracting alternate mode trips to the station. The Pilot Programs for each station should specify how the MTA can facilitate innovative private sector companies and existing public services to complement existing transit services. The Pilot Programs will be designed so as not to involve the MTA operating or maintaining any new services.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL

Activities

1. Summarize and update an inventory of alternative means of commuter railroad station access based on reviews and surveys of existing and emerging mobility technology companies and transportation services, the success and/or lessons learned from mobility pilot programs within the MTA service territory and nationwide as applicable, including internally sourced information provided by MTA.
2. Identify which factors at a given station influence the use of first- and last-mile services and develop a schema of station typologies.
3. Develop a comprehensive Toolkit encompassing the above findings that will serve as a living step-by-step guide for MTA's stakeholders.
4. Design 10 Pilot Programs.

Deliverables

1. An expanded inventory of existing and emerging mobility technologies and alternative multi-modal means of station access which builds on and augments MTA's existing inventory, along with a detailed description of each mode, including existing use cases.
2. A schema of station typologies using factors that could influence the success of first-last mile initiatives. This schema should include:
 - a. A scoring matrix ranking the compatibility of each station with various kinds of mobility technologies and other forms of access choices, and
 - b. An access gap analysis that includes recommendations for how the MTA can serve as a platform and bridge for mobility technology companies to fill in that gap by providing transportation service in partnership with local governments and communities.
3. A comprehensive first- and last-mile station access mobility Toolkit which shall serve as a guidebook with a menu of options and choices for localities and governments to determine what would work best for their local needs. This deliverable should include a format for introducing potential pilot programs and methods of implementation for each station, including identified sources of funding.
4. Pilot Program plans for 10 promising stations within suburban environments based on station typologies at five MNR and five LIRR stations, with at least one in each of seven counties within MTA's commuter rail service territory (Westchester, Putnam, Dutchess, Rockland, Orange, Nassau, and Suffolk counties).

Start Date: 2022-2023: Q1	End Date: 2024-2025: Q4
Total Funds Programmed:	\$265,219
New FTA Funds:	\$15,219
Previously Programmed Funds:	\$250,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$250,000
Consultant will support all aspects of this study.	

NYC Transit B Division Phase II Subway Capacity Study

Description and Objectives

MTA NYCT is proposing to conduct a study to comprehensively model and evaluate constraints on the B Division along the following corridors:

- Crosstown Corridor (G line)
- 63rd St and 6th Avenue Corridor (BDFM lines) and associated branches - West End, Culver, Hillside Av, and Concourse. Note: The trunk 6th Avenue corridor in Manhattan is being evaluated in a separate study
- 8th Av and Fulton Corridor (ACE lines) from 59 St-Columbus Circle and 7 Av (53 St) in Manhattan to Euclid Av in Brooklyn and for the E line, Canal St to World Trade Center
- Broadway Corridor (NQRW lines) associated branches - 4th Avenue, Sea Beach, Brighton, and Franklin Av. Note: The trunk Broadway corridor in Manhattan and Queens is being evaluated in a separate study
- Canarsie Corridor (L line) Broadway Junction Corridors (JMZ lines) from Myrtle Av-Broadway to Middle Village-Metropolitan Av
- Jamaica Center Queens Boulevard Line East (EFMR lines) from Jackson Heights-Roosevelt Av to Jamaica-179 St and Jamaica Center

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

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

Although in the short term, the Covid-19 pandemic has negatively affected ridership, many of these corridors include some of the busiest lines in the NYC subway system whose peak period ridership volumes are still projected to be above guideline capacity by 2035. Key parts of the Canarsie (L) and Queens Boulevard (EFMR) corridors, for example, are projected to reach crowding of near 105% of guideline capacity by 2035.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

This study will evaluate capacity constraints and potential improvements for the 7 Line and B Division corridors. The study consists of two tasks to support NYCTs comprehensive line evaluation:

1. Rail simulation and analysis of these corridors to identify other bottlenecks and constraints. Simulation should be based on both existing wayside signals and with new technology Communications-Based Train Control (CBTC) signals.
2. Identification and development of potential chokepoint alleviation concepts along the corridors.

Deliverables

Provide a report for the study, including:

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

Start Date: 2022-2023: Q1	End Date: 2024-2025: Q4
Total Funds Programmed:	\$1,111,142
New FTA Funds:	\$11,142
Previously Programmed Funds:	\$1,100,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$1,100,000
Consultant will support all aspects of this study.	

Nassau County

Land Use-Transportation Element of Comprehensive Plan

Description and Objectives

This project will relate potential transportation and mobility strategies to the land use patterns and policies established in the Nassau County Comprehensive Plan and the Regional Transportation Plan (Plans 2040, 2045 and 2050), and update the transportation section of Nassau County's Draft Comprehensive Plan. This activity will focus on policy recommendations and implementation strategies that were identified in the last Draft Plan to determine whether progress has been made, and identifying new recommendations and strategies based on recent land use changes, Complete Streets guidelines, shifts in demographics and other trends, and the County's continued emphasis on resiliency following Superstorm Sandy.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

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

Note: Public outreach will be conducted, as needed, throughout the project.

Start Date: 2023-2024: Q1	End Date: 2024-2025:Q4
Total Funds Programmed:	\$590,361
New FHWA/FTA Funds:	\$8,841
Previously Programmed Funds:	\$581,520
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$500,000
Consultant will support all aspects of this study.	

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

Description and Objectives

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

4. Prepare final design, including
 - a. Signal timing optimization
 - b. Time space diagrams
 - c. Data tables
 - d. Design report

The staff would work in cooperation with the Nassau County Department of Public Works Division of Traffic Engineering and a consultant.

Deliverables

1. Technical memorandum on activities and findings
2. Final report

Start Date: 2020-2021: Q3	End Date: 2023-2024: Q1
Total Funds Programmed:	\$150,805
New FHWA/FTA Funds:	\$775
Previously Programmed Funds:	\$150,030
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study.	

Nassau County Traffic Signal Progression and Optimization Study II - Oceanside

Description and Objectives

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

- b. Time space diagrams
- c. Data tables
- d. Design report

The staff would work in cooperation with the Nassau County Department of Public Works Division of Traffic Engineering and a consultant.

Deliverables

- 1. Technical memorandum
- 2. Final Report

Start Date: 2020-2021: Q3	End Date: 2023-2024: Q1
Total Funds Programmed:	\$151,327
New FHWA/FTA Funds:	\$621
Previously Programmed Funds:	\$150,706
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study.	

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

Description and Objectives

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

- a. Signal timing optimization
- b. Time space diagrams
- c. Data tables
- d. Design report

The staff would work in cooperation with the Nassau County Department of Public Works Division of Traffic Engineering and a consultant.

Deliverables

- 1. Technical memorandum
- 2. Final Report

Start Date: 2021-2022: Q1	End Date: 2023-2024: Q2
Total Funds Programmed:	\$167,279
New FHWA/FTA Funds:	\$108
Previously Programmed Funds:	\$167,171
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$130,000
Consultant will support all aspects of this study.	

Roadway Sustainability and Compliance Study

Description and Objectives

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

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. RFP for consultant services
2. Project data collection
3. Roadway treatment recommendations and standard detail designs
4. Pavement Management System and final report

Start Date: 2023-2024: Q1	End Date: 2024-2025: Q4
Total Funds Programmed:	\$764,005
New FHWA/FTA Funds:	\$640
Previously Programmed Funds:	\$763,365
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$700,000
Consultant will support all aspects of this study.	

Lido Beach Multi-Use Trail Planning Study

Description and Objectives

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

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

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

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

1. Consultant contract (2023 Q2).
2. Public Engagement Plan and technical memorandum on data collection methods (2023Q4).
3. Existing Conditions model (2024 Q1).
4. Technical memorandum on design alternatives (prioritization and cost estimates) (2024 Q2).
5. Final report (2024 Q3).
6. Post-report follow up (as needed) (2024 Q4).

Start Date: 2023-2024: Q1	End Date: 2024-2025: Q4
Total Funds Programmed:	\$268,211
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	268,211
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$240,000
Consultant will support all aspects of this study.	

Nassau-Queens Interface Transportation Study - Project Support

Description and Objectives

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

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

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

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

Start Date: 2018-2019: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$110,390
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$110,390
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$75,000
Consultant will support all aspects of this study.	

Nassau County Shared-Mobility Management Plan

Description and Objectives

Emerging technologies and changes in modal preferences are leading to a rapidly changing transportation landscape. The quickly expanding and diversifying range of motorized and non-motorized mobile application-based shared transportation services present an opportunity for Nassau County to manage such services comprehensively and proactively.

To fully realize the benefits of shared-mobility, Nassau County seeks to prepare and implement a Shared-Mobility Management Plan. The Plan will review and inventory existing and emerging shared-mobility services (motorized and non-motorized), and comprehensively evaluate infrastructure compatibility and necessary improvements, hosting partnerships, economic benefits and policy/legal issues.

The Plan will provide recommendations for capital improvements (infrastructure), funding sources, and key locations for piloting shared-mobility services within the County. The Plan will also provide a framework for evaluating new services for implementation. Public outreach and stakeholder coordination will be conducted throughout the duration of the project.

Key stakeholders, including, elected officials, municipal representatives, chambers of commerce, advocacy organizations and community groups will be engaged as part of the outreach task.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

1. Collect data (county-wide mobility surveys and memorandum on data collection).
2. Analyze collected data.
3. Identify Pilot Project(s).
4. Prepare draft and final recommendations.
5. Prepare Draft and Final Report/Implementation Plan.
6. Support public outreach
7. Conduct economic modeling (to be authorized at the discretion of County).

Deliverables

1. Mobility surveys to be distributed to public and medium-large employers, and technical memorandum summarizing all data from surveys.
2. Technical memorandum summarizing the analysis process and findings.
3. Technical memorandum identifying pilot project(s).
4. Technical memoranda with draft and final recommendations.
5. Technical report/implementation plan (final document).

6. Public and stakeholder engagement program, and development and management of project website.
7. Economic modeling (to be authorized at the discretion of County)

Start Date: 2020-2021: Q4	End Date: 2023-2024: Q1
Total Funds Programmed:	\$668,869
New FHWA/FTA Funds:	\$2,780
Previously Programmed Funds:	\$666,089
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

Electric Vehicle Fleet Conversion and Electric Charging Station Masterplan

Description and Objectives

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

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. Fleet Inventory.
2. Comprehensive plan

Start Date: 2022-2023: Q1	End Date: 2023-2024: Q1
Total Funds Programmed:	\$667,648
New FHWA/FTA Funds:	\$797
Previously Programmed Funds:	\$666,851
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

New York City Department of City Planning

Transportation Investments to Support Housing and Economic Development

Description and Objectives

There is a severe and on-going housing shortage in NYC and its surrounding suburbs. NYC continues to have more new arrivals to our region every day. Significant amounts of new housing will need to be built to accommodate the existing and future demand. In addition, NYC continues to recover from the pandemic and creating new jobs and businesses will be critical.

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

These studies will look to improve safety and increase mobility and connectivity in these neighborhoods to unlock the potential for further development. The study areas are consistent with the Regional Transportation Plans Coordinated Development Emphasis Areas and support the plans goals for safety and efficiency of the transportation system.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

NYC DCP will evaluate the potential for new transportation investments to unlock the potential for new housing and economic development.

NYC DCP will focus on neighborhoods identified through our borough planning efforts as well as those areas identified through other processes, such as CDEA's in the RTP or potential Transit Oriented Development (TOD) as cited by MTA.

NYC DCP will evaluate the potential for new transportation investments to unlock the potential for new housing and economic development. Potential areas for study may include:

- Bronx
 - TOD opportunities such as Parkchester/Van Nest, Morris Park, and Co-op City.
 - Growth corridors like Webster Avenue and Boston Road.
 - Mixed use neighborhoods like Port Morris and Soundview.
- Brooklyn
 - Growth areas such as Downtown Brooklyn, Bushwick, East New York, and the Utica and Church Avenue corridors.
- Manhattan
 - East Harlem.
 - 125th Street corridor.
- Queens
 - Potential growth areas such as Long Island City, Astoria, Jamaica, the Rockaways, Ridgewood and Sunnyside.
- Staten Island
 - Growth areas including St. George, the North Shore, and the Bay Street corridor.

Deliverables

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

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

Start Date: 2023-2024: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$419,160
New FHWA/FTA Funds:	\$419,160
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$100,000
Traffic count consultant	

Citywide Freight and Logistics Analyses

Description and Objectives

With the continued expansion of e-commerce, and of same day and rapid delivery expectations, many communities around the city are experiencing air quality, safety and other quality of life issues. This study will build on the work of last year's Freight and Last Mile Demands Study to continue to develop means to both mitigate the impacts on communities and improve the efficiency of freight delivery in NYC. Other existing work and analysis that NYC DCP can benefit from includes the RTP Freight Element, NYC DOT's Smart Truck Management Plan, and their Freight NYC Report. NYC DCP have established a working group consisting of NYC DCP, NYC DOT, NYC EDC and PANYNJ and will continue to work closely with those agencies to coordinate our efforts to strengthen and improve freight operations across the city.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

No single improvement will address all our freight system needs - therefore we will need to identify a number of recommendations for improvement across the freight sector. This may include things like,

1. Identify street improvements in our heavily industrialized areas like Hunts Point and Maspeth to improve movement and safety.
2. Conduct Freight corridor studies to identify and remove bottlenecks to efficient operations.
3. Facilitate development of warehouse/distribution facilities to better align with transportation improvements.
4. Remove impediments(zoning) to urban freight consolidation hubs and shared storage lockers for last mile delivery, consider changes to industrial business zone parking and loading requirements.
5. Place greater emphasis on waste as a large freight flow through the city.

Deliverables

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

Start Date: 2023-2024: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$313,019
New FHWA/FTA Funds:	\$313,019
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Automobile Storage and Dependency

Description and Objectives

With low density parking reform for the first time in generations, NYC DCP is focused on parking reform in NYC lower density residential districts, where we allow single- and two-family homes. We have identified broad opportunities to reduce parking requirements where they are poorly aligned with demand and would like to explore the role that proximity to infrequent or indirect transit plays in car ownership and dependence in these districts.

For medium and high-density parking reform, NYC DCP has a defined geography known as the Transit Zone, where parking is not required for certain types of housing. NYC DCP is eager to explore more sweeping reform to make parking optional for more uses and more types of housing, but this work will require substantial data analysis and public outreach.

To plan for EVs, NYC DCP has been engaging with other city agencies about the role that on- and off-street parking supply plays in supporting electric vehicle adoption and long-term charging needs. NYC DCP is exploring the role that zoning plays in facilitating charging options, and the interplay between parking requirements, allowances, and future projections around EV-capable car and micromobility parking spaces.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. NYC DCP will undertake a series of site visits along with annual DMV data acquisition, cleaning, and processing to further our understanding of car ownership by building type, size, location, and other characteristics.
2. NYC DCP will assess the degree to which our zoning requirements are out of sync with car ownership and identify what other land use and non-land use factors influence car ownership rates.
3. NYC DCP will assess our existing parking geographies: The Manhattan Core, the Transit Zone, Lower Density Growth Management Areas, and other areas, and identify areas where the geographies can be modified to reduce our parking requirements.

4. NYC DCP will work with our borough offices to do public engagement and community outreach around the role that cars play in daily life, and areas of opportunity for reducing parking requirements, encouraging modal shifts, and accommodating electric vehicles and micromobility.

Deliverables

1. Summary of parking and car ownership data analysis by zoning district, geography, and other characteristics.
2. Draft zoning proposal that incorporates changes to how we require off street parking.
3. Map indicating new or expanded geographies that govern where we require or permit parking.
4. Draft zoning proposal.

Start Date: 2023-2024: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$448,273
New FHWA/FTA Funds:	\$448,273
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Improvements to Access, Mobility, and Commuting data

Description and Objectives

NYC DCP is developing and refining a 15/60 minute framework that seeks to reframe land use decisions around real vs. expected access to critical goods and services, including transit, in pursuit of a definition for a "complete neighborhood". NYC DCP will explore real vs. expected in more depth (e.g., what are the physical and perceptions of barriers to access, and how does our current language around transit-oriented development take the barriers into account?).

Considering the commuting data issues with the latest CTPP release, coupled with a change in travel and commuter behavior post-pandemic, a reassessment of assumptions about travel time, frequency, and mode is needed. Now that the region appears to be approaching the new normal, NYC DCP wants to revisit expectations around commute frequency and develop a model for making travel assumptions in the medium-term future.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Continue to refine its methodology and framework for defining the 15- and 60-minute cities of NYC, and work with our borough offices to align with their understandings of how residents and workers interact with their spaces.
2. Update scenario planning to better reflect where NYC DCP believe the region is regarding the "new normal" and begin to explore the intersection between office occupancies and data on different modal use.
3. Expand 15/60 minute tool for better integration into NYC DCP planning activities.
4. Continue to refine our understanding of commuter (and other) flows, building on NYC DOT's mobility surveys, origin/destination data from a variety of sources, traditional census data, and other proprietary data sources.
5. Forecast longer term mobility scenarios based on current trajectory.

Deliverables

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

Start Date: 2023-2024: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$676,955
New FHWA/FTA Funds:	\$676,955
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Understanding Telework Trends and Implications for Current and Future Travel

Description and Objectives

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

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

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

NYCDCP will formally reach out to academic researchers to discuss the intersections between their work and our geographically specific interest. NYCDCP will build on its partnership with other NYMTC members and regional stakeholders to develop goals and share knowledge of and

experience with the use of cell phone data sets. NYCDCP will procure a data analyst on a temporary basis to help process and normalize numerous data sets, and then will develop a replicable methodology used to analyze both the procured cell phone data sets and other public data (for New York City and beyond) moving forward. Combined with other ongoing population and economic-focused research at NYCDCP, this data analysis will ultimately enable us to deliver and disseminate conclusions on mobility trends, economic health, and neighborhood vitality in New York City and to share a method of inquiry with other NYMTC members and partners.

Deliverables

1. City and external stakeholder partnerships. (Q1)
2. Consultant scope and procurement. (Q2)
3. Survey dissemination, response collection, aggregation of results. (Q3)
4. Final reports. (Q4)

Start Date: 2023-2024: Q1	End Date: 2024-2025: Q4
Total Funds Programmed:	\$501,789
New FHWA/FTA Funds:	\$501,789
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$500,000
Consultant will support all aspects of this study.	

New York City Department of Transportation

NYC Pedestrian Map

Description and Objectives

The goal of the NYC Pedestrian Map (PedMap) is to develop a spatially driven quantitative model for pedestrian network demands. This model will provide the framework for design decisions as they relate to pedestrian needs throughout NYC for both city agencies as well as outside partners and developers. Currently the NYC Pedestrian Unit struggles to articulate where sidewalk widenings or curb extensions are critical treatments, rather than just preferred designs. This model would create rationality in the decision-making process within NYC streets, and it is hoped the PedMap methodology can be replicated by other municipalities to assist planners throughout the NYMTC region.

Specifically, this model will quantify pedestrian generators on a block-by-block basis for all street segments within NYC. The Pedestrian Unit will utilize building and land use data for (1) determining commercial generators, tourist destinations, school zones, community and faith centers, open spaces and other pedestrian destinations; and (2) quantifying housing units on a granular per block basis. Additionally, transit nodes, such as bus, subway and ferry stops will be overlain.

Community feedback will be essential for the success of the PedMap, as there are many ineffable factors that a regional model cannot adequately quantify. This project will include outreach to communities across NYC, including those that under-represented communities.

The main deliverable of the PedMap will a city-wide map designating corridors by their level of pedestrian demand. The current proposal considers four levels of pedestrian demand. The most intensive designation will represent the regionally-significant corridors around Midtown Manhattan, which attract pedestrians across the region for work and tourists across the globe for play. The least intensive designation will still require that at least one side of the roadway contain a pedestrian designated pathway that meets all the requirements of the ADA.

The idea of this Pedestrian Map was generated by many diverse concerns. Foremost for the Pedestrian Unit has been the consistent need for greater pedestrian space as NYC further densifies with rezonings and as tourism keeps growing throughout our Midtown core. There has also been difficulty in communicating the needs of pedestrians in spatially constrained roadways without a framework to support these discussions. Finally, there are many cogent discussions occurring regarding vehicular congestion, freight needs and bike infrastructure, and all of these discussions are underpinned by a comprehensive plan that either exists already or is in development to guide priorities for those realms. Pedestrian issues deserve a similar contextual analysis to guide our policies.

This PedMap project meets nearly all the NYMTC regional goals as stated in Plan 2050. This project will improve the regional environment through improved air quality from reduced vehicle usage by prioritizing pedestrian trips. It will improve the regional economy by rationalizing the sidewalk typologies needed for developments and rezoning actions, as well as providing unencumbered movement of pedestrians throughout regional and local business districts. This product will improve the quality of life for users by providing better Complete Street, Vision Zero and Safe Routes to School guidance for pedestrian spaces. It will help to provide flexible

transportation access by supporting and integrating ferry services with the surrounding pedestrian networks. And finally, the PedMap could guide NYCDOT asset management with regard to its sidewalk infrastructure by identifying areas of greatest need and demand.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Collect data
2. Model corridors maps
3. Create a deficiencies suite
4. Prioritize the suite creation
5. Solicit community feedback and refine model
6. Create Action Item Report

Deliverables

1. Corridors Map (Q1 2021)
2. Deficiencies Suite (Q3 2021)
3. Prioritization Suite (Q2 2022)
4. Action Item Report (Q2 2023)

Start Date: 2020-2021: Q1	End Date: 2023-2024: Q2
Total Funds Programmed:	\$100,546
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$100,546
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Red Hook Traffic & Truck Study

Description and Objectives

Red Hook is one of the NYC neighborhoods experiencing significant land use changes, largely influenced by the growing e-commerce industry. As a waterfront area with historical industrial uses, the area has become attractive for the placement of last-mile warehouses. The presence of Ikea, the cruise terminal, a UPS distribution center, and the PANYNJ container port already generate significant trips (vehicular and truck) in Red Hook. These uses attract increased vehicular trips, especially increased truck traffic to bring, and distribute, goods for local delivery. Red Hook was identified as Coordinated Development Emphasis Areas (CDEA) in the 2045 Plan. For several years Red Hook residents and elected officials have complained and held meetings with relevant agencies to develop initiatives and responses to a variety of issues raised about truck traffic including structural damage to homes and a perceived safety threat. Red Hook residents have been particularly concerned about heavy truck traffic on corridors with residential use such as Van Brunt, Columbia, and Lorraine streets.

The study will comprehensively examine traffic and truck issues in the neighborhood and assess the dynamics of placing e-commerce distribution warehouses in neighborhoods with significant residential use. It would complement the New York City Street Plan by examining ways to ensure safe and effective movement and interaction of pedestrians, cyclists, buses, cars, and trucks. Through collaboration with sister agencies such as NYC DCP, NYC EDC, and PANYNJ pertinent issues will be identified and a comprehensive plan to address changing travel demand, needs, and community concerns will be developed.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. Draft scope of work and data collection plan (Q2 2022)
2. Existing conditions analysis (Q4 2023)
3. Draft final report (Q4 2024)

Start Date: 2022-2023: Q1	End Date: 2024-2025: Q4
Total Funds Programmed:	\$401,953
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$401,953
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Lindenwood / Spring Creek Transportation Study

Description and Objectives

The Gateway Mall is a major employment center in East New York and it supports the economic vitality of the surrounding neighborhoods. The Lindenwood/ Spring Creek Transportation Study is being undertaken in response to traffic and congestion generated by the Phase II construction of the Gateway Mall and a significant number of residential developments. The study area is bounded by Linden Boulevard/ South Conduit Avenue, Cross Bay Boulevard, Shore Parkway, and Pennsylvania Avenue. Community residents have requested NYC DOT address the congestion problem, something that was echoed by elected officials. The public outreach effort for the Brooklyn-Queens Areawide Transportation Study identified some of the community issues. Regional access in the area is provided by the Belt Parkway and directly to the Pennsylvania Avenue and Erskine Street exits/ entrance ramps.

The study will support the NYMTC RTP 2045 vision goals to reduce congestion, enhance the environment, and improve the regional economy and quality of life. Additionally, it will contribute to meeting several OneNYC vision goals including improving safety, transit operation and reliability, freight mobility, and infrastructure management. It will examine measures to improve travel time reliability on major corridors; improve surface transit operations (15 bus routes serve the area); improve freight mobility and truck operations in the study area; reduce crashes and improve safety for all street users; and improve multi-modal mobility and accessibility.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. Draft scope of work (Q2 2018)
2. Data Collection Plan (Q2 2018)
3. Analysis of Existing Conditions (Q3 2020)
4. Draft Final Report (Q1 2023)

Start Date: 2018-2019: Q1	End Date: 2023-2024: Q1
Total Funds Programmed:	\$31,824
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$31,824
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Impact of Long-term Teleworking on VMT

Description and Objectives

The proposed study will help develop an understanding of the long-term implications of teleworking for the New York City region. It will use targeted surveys and telephone interviews regarding the net difference in individuals' VMT changes due to teleworking, focusing on new VMT during intra-day activities. The goal will be to inform demand management and transportation policies and programs going forward. During the pandemic, the NYC Citywide Mobility survey found that nearly half of the employed survey population teleworked. Building on that survey, the study will target persons living in lower density areas of NYC (potentially requiring the purchase of an address-based dataset) and seek out correlated factors for household travel. This project supports policies and programs listed in NYMTCs Plan 2050, including the following: planning for changing demand and reduce environmental impacts.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop scope of work, interview and survey questions.
2. Develop list of key persons to interview.
3. Conduct survey and interviews.
4. Compile results creating a presentation with analysis and recommendations.

Deliverables

1. List of interview and survey questions (Q4 2022)
2. Survey and interview results (Q4 2023)
3. Presentation with analysis and recommendations (Q1 2024)

Start Date: 2022-2023: Q4	End Date: 2024-2025: Q1
Total Funds Programmed:	\$59,374
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$59,374
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

NYC Mobility Report 2023

Description and Objectives

The New York City Mobility Report is NYC DOT's annual report on key agency performance metrics and citywide transportation indicators. Since 2008, the report has brought together independent data sources (such as the NYMTC Hub-Bound report, census and demographic data, TLC Taxi GPS data, MTA bus and subway ridership, and New York State DMV data) and conducted new analysis to reveal trends in New York City mobility. Key annual indicators include citywide bike traffic, CBD-bound vehicle traffic and transit ridership, non-CBD-bound traffic and transit ridership, and average Manhattan travel speeds measured by taxi and MTA GPS data feeds. NYC DOT will transition from a report to a dashboard to share information more easily. UPWP funding will allow NYC DOT to provide the analytical expertise for this dashboard so that it will remain a cutting-edge resource for the agency, policymakers, and the public at large. This project aligns with Plan 2050 by providing information that can help decisionmakers plan for changing demands.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

Conduct data collection of mobility and classification data.

Analyze and visualize collected data.

Design and finalize the dashboard.

Deliverables

1. Project outline and schedule (Q2 2022).
2. Access to static dashboard (Q2 2023).

Start Date: 2022-2023: Q2	End Date: 2023-2024: Q2
Total Funds Programmed:	\$40,019
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$40,019
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

NYC Pedestrian Planning Studies

Description and Objectives

The NYC DOT Pedestrian Unit staff will study selected corridors or complex intersections and develop plans based on comprehensive traffic and safety analysis for pedestrian and bicycle facilities to provide residents with alternative means of accessing employment, commercial districts and transit. These planning studies will develop preliminary design recommendations for physical or operational improvements, such as curb extensions, sidewalk widenings, intersection re-alignments or signal modifications. These studies may also inform future capital projects, such as complete road reconstructions.

NYC DOT will contribute to meeting the regions goals, as stated in Plan 2050, of: a transportation system that ensures the safety and security of people and goods across all users and modes by promoting safe streets and intersections; a transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided by improving first- and last-mile access to transit; a transportation system that efficiently serves todays population and plans for a growing number of residents, workers, and increasing number of goods by encouraging walking and biking; and a Transportation system that minimizes its greenhouse gas emissions and other impacts on the environment, especially climate change by encouraging alternatives to single-occupant vehicle trips.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop scope and select up to four sites.
2. Conduct data collection and initial community outreach.
3. Develop preliminary recommendations.
4. Implement community presentation and outreach.
5. Develop final recommendations.

Deliverables

1. Scope of work/ site selection (Q1 2022)
2. Data collection and existing conditions analysis (Q2 2022)
3. Proposed final recommendations (Q1 2023)
4. Scope of work/ site selection (Q1 2023)
5. Data collection and existing conditions analysis (Q2 2023)
6. Proposed final recommendations (Q4 2023)

Start Date: 2022-2023: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$208,090
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$208,090
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Truck Route Effects & Communication Tools

Description and Objectives

As part of the New York City Department of Transportation's (NYC DOT) Smart Truck Management Plan, the New York City truck route network is expected to undergo modifications in the coming years. Truck routes serve as important routes for the movement of goods and also as legal routes for heavy vehicles within, between, and beyond New York City's five boroughs. Changes to the NYC Traffic Rules are being explored in order for proposed truck routes to become legally official. The previously funded NYC Freight Routes Improvement UPWP project was responsible for proposing new routes and updates to the NYC Truck Route map. The majority of new routes are proposed within industrial business zones (IBZs) or along core commercial corridors where many truck trips either begin or end. Implementation of a new truck route can be difficult as a result of a variety of confounding factors (i.e. land use conflicts, safety concerns, etc.). Route planning and use of commercial GPS devices/applications are crucial components of successfully navigating the NYC truck route network. This study will focus on outlining routing tools available for use by truck operators, examine the evolving characteristics and safety needs of industrial business zones, and highlight safety improvements that can effectively increase pedestrian and cyclist safety on truck routes and truck priority safety corridors (TPSCs) without compromising goods movements.

Trucks must legally utilize the truck route network for as long as possible, until there is need for making a local delivery or reaching a destination located off a truck route. Various GPS devices and related applications exist for truck operators to use as navigation tools. Best practices on truck routing will be detailed as part of this project (commercial GPS and applications) and a demo routing tool for trucks will be modeled using ArcMap. The demo routing tool will make use of the Network Analyst extension in ArcMap to provide an illustrative example, along with steps that may be followed for replicating the model.

Industrial business zones experience a high volume of truck trips. In New York City, IBZs serve as centers of employment across a variety of industries. Many IBZ areas are rapidly evolving, reflecting growth in e-commerce and other commercial sectors. An IBZ study will be conducted and outline the typical existing conditions/characteristics, top origin-destinations with respect to IBZ areas within New York City, identify traffic safety issues, and make general recommendations for safety enhancements. Previously implemented safety enhancements within IBZ areas will be analyzed qualitatively and quantitatively in an attempt to qualify the effectiveness of various treatments including but not limited to: bike lanes, curb extensions, one-way conversions, introduction of stop control devices, and signal timing changes. Best practices from other cities will also be identified with regard to IBZ areas and truck safety.

As e-commerce and related sectors involving goods distribution expand, it is critical that truck safety be maintained and enhanced. There is a need for increasing pedestrian and cyclist safety, while also maintaining the connectivity that the NYC Truck Route Network provides the NYC region. Truck priority safety corridors are designated corridors that involve truck crashes with a vulnerable road user (cyclist or pedestrian). These corridors serve as examples of locations where safety improvements with respect to freight movements may be most needed. This section of the report will address the nature of TPSCs and truck routes where safety enhancements can be applied without compromising goods movement. Various safety treatments will be assessed with respect to trucks, and a series of best practices will be identified.

This study supports Plan 2050's goal to plan for changing demand, by planning for the growth in freight activity and changes in product deliveries.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Project kick-off
2. Data count collection
3. Truck routing model development
4. Research and report writing - truck routing and navigation tools
5. Field work
6. Industrial business zone case study
7. Truck route analysis
8. Truck route analysis report writing

Deliverables

1. Truck routing and navigation tool memo (Q3 2021)
2. IBZ case study (Q4 2022)
3. Truck route analysis report (Q1 2023)

Start Date: 2021-2022: Q1	End Date: 2023-2024: Q1
Total Funds Programmed:	\$50,843
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$50,843
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Brooklyn College Flatbush Ave Transportation Study

Description and Objectives

The Brooklyn College/Flatbush Avenue Transportation Study will examine traffic/flow conditions along Flatbush Avenue a main Principal Arterial connecting the Belt Parkway and Brooklyn Bridge to Manhattan. The defined catchment area is bounded by Ditmas Avenue (N), New York Avenue (E), Avenue K (S), and Coney Island Avenue (W); where two transit hubs exists. They are immediately east and west of the College at Flatbush & Nostrand Avenues and East 16th Street and Avenue H respectively. To the extent Origin-Destination trips associated with Brooklyn College on the transportation network contribute to congestion or not due to transit availability, a questionnaire survey will be conducted of a representative sample of the student body to determine travel characteristics. Also, a broader detailed traffic analysis beyond the campus focused area examining CMP identified congested links will be analyzed. The results should yield insights into travel needs and demand. The effort will make recommendations to improve access to/from regional facilities.

This study supports Plan 2050's goals of improving street safety at intersections, improving accessibility to the transportation system for all users, planning for changing demand, and reducing environmental impacts.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

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

Deliverables

1. Draft Scope of Work and Data Collection Plan (Q2 2021)
2. Existing Conditions Analysis (Q1 2022)
3. Draft Final Report (Q4 2023)

Start Date: 2021-2022: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$74,896
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$74,896
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Building Profile and Loading Dock Utilization Study

Description and Objectives

The amount, frequency, and type of deliveries varies by land use, resulting in different levels of truck demand. The last leg of freight deliveries is often the most challenging as truck drivers search for parking and then proceed to deliver the goods to their customers. NYC's dense vertical market in congested areas makes this process even more challenging, particularly as some buildings do not have appropriate off-street loading facilities, and when they do, aren't utilized for intended uses. Additionally, as e-commerce has grown, residential buildings have also emerged as a leading destination for deliveries as consumers demand faster, affordable and convenient deliveries. In 2018, 45% of New Yorkers received a delivery of some kind at their home at least a few times a week.

The proposed study will survey a select number of buildings to evaluate the utilization and taxonomy of off-street loading facilities in congested areas. This project supports policies and programs listed in NYMTC's Regional Freight Plan, including the goal to improve regional investments through conducting establishment surveys to validate and/or project commodity flow data, in coordination with NYBPM surveys and data collection (No. 200) and freight data analysis tools (No.122). This project will also support the implementation NYC DOT's Smart Truck Management Plan, and will advance our vision of a safe, sustainable, equitable, and efficient freight deliveries in New York City. NYC DOT hopes to identify solutions in improving the efficiencies of freight deliveries at buildings and improve freight planning efforts and curb management strategies.

This study supports Plan 2050's goal to plan for changing demand, by planning for the growth in freight activity and changes in product deliveries.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop scope and stakeholder engagement plan.
2. Develop data collection plan and analysis methodology.
3. Perform data Collection and reduction.
4. Develop building profile and loading dock taxonomy summaries.
5. Develop recommendations to improve freight efficiencies of buildings.

Deliverables

1. Data Collection Plan (Q2 2020)
2. Freight Building Profiles & Loading Dock Usage Summaries (Q3 2022)
3. Draft Final Report (Q1 2023)

Start Date: 2020-2021: Q1	End Date: 2023-2024: Q1
Total Funds Programmed:	\$25,181
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$25,181
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Green Wave Comprehensive Transportation Plan

Description and Objectives

The proposed Green Wave Comprehensive Transportation Plan will build upon the vision of the Green Wave: A Plan for Cycling in NYC (2019). This planning process will contribute to the region's goal, as stated in Plan 2045, of enhancing the environment through improved air quality from reduced vehicle usage by creating streetscapes that are safe for users of all ages and abilities. The goal is to develop a coherent set of protected bike lane projects at the segment level, including route selection, additional community outreach, data collection and analysis, and conceptual-level designs. These plans will have the goal of creating safe access for all users, calming traffic, and strengthening non-motorized connections between residential and retail districts, in a manner that is consistent with RTP goals and Complete Streets guidelines. By planning as a package, NYC DOT can ensure that each project will have maximum impact as part of a connected network linking to the larger region.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop project scope.
2. Collect and analyze data.
3. Conduct community outreach.
4. Develop route selection and preliminary design.
5. Draft report.

Deliverables

1. Existing conditions analysis (Q4 2021)
2. Community outreach materials (Q3 2022)
3. Draft final report (Q4 2023)

Start Date: 2021-2022: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$99,933
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$99,933
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Coney Island Alternative Access - Congestion Study

Description and Objectives

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

Significant capital infrastructure construction work is being done by NYC EDC and NYC DDC presently, but these efforts are mainly replacement in kind. The proposed boundary for the study is: West 6th Street to the east; West 23rd Street to the west; Belt Parkway to the north and Surf Avenue/ Brighton Beach Avenue to the south.

The study will support the NYMTC RTP 2050 vision goals to reduce congestion, enhance the environment, and improve the regional economy and quality of life. Additionally, it will contribute to meeting several OneNYC vision goals including improving safety, transit operations and reliability. It will examine measures to improve travel time reliability on major corridors; improve surface transit operations; improve freight mobility and truck operations in the study area; reduce crashes and improve safety for all street users; and improve multi-modal mobility and accessibility.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Draft scope of work and develop and execute data collection plan and public outreach plans.
2. Conduct existing conditions analysis and draft report.
3. Conduct future conditions analysis and draft report.

4. Develop/ evaluate recommendations/ improvement measures.
5. Draft the draft final report.

Deliverables

1. Detailed scope of work (Q1 2019)
2. Data Collection Plan (Q4 2019)
3. Analysis of Existing Conditions (Q1 2023)
4. Draft Final Report (Q4 2023)

Start Date: 2019-2020: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$199,778
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$199,778
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Morris Park East Bronx Transportation Study

Description and Objectives

The Morris Park East Bronx Transportation Study area is in relatively close proximity to regional facilities such as Hutchinson River Pkwy to the east, Bronx River Pkwy to the west and the I-95 to the south. The area's principal arterials such as Morris Park Avenue, East Tremont Avenue, Williamsbridge Road and Bronxdale Avenue process significant traffic volumes from the regional facilities thereby experiencing congestion during peak periods. The area also has large institutional medical facilities for example NYC Health & Hospitals Jacobi, Yeshiva University Jack and Pearl Resnick Campus, Albert Einstein College of Medicine and Calvary Hospital with their own traffic circulation and parking challenges. The high volumes on the major arterials have created congestion on local streets. Safety issues have also emerged, as is evident from the crash data. There is a clear need for a comprehensive area-wide study.

The proposed boundary for the study is: Conrail AMTRAK rail line immediately east of Eastchester Road/ Stillwell Avenue to the east, Bronx Park East to the west, Pelham Bronx Parkway to the north and East Tremont Road to the south.

The study will support the NYMTC RTP 2050 vision goals to reduce congestion, enhance the environment, and improve the regional economy and quality of life. Additionally, it will contribute to meeting several OneNYC vision goals including improving safety, transit operation and reliability. It will examine measures to improve travel time reliability on major corridors; improve surface transit operations; improve freight mobility and truck operations in the study area; reduce crashes and improve safety for all street users; and improve multi-modal mobility and accessibility.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

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

Deliverables

1. Draft scope of work (Q1 2019)
2. Data Collection Plan (Q2 2019)
3. Analysis of Existing Conditions (Q3 2021)
4. Draft Final Report (Q1 2023)

Start Date: 2019-2020: Q1	End Date: 2022-2024: Q1
Total Funds Programmed:	\$50,073
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$50,073
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
No consultant support is required for this study.	

Putnam County

Putnam County Intersection Planning and Feasibility Study

Description and Objectives

The study will conduct a needs assessment of various intersections throughout Putnam County and evaluate the feasibility of (i) converting an intersection to a roundabout, or (ii) traffic signal placement /upgrades at an intersection, or (iii) addition of turn lane(s) at an intersection. The study will supplement the Corridors Study previously conducted in Putnam County, which analyzed/made recommendations regarding transportation infrastructure and traffic patterns on a broad scale. Moreover, the study findings may directly impact projects currently on the Transportation Improvement Program (TIP) (e.g., PIN 8756.09 (Fair Street from Route 52 to John Simpson Road Project), PIN 8757.48 (Peekskill Hollow Road Renovation Project), PIN 8761.97 (Stoneleigh Avenue / Drewville Road Intersection Improvements Project)).

The intersections expected to be analyzed include, but are not limited to:

- Fishkill Road (CR10) and NYS Route 301
- Lower Station Road (CR 12) and NYS Route 9D
- Oscawana Lake Road (CR 20) and Church Street
- Drewville Road (CR 36) and Weber Hill Road
- Croton Falls Road (CR 34) and West Shore Drive (CR 38)
- Towners Road (CR 45) and NYS Route 52
- Fair Street (CR 60) and NYS Route 311
- Cornwall Hill Road (CR 64) and NYS Route 311
- Fields Lane and North Salem Road (CR 55)
- Milltown Road (CR 54) and Gage Road (CR 61)
- Bryant Pond Road and Peekskill Hollow Road (CR 21)

The study will examine the feasibility of and make recommendations on improving traffic conditions, e.g., traffic signal upgrades, geometric improvements such as the addition of turn lanes, placement of a roundabout, with consideration given to plan consistency (long range plan).

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL

Activities

1. Conduct a survey of existing conditions at intersections throughout Putnam County.
2. Identify traffic constraints and recommend improvements thereto.
3. Analyze the feasibility and advantages/disadvantages of the afore-described project alternatives at specific intersections, considering such things as intersection geometry,

sight distance, traffic control, queueing and operational issues, and other potential impediments.

4. Develop a county-wide planning and feasibility study on transit-related infrastructure needs, particularly as pertains to specific intersections, and traffic signal placement/upgrades, roundabout/turning lanes placement.

Deliverables

1. Draft report: Putnam County Intersection Planning and Feasibility Study.
2. Final report: Putnam County Intersection Planning and Feasibility Study.

Start Date: 2022-2023: Q1	End Date: 2022-2023: Q4
Total Funds Programmed:	\$75,828
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$75,828
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
Consultant will support all aspects of this study.	

Southeast to Danbury Rail Link Feasibility Study

Description and Objectives

The Beacon Line in New York State includes 41 miles of right-of-way from the MTA Metro-North Railroad (MTA MNR) Hudson Line connection in Beacon, New York, to the Connecticut state line, intersecting with the MTA MNR Harlem Line at CP 155. Continuing east of the Connecticut-New York border, the Housatonic Railroad maintains ownership of the remaining portion of the Beacon Line, which terminates in Danbury, Connecticut. Current MTA MNR operations on the Line within New York are minimal and consist of the infrequent non-revenue equipment moves and occasional maintenance operations. MTA MNR owns the inactive rail line within New York State. The Housatonic Railroad has freight rights, currently dormant, over the MTA MNR-owned segment. MTA MNR has track rights from the Housatonic Railroad to operate over the Connecticut section of the line to Danbury but does not own that portion.

The restoration of passenger rail service on the portion of the Line between Southeast, New York and Danbury, Connecticut, hereafter referred to as the rail corridor, would extend the existing public transportation network and provide benefits to all communities along the corridor. It is possible that the restoration of service will reduce private vehicle volumes on Interstate 84, Interstate 684, and local roadways along the interstate roadway corridors. Lower vehicle counts could result in less vehicular congestion and emissions. The proposed restoration would also complement regional transportation and development plans, such as Downtown Danbury's Transit-Oriented Development Study, the Housatonic Valley Metropolitan Planning Organization Long-Range Transportation Plan, 2019-2045, the New York Metropolitan Transportation Councils (NYMTC) 2018-2045 Regional Transportation Plan and the growth management principles of the State of Connecticut's Conservation & Development Policies Plan and several other initiatives and transportation plans currently underway or in development.

The Southeast, NY-to-Danbury, CT Link Feasibility/Planning Study will assess the feasibility of this service restoration along the rail corridor under study. Study partners will include Putnam County, the City of Danbury, NYMTC, and the Western Connecticut Council of Governments (WestCOG). MTA MNR will be a key advisor to the study, while Putnam County will oversee the conduct of the study, which is funded through NYMTC's Unified Planning Work Program.

The purpose of the study is to determine whether it is financially and operationally feasible to restore passenger service in the rail corridor generally between Danbury, CT and Southeast, NY where it connects to the MTA MNR Harlem Line.

The study area, which will be fully defined during the study, will be focused on Greater Danbury, CT, including all surrounding towns and continuing west to the Town of Southeast in Putnam County, NY. The study will develop a conceptual service plan for restoration of service in the rail corridor under study and will forecast travel markets for a restored service in the rail corridor.

The study will examine the feasibility of and make recommendations on improving traffic conditions, e.g., traffic signal upgrades, geometric improvements such as the addition of turn lanes, placement of a roundabout, with consideration given to plan consistency (long range plan).

Supported Plan Goals:



RELIABLE AND EASY TRAVEL

Activities

1. Develop a Technical Advisory Committee (TAC) and study steering committee.
2. Develop and implement a study outreach program.
3. Define the study area and conduct an existing conditions analysis.
4. Identify conceptual service plans.
5. Forecast travel markets for restored service in the rail corridor.
6. Assess the feasibility of restoring service in the rail corridor.

Deliverables

1. Preliminary draft, final draft and final technical memorandum describing a socio-economic profile of the study area for use in developing the draft Outreach Program
2. Preliminary draft, final draft and final technical memorandum describing the adopted Outreach Program
3. Preliminary draft, final draft and final geo-spatial visualization of current land use, transportation facilities & services and environmentally sensitive areas
4. Preliminary draft, final draft and final of a technical memorandum presenting existing right-of-way conditions for service restoration as determined in consultation with MTA MNR
5. Preliminary draft, final draft and final technical memorandum describing the conceptual service plan(s)
6. Preliminary draft, final draft and final technical memorandum of a market research approach to forecasting usage of restored train service in the rail corridor
7. Preliminary draft, final draft and final geo-spatial visualizations of current travel markets impacting the study area and forecasted travel markets for restored train service in the rail corridor
8. Preliminary draft, final draft and final technical memorandum providing supporting information to the geospatial visualizations and providing a full description of current and forecasted travel markets
9. Preliminary draft, final draft and final of a technical memorandum describing the preliminary cost-effectiveness and impact on travel markets of service restoration (2022Q4)

Start Date: 2023-2024: Q1	End Date: 2024-2025: Q4
Total Funds Programmed:	\$118,430
New FTA Funds:	\$0
Previously Programmed Funds:	\$118,430
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$0
Consultant will support all aspects of this study.	

Putnam County Complete Streets Initiative

Description and Objectives

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

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

Start Date: 2023-2024: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$151,099
New FHWA/FTA Funds:	\$151,099
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$125,000
Consultant will support all aspects of this study.	

Rockland County

Clarkstown Safety and Sustainability Study for Route 303 & Route 304

Description and Objectives

There have been a concerning number of vehicular and pedestrian accidents, some fatal, along New York State Routes 303 and 304 within Clarkstown in Rockland County. Both roadways continue to experience development and re-development, an increasing amount of heavy truck traffic and an increased demand for both transit services and bike and pedestrian infrastructure. A comprehensive analysis of both safety and land use will be conducted throughout both roadway corridors as part of a Safety and Sustainability Study along these state roadways through the Town of Clarkstown. Existing traffic safety studies and data would be analyzed to develop a baseline view of existing conditions along these roadways. Through public outreach and workshops, focal points isolating problem areas along Route 303 and 304 would be identified and specific solutions proposed for these areas. Computer simulation modeling of proposed solutions to issues along these roadways would be utilized to better visualize the benefits of such proposals. Existing development trends along Routes 303 and 304 would be examined, and options for improvements along these roadways would also include suggested land-use (zoning) alterations. The study of the two corridors would be conducted sequentially. These two corridors are found in the RTP under the Coordinated Development Emphasis Areas (CDEAs) Route 303: from Town line to Route 9W (six-miles) and Route 304: from Route 59 to Route 9W (seven-miles).

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND

Activities

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

Deliverables

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

Start Date: 2022-2023: Q	End Date: 2025-2026: Q3
Total Funds Programmed:	\$1,001,366
New FHWA/FTA Funds:	\$251,366
Previously Programmed Funds:	\$750,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$880,000
No consultant support is required for this study.	

Suffolk County

Suffolk County's Strategic Highway Safety Action Plan

Description and Objectives

This project seeks to establish a Suffolk County's Strategic Highway Safety Action Plan aimed at reducing the number of fatalities and serious injuries that occur on the County's roadways and intersections. The objective of this plan aligns with the Vision goal of Suffolk County achieving a transportation system that ensures the safety and security of people and goods across all uses.

This plan further aligns with this Vision goals objective of promoting safe streets and intersections by increasing safety to reduce fatalities and serious injuries occurring in Suffolk County's transportation system for motorized and non- motorized users.

The Suffolk County Strategic Highway Safety Action Plan will provide a systemic safety analysis for motorists, motorcyclists, bicyclists, and pedestrians on County roadways within Suffolk County. Suffolk County, through its Department of Public Works, will advocate for those who travel by any mode, and deliver data driven safety programs to decrease the number of serious injuries and fatalities that occur on County Roads within Suffolk County. The primary goals of the Plan:

- Reduce roadway fatality totals on County Roads.
- Reduce serious injury totals on County Roads.

The intent of the Highway Safety Action Plan is to provide a proactive collision analysis of Suffolk County roadways. It will identify high risk locations, collision patterns, and develop a list of systemic short term and longer-term countermeasures. This plan will be utilized to identify potential future capital projects and may also be used to help secure federal funding to address key safety issues consistent with the New York Strategic Highway Safety Plan (SHSP), a statewide coordinated safety plan that provides a comprehensive framework for reducing fatalities and severe injuries on all public roads. The SHSP vision is that New York will have a safe transportation system for all users.

Its mission is that New York will ensure a safe and sustainable transportation system for all motorized and non-motorized users on all public roads in New York. The SHSP goal is for New York to move towards zero deaths. Crashes involving vulnerable road users, including people walking, bicycle, and riding motorcycles, are disproportionately likely to result in severe outcomes. Therefore, Suffolk County will focus on improvements for these road users.

The Highway Safety Action Plan will include collision database development, review of collision data, safety data analysis, High Collision Network development, collision profile analysis, safety countermeasures identification, and project prioritization. The plan would be consulted to progress prioritized projects and assist with the redesign of high collision intersection or corridors identified by the plan. Additionally, the plan would be consulted in the preparation of Highway Safety Improvement Program funding applications in response to calls for Local projects. It is Suffolk County's intent to periodically update this report with an initial goal of every five years.

Supported Plan Goals:



SAFETY AND SECURITY

Activities

1. Accident data Collection: Accident data will be retrieved from NYSDOT for a minimum period of three years. Additionally, data will be collected for all County roadways.
2. Systemic accident data assessment: Using the collected accident data, a systemic approach will be undertaken to diagnose collision factors and patterns in order to select the most appropriate countermeasures for designated study corridors and intersections. A comprehensive evaluation of the records will provide a descriptive analysis of crash data at the countywide level. A matrix of total collisions by intersections and corridors and index maps will be developed. The intersection and corridor matrix, as well as the index maps, will form the basis for identifying of study intersections and corridors. Detailed crash data will be utilized for the study of intersections and corridors, including by mode, severity and crash type. This will form the basis for identifying emphasis areas and strategies. GIS mapping maybe one of the tools in identifying emphasis areas.
3. Identify emphasis areas and strategies Emphasis areas are areas of opportunity to improve safety by implementation of the countermeasure's toolbox established by the FHWA's Highway Safety Improvement Program and Proven Safety Countermeasures. The emphasis areas will be consistent with the trends identified during the data analysis in task 2. Examples of Emphasis areas: Intersections Lane Departure Vulnerable Users (Bicyclists, pedestrians, motorcyclists and individuals working/traveling in a work zone) Speed Strategies will be based on identifying, categorizing and reviewing high-priority corridors and intersections for improvement. These strategies can either be system-wide improvements or corridor or intersection based. A countermeasure toolkit/list will be drafted and can be implemented as needed for various accident types.
4. Identify mitigations at high accident locations/corridors. The high accidents corridors/intersection identified in Task 2 will be prioritized and the Strategies and short-term and long-term countermeasures will be evaluated to provide conceptual mitigations for these locations.
5. Draft Final Report – prepare draft final report and conceptual plans.

Deliverables

1. Accident reports.
2. Interim Report with accident result tables and database.
3. Preliminary report identifying emphasis areas and potential strategies.
4. Draft report identifying the high accident location and proposed mitigations

Draft final report for SCDPW review and	End Date: 2025-2023: Q3
Total Funds Programmed:	\$2,903,100
New FHWA/FTA Funds:	\$2,903,100
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$2,883,100
Consultant will support all aspects of this study	

Suffolk County Transit S92 Corridor Improvements

Description and Objectives

Suffolk County seeks funding for the conceptual design of priority transit treatments at key locations along the Suffolk S92 bus corridor, Suffolk's longest and one of its busiest transit routes. These improvements will improve service reliability and average travel speed for buses along the corridor, promoting the bus as a viable alternative to single-occupancy vehicle use for Suffolk residents. Running from East Hampton to Orient Point, the S92 is the dominant mass transit service for eastern Suffolk, helping connect east end travelers to several train stations on the Montauk Branch and Main Line, downtown Riverhead and the County Center in Riverside, and connections to other bus lines.

The County's ongoing Reimagine Transit initiative recognizes the critical role played by the S92 and proposes to extend its hours of increased frequency to longer peak periods in the morning and evening, while building in timed connections to other bus lines at Riverhead. Routing analysis along the S92 has revealed several bottlenecks that cause delays and affect the on-time performance of the 92.

Per industry best practices, several design treatments could be applied to improve such locations that would improve transit performance, helping it to bypass traffic congestion and keep buses on time. A brief summary and definition of some of these transit priority treatments is as follows:

- Dedicated transit facilities - Short-bus lanes or other designated transit spaces at key intersections can help buses bypass congestion and make transit a more attractive option for travelers.
- Queue jumps - According to the National Association of City Transit Officials, queue jump lanes combine short dedicated transit facilities with either a leading bus interval or active signal priority to allow buses to easily enter traffic flow in a priority position. Applied thoughtfully, queue jump treatments can reduce delay considerably, resulting in run-time savings and increased reliability.
- Transit signal priority - Transit Signal Priority (TSP) tools modify traffic signal timing or phasing when transit vehicles are present either conditionally for late runs or unconditionally for all arriving transit. TSP can be a powerful tool to improve both reliability and travel time, especially on corridor streets with long signal cycles and distances between signals. (NACTO)

Potential locations for treatment application include Route 24 in Flanders, Main Road/State Road 25 on the North Fork, and County Road 39 through the Hamptons. This study will help refine locations and select up to six for conceptual design. II. \Previous Work: This project would build off several recent transit planning studies undertaken by Suffolk County's Economic Development & Planning department, in particular the ongoing Reimagine Transit initiative, a comprehensive redesign of Suffolk County's fixed-route bus network to ensure that Suffolk is allocating its transit resources in alignment with the goals and priorities of riders and community. Thus far the County has conducted significant community outreach and input on two proposed design concepts. These concepts were refined according to community feedback and consolidated into a Draft Network Plan, which was once again the subject of a community engagement process. Community responses to that Draft Plan are being incorporated into a Final Plan, which will be released by the end of 2022. The County seeks to launch a new transit network according to this plan in late 2023. This work also builds off the Route 110 Bus Rapid

Transit design process, which has demonstrated the use and effectiveness of priority transit treatments in providing fast, frequent and reliable transit service. While these treatments are typically seen in Bus Rapid Transit projects, they are equally applicable and useful on traditional fixed-route bus service, especially for bus lines that experience significant delays due to traffic congestion or bottlenecks at critical corridor locations. As one of Suffolk's longest and highest ridership routes, S92 is the prime candidate for such treatments, and can serve as an example for similar treatments along other County transit lines.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. Project Management & Coordination: A Project Management Team (PMT) will develop and follow a Project Schedule that will include milestones, deliverables, and community-engagement related projects.
2. Corridor Analysis and Location Selection: This task involves the development of existing conditions to help inform the selection of up to six locations for transit priority treatments. The analysis shall include inventories of major land uses and traffic generators, as well as collection of data from Suffolk County Transits on-board GPS system to help identify locations of excess transit delay.
3. Conceptual Designs & Recommendations: At the direction of Suffolk County, the consultant team will develop conceptual designs and recommendations for proposed treatments at a half dozen locations along the S92 route. These designs must emphasize transit priority, while also accounting for pedestrian and bus rider safety, accessibility, and other traffic measures where appropriate. Possible designed interventions can include dedicated transit facilities, queue jumps, transit signal priority, streetscape enhancement elements, and other treatments. This task may include the identification and development of renderings and graphics to help inform decision-making.
4. Draft and Final Report: This task will involve the preparation of a draft and final report consolidating the previous task findings, including data collection and analysis, documentation, and final recommendations for implementation.

Deliverables

1. Draft and Final Report summarizing existing conditions analysis, conceptual design and recommendations and stakeholder input.

Start Date: 2023-2024: Q1	End Date: 2024-2025: Q3
Total Funds Programmed:	\$156,320
New FHWA/FTA Funds:	\$156,320
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$125,000
Consultant will support all aspects of this study.	

Downtown Patchogue Walkability Study

Description and Objectives

The objective of this study is to advance the goals of Connect Long Island, the County Executives regional transportation and development plan. The Suffolk County Department of Economic Development & Planning (SCEDP) wants to aid villages and towns in performing walkability studies to better connect mass transit, central business districts, open space, residential areas, and other places of interest. SCEDP seeks funding to conduct an Active Transportation Study for Downtown Patchogue that will build upon prior initiatives to increase connectivity in the County, including the ongoing recent shared-use path along County Road 16 at Patchogue Lake and plans to reconstruct a nearby municipal parking lot with enhanced bus facilities.

The Village of Patchogue has experienced significant investment over the past decade and a half, and new housing in the downtown area has led to vastly increased foot traffic, which in turn has supported business growth along Main Street and in the downtown district. Patchogue is also one of three communities that was an early adopter of Suffolk County's regional bike share program, Bethpage Ride. Considering this increase in pedestrian and bicycle activity, a comprehensive active transportation and walkability strategy is needed to better connect the downtown district to nearby legacy housing a short distance from Main Street, as well as to various public amenities throughout the downtown.

The Patchogue Walkability Study will result in a detailed planning document with an existing conditions assessment, data gathering and analysis, identification of major issues and obstacles to walkability and bikeability, specific recommendations for areas of improvement, and conceptual designs of proposed roadway treatments and modifications. Anticipated findings include analysis of the potential for wider sidewalks, street furnishings, enhanced crosswalks, curb extensions, road diets, bike facilities, and other improvements.

This project would build off several recent planning studies and initiatives. In 2018, the Suffolk Industrial Development Agency partnered with 4Ward Planning to complete an economic analysis of growth in Patchogue, highlighting the positive impact that new mixed-use growth has had on the downtown. In 2019, Patchogue, along with Babylon Village and Hampton Bays, was one of the first municipalities in Suffolk County to adopt the County's regional bike share program, with six bike share stations located throughout the Village.

More recently, the Suffolk County Department of Public Works completed a large road diet and traffic circle construction on the west end of the business district to reclaim lakefront space as a public amenity, calm traffic approaching the downtown, and introduce a shared-use path along the lake. All these efforts point to the need for a plan to accommodate growth and guide future implementation of bike and pedestrian needs.

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. **Project Management & Coordination:** A Project Management Team (PMT) will develop and follow a Project Schedule that will include milestones, deliverables, and community-engagement related projects.
2. **Data Collection & Existing Conditions Analysis:** This task involves the development of baseline data and existing conditions to lay the groundwork for walkability and active transportation recommendations. The analysis shall include inventories of major existing and proposed land uses, current and planned transit service, traffic and pedestrian infrastructure, and community amenities that act as nodes influencing walking patterns. This Task should also include the identification of critical locations for downtown walkability to determine whether traffic counts will be needed.
3. **Conceptual Designs & Recommendations:** At the direction of Suffolk County, the consultant team will develop conceptual designs and recommendations for proposed treatments or modifications to the sidewalks and roadways. These designs must emphasize pedestrian safety, accessibility and attractive streetscaping. Possible designed interventions can include road dieting measures (such as lane-narrowing, curbing and bulb-outs), bicycle infrastructure, and streetscape enhancement elements (like street furniture, facade improvements, pavers, antique-style street lighting, urban greening). This task may include the identification and development of renderings and graphics for critical downtown active transportation projects and concepts.
4. **Stakeholder Input:** Stakeholder input will be conducted in partnership with the Village of Patchogue. The County will host a series of meetings and/or webinars at critical junctures of the planning process, with opportunity for public comment and feedback. The results of this input will be documented as part of the final report.
5. **Draft and Final Report:** This task will involve the preparation of a draft and final report consolidating the previous task findings, including data collection and analysis, documentation of existing

Deliverables

1. Draft and Final Report summarizing existing conditions analysis, conceptual design and recommendations and stakeholder input.

Start Date: 2023-2024: Q1	End Date: 2024-2025: Q3
Total Funds Programmed:	\$218,777
New FHWA/FTA Funds:	\$218,777
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$175,000
Consultant will support all aspects of this study.	

Regional Economic Analyses on Suffolk County from the North Atlantic Rail Project

Description and Objectives

Suffolk County Economic Development and Planning (EDP) is requesting funding to study the necessary corridor and commuter rail improvements in order to help prepare for and effectuate the proposed North Atlantic Rail (NAR) project, as well as study the potential regional economic impacts the County may realize under an NAR buildout. The NAR is a proposed high-speed railway through the Northeast to connect New York City to Boston with a 100-minute (one hour and 40 minutes) ride with speeds up to 225 mph.

The proposed rail route would run from New York City eastward through Long Island on/adjacent to the Long Island Rail Road (LIRR) main route to the current station at Ronkonkoma, which is itself undergoing transformation with new nearby multi-use development and a future train-to-plane connection between Long Island MacArthur Airport and the Ronkonkoma Train Station. The NAR route is proposed to turn northwards from Ronkonkoma past and connecting to Stony Brook and tunnel underneath the Long Island Sound to Connecticut, continuing on new tracks that would connect to the existing right-of-way into Boston, Massachusetts.

The entire NAR project is preliminarily expected to cost a total of approximately \$105 billion, to be separated into two main phases that would take 20 years to complete. The first phase, costing around \$23.5 billion, involves several initiatives in the region, including modernization of LIRR service on a number of branches.

The NAR is expected to provide numerous benefits across several disciplines. In addition to providing high-speed rail connection in New York, Connecticut, Rhode Island and Massachusetts, the project is expected to: create tens of thousands of construction and engineering related jobs; provide resiliency to the vital corridor with new in-land routes better protected from climate change; result in travel congestion relief and cut travel times to bring back millions of hours of lost productivity; benefit public health by providing a carbon neutral mobility system for a cleaner mode of travel to reduce noise and air pollution; increase access to all types of housing choices including affordable housing; and provide an economic transformation for the region with a new connection of our large and smaller-scale cities to the many life-science and research centers of the Northeast.

Suffolk County EDP hopes to understand the regional implications from the NAR project and its financial, planning, employment, and community benefits and impacts, particularly to the County as well as Long Island. The efforts under the NAR initiative complement Suffolk County's Connect Long Island Regional Transportation & Economic Development Initiative, which calls for continued investments in critical regional mass transit and the development of transit-supportive mixed-use developments to better connect our downtowns and regional assets to the larger economic ecosystem.

In particular, the County has supported transit-oriented developments along the Main Line of the Long Island Rail Road from Wyandanch to Riverhead, in addition to the transformative Ronkonkoma Hub and Midway Crossing TODs at Ronkonkoma Train Station. The combined development program of these latter two developments includes over 1,400 housing units, 1.7

million square feet of commercial office space, and a 300,000+ square foot Long Island Convention Center.

Connect Long Island also calls for the relocation of the Yaphank Train Station, one stop east of Ronkonkoma, to the campus of Brookhaven National Laboratory, home of cutting edge research and technology being performed by thousands of resident scientists. NAR presents the opportunity to connect all these assets to the academic and research institutions of New England, such as Yale, Harvard and MIT, exclusively via clean sustainable mass transit. In order to maximize the benefit of such connections, however, upgrades to the existing Long Island Rail Road commuter rail will need to take place. With UPWP funding, Suffolk County proposes to undertake a conceptual analysis of the necessary corridor improvements, including electrification, station enhancements, and other operating needs, as well as an economic impact analysis of the results of such investments.

Previous Work: The NAR initiative was founded in 2017, emerging from Reboot New England, an ad hoc effort led by a group of prominent business, civic, government, and academic leaders in the region. Program leadership includes the elected Suffolk County Executive, Mayor of Hartford in Connecticut, the Chair of the non-profit organization A Better City, and a professor Emeritus at the University of Pennsylvania who serves as the President of the NAR Alliance. Over the past several years the project leaders have convened a series of round table discussions across the region, with participants including municipal, state, and federal officials and business, civic, academic, and philanthropic partners.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. **Project Management & Coordination:** A Project Management Team (PMT) will develop and follow a Project Schedule that will include milestones, deliverables, and community-engagement related projects.
2. **Data Collection & Existing Conditions Analysis:** This task involves the development of baseline data and existing conditions for the corridor analysis. The collection shall include documentation of current operating conditions, right of way availability, and other key baseline criteria needed to understand the potential for expansion and upgrades.
3. **Corridor Needs Assessment:** At the direction of Suffolk County, the consultant team will develop an identification and analysis of obstacles and impediments to increased

frequency of service on the Main Line east of Ronkonkoma, both physical and financial. The consultant will provide an assessment of physical, regulatory and ownership opportunities and constraints, and document corridor capacity levels, grade crossing locations and signalization needs, speed restrictions along the corridor, station platform conditions, and other regulatory restrictions on corridor use. Under this task, the consultant will propose and develop concepts for infrastructure upgrades that would be necessary to better position eastern Suffolk to take advantage of a new high speed rail line running through Ronkonkoma Train Station. The consultant will also undertake a high-level analysis of bike and pedestrian trail connections to the Main Line. The consultant will provide high-level cost estimates for such upgrades.

4. **Regional Economic Benefits Analysis:** Using the results of Task 3, the consultant will prepare a regional economic benefits analysis, both for the arrival of NAR at Ronkonkoma and for the benefits unlocked by corridor enhancements to the existing LIRR commuter rail leading into Ronkonkoma. The analysis will consider land use and economic development opportunities presented by corridor upgrades. Analysis shall include project capital costs of rail corridor upgrades, projected operating costs and revenue estimates, estimate of environmental impact and benefits, analysis of community impact and benefits, potential sources of state, federal, local and private funding, and resulting economic, employment, social and cultural benefits to Suffolk County.
5. **Draft and Final Report:** This task will involve the preparation of a draft and final report consolidating the previous task findings. The selection process for a consultant is expected to commence in Q1 2023 with the project lasting through Q2 2024.

Deliverables

1. **Draft and Final Report** summarizing existing conditions analysis, conceptual design and recommendations and stakeholder input. Q4 2024.

Start Date: 2023-2024: Q1	End Date: 2024-2025: Q4
Total Funds Programmed:	\$250,058
New FHWA/FTA Funds:	\$250,058
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$200,000
Consultant will support all aspects of this study.	

Suffolk Countywide Hike & Bike Network - Corridor Conceptual Design, Phase II

Description and Objectives

Suffolk County seeks to continue the implementation of its 2020 Suffolk County Hike-Bike Master Plan by completing the conceptual design and engineering on priority corridors identified within the plan. This project will advance five of these corridors recommended for pedestrian and bicycle improvements to the conceptual design stage in order to ultimately produce bid documents for subsequent construction. The funding requested for this project will specifically be used to retain a planning and engineering consultant to translate the vision of the Hike and Bike Master Plan to actionable conceptual designs that can then proceed to the detailed design and construction phases.

The County is committed to the expeditious physical construction of such conceptual designs, as evident by the costs for construction of such projects included in Suffolk County's Capital Budget, in recognition of the importance of attaining the vision for a safe and convenient pedestrian and bicycle network for all residents of Suffolk County. This project will actively further the goals of the Connect Long Island initiative, Suffolk County's regional transportation and development plan spearheaded by County Executive Steve Bellone, by fostering walkable and bike-able communities.

Created in 2012, the Connect Long Island strives to increase inter-modal transportation connections in the hope of improving mobility, equity, safety, and access of commuters and residents alike, while also promoting sustainability by reducing countywide dependence on motor vehicles. The 2020 Suffolk County Hike and Bike Master Plan is a byproduct of this wider initiative with the objective to expand the pedestrian and bicycle network in the county in order to improve walkability and bikeability across the county, and connectivity and access to Suffolk County's parks, hiking and biking trails and natural assets.

As part of its recommendations, the Hike and Bike Master Plan identified approximately 880 individual linear projects for a range of pedestrian and bicyclist improvements, including bicycle lanes, shared-use paths and sidewalks.

Previous Work: This project will be the second round of conceptual designing and engineering to bring the most immediate segments of the Hike and Bike Master Plans 880 linear projects closer to fruition. The first phase of the Suffolk County-wide Hike & Bike Network Corridor Conceptual Design was supported significantly by the 2019-2020 Unified Planning Work Program and has advanced concept designs for corridors on the following roadways:

- Suffolk County Route 12 and 50 from Amityville, NY to Bay Shore, NY.
- NY-25 between Mill Road and Suffolk County Route-58 (Old Country Road).
- Suffolk County Route 51 (Moriches-Riverhead Road).
- Jayne Boulevard in Port Jefferson Station, NY.
- Suffolk County Routes 7, 67, 6 and 111 from Brentwood, NY to Hauppauge, NY.
- Bellows Pond Road in Hampton Bays, NY.
- Brentwood Road from Bay Shore, NY to Hauppauge, NY.
- Suffolk County Route 35 (Park Avenue) in Huntington, NY.
- Suffolk County Route 36 (South Country Road) in Bellport, NY.
- Suffolk County Route 40 in East Hampton, NY.;

These corridor concepts of the first phase of the Hike and Bike Master Plan’s conceptual designing and engineering process, which are now close to finalization (and for which Suffolk County will seek detailed design and construction in the near future), provide the foundation for a wider and connected walking and biking network, but cannot be truly effective without further connections. Pedestrian and bicycle infrastructure are only as successful as the service area that they extend to.

The second phase, for which this request will fund, will amplify and extend the beneficial impact that these first phase concepts have for connectivity and improving access by advancing corridors that directly adjoin these first phase conceptual designs. In this way, the second phase of the Suffolk Countywide Hike & Bike Network Corridor Conceptual Design will promote more expansive corridors, rather than isolated segments of bicycle lanes, shared use paths and sidewalks and move closer to the vision of the 2020 Hike and Bike Master Plan.

All of these current and past efforts and the guiding 2020 Hike and Bike Master Plan could not have been achieved without the UPWP’s financial support of the original Hike and Bike Network Feasibility Study during the 2018-2019 round.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

1. **Project Management and Coordination:** A project management team will develop and follow a Project Schedule that will include milestones, deliverables, and community-engagement related projects throughout the course of the project. (This Project Schedule deliverable will be provided by the second quarter of 2023.)
2. **Trail Physical Assessment:** This task will involve the review and study of the existing physical and roadway conditions along the five corridors to be pursued under Phase II of Suffolk Countywide Hike & Bike Network - Corridor Conceptual Design. This assessment will include potential opportunities and constraints along each corridor and provide insight on the optimal routes and design that each corridor should take. The five corridors to be assessed and studied for conceptual designs are:

3. Suffolk County Route 92 (Oakwood Road) - This route was identified in the 2020 Suffolk Hike and Bike Master Plan as an immediate priority project for implementation.
4. Suffolk County Route 80 (Montauk Highway) - This route, spanning from South Country Road in Bellport to Moriches-Riverhead Road in East Moriches, NY, will connect Phase One conceptual designs for CR-36 (South Country Road) and CR-51 (Moriches Riverhead Road).
5. Suffolk County Route 36/80 (South Country Road) - This route will extend current conceptual plans for bike lanes on CR-36 (South Country Road) that end at the intersection of CR-36 and Academy Lane to Downtown Patchogue via bike lanes on CR36 and CR-80 west of Academy Lane.
6. Mile Road/Boyle Road (Selden, NY) - This route along Boyle Road will extend current conceptual bike lane plans for Jayne Boulevard in Port Jefferson Station, NY south to the commercial corridor on Middle Country Road (NY-25).
7. Suffolk County Route 93 and Lake Shore Road/Portion Road (Lake Ronkonkoma) - This route will introduce bike lanes around the perimeter of the heavily visited waterbody and recreational destination, Lake Ronkonkoma, on both Rosevale Avenue (CR-93) and Lake Shore Road. To connect the Lake with the surrounding area, bike lanes will extend south on CR-93 (Ocean Avenue) and east on Portion Road (CR-16) for .6 miles to connect with existing bike lanes on Portion Road. (This task will culminate in the deliverable of a physical conditions memo and basemap of each of the five corridors to be prepared by the third quarter of 2023.)
8. Conceptual Designs Alternatives: At the direction of Suffolk County, the consultant team will develop conceptual designs for proposed pedestrian and bicyclist infrastructure treatments on each of the five corridors that will align with the goals of the 2020 Hike and Bike Master Plan. This task will involve the development of aerial renderings and graphics of the intended intervention for every section of the identified corridors. (This task will culminate in the deliverable of draft conceptual designs by the fourth quarter of 2023.) Based upon public stakeholder feedback, the project management team will adapt the draft plans as necessary in order to produce final versions of the conceptual designs that can be advanced to detailed design and construction at a future time. (The finalization of conceptual designs will occur during the second quarter of 2024.)
9. Stakeholder Input and Feedback: Following the preparation of conceptual designs for the five identified corridors, Suffolk County will actively seek stakeholder input and feedback, including through the hosting of two public stakeholder meetings. A key component of any outreach involving a project that advances the Suffolk County Hike and Bike Master Plan is input from the established Hike-Bike Technical Advisory Committee (HBTAC), which consists of various key regional and local government, recreational, environmental, and tourism entities and organizations. Following the development of conceptual designs, HBTAC will be given robust opportunities for input and collaboration on the final draft of the conceptual designs in order to ensure local community and government support for the infrastructure proposals. (This task will culminate in the deliverable of a memo summarizing this stakeholder input and feedback by the first quarter of 2024.)

Deliverables

1. Project Schedule
2. Physical conditions memo and basemap of each of the five corridors
3. Draft conceptual designs
4. Memo summarizing stakeholder input and feedback
5. Finalization of conceptual designs

Start Date: 2023-2024: Q1	End Date: 2024-2025: Q1
Total Funds Programmed:	\$151,028
New FHWA/FTA Funds:	\$151,028
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$120,800
Consultant will support all aspects of this study.	

Westchester County

County Mobility and Redesign Study

Description and Objectives

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

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Conduct literature and case study review of other similar re-envisioning models (completed 2019/20 program year).
2. Identify existing issues and gaps in service (completed 2021-2022 program year).
3. Identify alternative scenarios and compare (completed 2022-2023).
4. Draft recommendations of redesign of bus system (completed 2022-2023).
5. Prepare Final Report (expected 2022-2023).
6. (New) Develop detailed implementation plan.
7. (New) Prepare outreach plan and materials for smooth roll-out of network redesign.

Deliverables

1. RFP to solicit consultant (completed 2019/20 program year)
2. Technical Memorandum 1- review literature and existing conditions (completed 2020-2021 program year)
3. Technical Memorandum 2- identify draft recommendations (completed 2022-2023)
4. Final Report (expected 2022-23)
5. Implementation plan
6. Outreach materials

Start Date: 2019-2020: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$273,938
New FHWA/FTA Funds:	\$173,938
Previously Programmed Funds:	\$100,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study.	

Transit Fare Policy and Fare Structure Analysis Study

Description and Objectives

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

Supported Plan Goals:



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop RFP and solicit a consultant (expected 2022-2023)
2. Existing conditions analysis: Assessment of peer agency fare policies and current Bee-Line fare structure strengths and weaknesses.
3. Analyze alternatives that would best fit with Westchester's Bee-Line system and develop and optimal fare policies and structures.
4. Public Outreach- Engage the public sector and obtain stakeholder feedback
5. Develop a final report with a new fare structure recommendation

Deliverables

1. RFP (expected 2022-2023)
2. Existing Conditions Technical Memorandum
3. Alternatives Analysis and Recommendation Technical Memorandum
4. Final Report

Start Date: 2022-2023: Q1	End Date: 2023-2024: Q3
Total Funds Programmed:	\$135,422
New FHWA/FTA Funds:	\$20,422
Previously Programmed Funds:	\$115,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$75,000
Consultant will support all aspects of this study.	

Complete Streets Workshops

Description and Objectives

The County has recently completed parking and complete street workshops. However, for the upcoming year, this project will not receive new funding, but rather will be a placeholder at a later date. The County will hire a consultant to perform Complete Streets Workshops for different municipalities. The workshops aim to provide communities with the tools needed to develop pedestrian and bike friendly improvements that promote connectivity and safety for all street users.

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS

Activities

1. Develop an RFP to solicit a consultant.
2. Conduct an on-site pre-meeting and site visit with consultant and community representatives/stakeholders to identify issues facing the community concerning complete streets.
3. Hold workshop engaging the public to develop strategies that address their specific needs and techniques for implementing Complete Streets policies and programs.
4. Prepare Final Report.

Deliverables

1. RFP to solicit consultant
2. Workshop materials
3. Final Report

Start Date: 2023-2024: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$0
New FHWA/FTA Funds:	\$0
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$0
Consultant will implement the complete streets workshops.	

Improving Mobility for the Aging Population

Description and Objectives

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

Supported Plan Goals:



SAFETY AND SECURITY



RELIABLE AND EASY TRAVEL



PLANNING FOR CHANGING DEMAND



REDUCING ENVIRONMENTAL IMPACTS



RESILIENCY

Activities

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

Deliverables

1. RFP
2. Existing Conditions Technical Memorandum
3. Public engagement plan and materials
4. Final Report

Start Date: 2023-2024: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$160,833
New FHWA/FTA Funds:	\$160,833
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	Not Applicable
Related Professional Services Contracts:	\$100,000
Consultant will support all aspects of this study.	

Transportation and Food Access in Westchester County

Description and Objectives

This study will look at how food access is impacted by transportation, freight delivery issues and land uses. The study will focus on underserved areas of Westchester County where there are challenges associated with accessing healthy food, and recommend transportation improvements, land use and delivery policies and programs to enhance food access.

Supported Plan Goals:



RELIABLE AND EASY TRAVEL

Activities

1. Develop RFP and solicit a consultant.
2. Existing Conditions - Analyze food insecurity data in Westchester County, considering areas with low income and zero vehicle populations, review locations of grocery stores and identify impediments to freight deliveries.
3. Identify strategies for improving grocery access through an analysis of transportation, delivery issues and land use issues to generate more convenient delivery options and transportation improvements that facilitate faster and more convenient access to food.
4. Conduct public outreach to engage with appropriate stakeholders, social service agencies on food access issues.
5. Develop a final report with recommendations for improving access to food, linking enhanced transportation strategies with land use changes.

Deliverables

1. RFP (completed in 2022-23)
2. Technical memorandum 1- Existing Conditions
3. Technical Memorandum 2- Strategy Recommendations
4. Final Report

Start Date: 2022-2023: Q1	End Date: 2023-2024: Q4
Total Funds Programmed:	\$175,813
New FHWA/FTA Funds:	\$75,813
Previously Programmed Funds:	\$100,000
Reason for Unspent Funds:	Multi-Year Study
Related Professional Services Contracts:	\$130,000
Consultant will support all aspects of this study.	

Related Planning Activities Funded Through Other Sources

Port Authority of New York and New Jersey

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

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

The New York metropolitan region is facing a freight mobility challenge. As the largest consumer market in the US and a global hub for finance, commerce, culture, and trade, the region relies on a limited network of highway bridges and tunnels to supply 90% of all goods crossing the Hudson River. By 2045, the population is expected to increase 13% and employment by 12%. A growing population and expanding businesses translate into a demand for more goods, further burdening existing infrastructure. To remain globally competitive, the region must maintain an efficient goods movement system. Forecasts indicate that freight moving to, from, or within the region will grow by 57% by 2045. The overwhelming amount is moved by truck. To that end, PANYNJ developed the CHFP to evaluate improvements to the regional goods movement network that can meet the anticipated future demand.

The CHFP would provide long-term improvements to the regional freight network, strategic redundancy for goods movement, reduce the growth of truck vehicle-miles traveled, improve air quality, and contribute to regional economic growth. The EIS is being prepared in accordance with applicable State and local review procedures, and the National Environmental Policy Act (NEPA) and its implementing regulations using “tiering,” or a staged environmental review process.

The Tier I CHFP EIS, prepared to inform high-level decision-making prior to investing in detailed design and engineering of specific projects, broadly evaluated a list of 27 viable Build Alternatives and their potential to divert cross-harbor freight shipments from trucks to rail and other alternatives. The Tier I EIS concluded with the publication of the Record of Decision (ROD) in January 2016, which identified two Preferred Alternatives – the Enhanced Railcar Float Alternative and the Rail Tunnel Alternative.

The Tier II EIS will include analyses based on engineering designs and site-specific environmental effects, development of site-specific mitigation measures, and cost estimates, as appropriate. PANYNJ is committed to an extensive public outreach process and there will be multiple opportunities for interagency and public review and comment as the study advances. SCHEDULE: In February 2018, PANYNJ announced it had awarded an agreement to a consultant to initiate the Tier II study. PANYNJ and FHWA have advanced early planning efforts in preparation of publishing the Notice of Intent (NOI) for the Tier II EIS in the Federal Register. Publication of the NOI and advancement of the environmental review is anticipated with improvement to the PA’s Capital Program as the Coronavirus pandemic subsides. Following updated federal guidelines which have set a goal of completing environmental impact statements within 24 months, a Tier II ROD is anticipated to be issued 24 months from the date the NOI is published.

Start Date:	February 2018
Completion Date:	December 2025
Project Cost:	
Primary Fund Source	PANYNJ Funds

PATH Extension to Newark Liberty International Airport/NEC Rail Link Station

In September 2012, PANYNJ's Board of Commissioners directed staff to explore the extension of the current Newark Penn Station terminus of the World Trade Center-Newark PATH line to the Northeast Corridor Rail Link Station, where travelers could pick up AirTrain/Newark for connection to the airport's terminals and parking lots.

The renewed examination of this long-proposed link also includes evaluation of the potential to include station access for residents of the underserved Newark Dayton neighborhood and park-and-ride and bus transfer capacity at the terminus of the PATH system extension, to accommodate commuters and others traveling to and from Lower Manhattan and other points served by the PATH system. This engineering and planning assessment includes updates of project cost estimates and ridership projections for the extension, as well as time frames for planning, intergovernmental coordination and approval, and construction. In February 2017, the Port Authority Board of Commissioners included funding for this project in its ten-year capital plan, subject to completion of external reviews and approvals and project authorization by the PANYNJ Board.

Start Date:	April 2017
Completion Date:	Ongoing
Project Cost:	TBD
Primary Fund Source	PANYNJ Funds

Port Authority Bus Terminal Replacement Planning

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

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

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

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

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

In June 2021, the Federal Transportation Administration published a Notice of Intent (NOI) and NEPA Scoping Information Packet. The Scoping Information Packet summarizes the development of the alternatives and provides the framework for analysis in the Draft Environmental Impact Statement (DEIS). This started the NEPA process and a 45-day comment period that included virtual public scoping meetings held on June 23, 2021 and June 24, 2021. Written comments were received until July 19, 2021. Following updated federal guidelines which have set a goal of completing environmental impact statements within 24 months, a Record of Decision (ROD) is anticipated to be issued 24 months from the date the NOI is published.

Start Date:	April 2017
Completion Date:	June 2023
Project Cost:	
Primary Fund Source	PANYNJ Funds

New York City Department of Transportation

Truck Electrification and Freight De-carbonization Study

NYC DOT and NYC EDC will undertake a joint study to explore the barriers to truck electrification, and to develop strategies to address these challenges and the evaluation of broader freight de-carbonization goals to support marine freight highway development that will transform and present an innovative vision for the future of freight movement in NYC. The study will develop a citywide plan for first 100 truck charging stations citywide and will identify actions that city, state and federal levels could pursue to remove barriers to truck electrification and marine highway development.

Start Date:	04/15/2022
Completion Date:	3/23/24
Project Cost:	\$1,554,245
Primary Fund Source	Local

Reimagining the Cross Bronx Expressway

This study is a collaborative effort between the New York City Department of Transportation (NYC DOT), New York State Department of Transportation (NYSDOT), and the New York City Department of City Planning (NYCDCP) to reconnect neighborhoods divided over 60 years ago by the construction of the Cross-Bronx Expressway (CBE). The study will develop a community-driven plan to redress the negative impacts of the CBE on the surrounding Bronx communities while affirmatively advancing residents' needs.

Start Date:	01/01/2023
Completion Date:	4/01/2025
Project Cost:	\$3,700,000
Primary Fund Source	RAISE Planning Grant, Local

Driver Behavior Study

This is a study of driving behavior to identify specific behaviors indicating a pattern of dangerous driving associated with traffic crashes, injuries, and fatalities; including, but limited to, and to the extent feasible, an analysis of hit-and-run police reports, convictions for traffic-related violations or crimes, including convictions pursuant to Section 19-190 and Section 1212 of the Vehicle and Traffic Law; MV104AN crash reports attributing dangerous conduct to the driver, driving activity of vehicles registered to people with suspended or revoked licenses; and changes in patterns of dangerous driving and any additional interventions undertaken by the department or another city agency designed to address dangerous driving.

Start Date:	08/21/2021
Completion Date:	12/23/2023
Project Cost:	\$250,000
Primary Fund Source	Local

East River Bridges Capital Program Development (Added by Reso #564)

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

The completion of the East River Bridges Capital Program Development will result in a suite of proposed capital projects to be implemented through 2050. The most significant economic effect of the East River Bridges study will be to support long-term job creation and economic growth by maintaining mobility on several key Northeast transportation corridors. Additionally, NYC DOT will seek to research and evaluate national and international best practices for utilizing innovative technologies for bridge management and project delivery of long-span bridges.

Project Start:	TBD
Estimated Project Completion Date:	TBD
Project Cost:	\$2,000,000
Primary Fund Source	Bridge Investment Planning, Urban

Westchester County

Westchester County SMART Commute Program

This program consists of Westchester County DOT's outreach to employers and the community to encourage transit use, ridesharing and other transportation demand management measures. Employer visits, B.E.A.T. (Be Educated About Transit) presentations, transportation fairs and assistance with developing alternative travel plans are included in this effort. This is annual ongoing program.

Project Start:	April 2023
Estimated Project Completion Date:	March 2024
Project Cost:	\$700,000
Primary Fund Source	CMAQ

Section 5307 Planning Studies

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

Project Start:	April 2023
Estimated Project Completion Date:	March 2024
Project Cost:	\$280,000
Primary Fund Source	5307

The Shinnecock Indian Nation

Long-Range Transportation Plan Update

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

Project Start:	April 2023
Estimated Project Completion Date:	March 2024
Project Cost:	\$157,755
Primary Fund Source	RAISE

State Planning and Research (SP&R) Program Funded Projects

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
NYMTC	Regions 8, 10 and 11			
C-19-52	Continuous Count TrafficCount Program, Zone 3	December 2025	\$10,321,100	For full performance-based maintenance & upgrade services in Zone 3 (Metro NYC/Long Island) over a 5-year term to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonalityof traffic patterns.
All MPOs				
C-17-53	Pavement Condition DataCollection Services	December 2024	\$20,500,000	Collect pavement condition data as necessary to comply w/annual state & federal requirements & NYSDOT pavement management practices & develop & maintain a system to track location, dimension & condition of other highway related assets.
C-17-56	Statewide Coordination of Metropolitan PlanningPrograms	March 2024	\$100,000	Support & maintain the ongoing coordination of metropolitan planning programs in NYS for statewide benefit; ongoing collaboration of the 14 MPOs; & on-going coordination of metropolitan & statewide planning programs.
C-17-59	Traffic Data System	February 2029	\$3,890,100	Implement an automated traffic data management system application.
C-18-53	Probe Data: Floating Car(GPS-based)	August 2023	\$337,500	Purchase floating car probe data to establish performance targets to assess travel reliability, congestion & emissions & perform other analyses & visualizations of roadperformance for passenger cars & trucks. Data will be utilized by NYSDOT & MPOs.
C-18-55	NYS Transportation Master Plan	January 2023	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal &state transportation planning activities.
C-19-51	Short Count Traffic Count Program (2020- 2024)	December 2024	\$25,613,607	Provide for collection of traffic data in NYSDOT Regions 1 - 11 (divided into Zones).
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	February 2025	\$3,580,616	Establish a research & analysis capability w/Oak Ridge National Labs (ORNL),Center for Transportation Analysis, to assist NYS in analyzing national data.

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
SP-20-03	Research, Development & Support of an Integrated Planning & Performance Data & Analytics Framework (PPDAF)	September 2023	\$906,500	Leverage the current analysis tools to research & further integrate travel time datasets& available open-source analytics tools w/other transportation, economic & demographic data to support efficient & consistent planning & analysis.
SP-21-02	Program & Project Management System Support Services	September 2024	\$1,208,328	Provide support services for post-implementation of a Department-wide enhanced & improved enterprise level program & project management system to facilitate improvements to capital program delivery.
SP-21-04	Highway Oversize/Overweight Credentialing System(HOOCs) Phase 2	September 2027	\$1,950,000	Implement a Commercial Off-the-Shelf (COTS) HOOCs software solution & obtain accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements. Phase 2 will advance functionality of HOOCs.
SP-21-05	Statewide Small Culvert Inventory & Inspection System Improvements	December 2024	\$4,000,000	Expand the number of small culverts contained w/in NYSDOT's Agile Assets Maintenance Management System (MMS) to create a complete statewide inventory & inspection of small culverts.
SP-21-06	Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management	December 2023	\$295,000	Demonstrate the ability of an enhanced IIMS to provide improved sharing of incident reporting between First/Secondary Response teams & operations centers to: improve situational awareness, enhance coordinated response to incidents & safety of incident scenes, reduce incident duration & impact (lane closures, delay, & occurrence of secondary incidents) using analytical tools that correlate IIMS w/vehicle sensor & other data sources.
SP-21-08	Continuous Count Traffic Count Program, Zone 1	February 2024	\$5,082,107	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
SP-21-09	Continuous Count Traffic Count Program, Zone 2	February 2024	\$4,824,525	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.

NYSAMPO Shared Cost Initiatives

NYSAMPO Staff Support

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

Cost:	\$250,000 (\$150,000 FHWA PL and \$100,000 NYSDOT SPR)
Lead Agency	Capital District Transportation Committee

NYSAMPO Staff Training

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

Cost:	\$55,615 FHWA PL and \$104,345 FTA MPP/\$26,086 NYSDOT IKS
Lead Agency	Genesee Transportation Council

AMPO Dues

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

Cost:	\$53,605 FHWA PL
Lead Agency	Binghamton Metropolitan Transportation Study

Shared Transit Service Planning and Analytics Initiative

Support a set of collaborative pilot applications of common transit mobility planning and analysis tools.

Cost:	\$458,590 FTA Section 5303 MPP/\$114,648 NYSDOT IKS
Lead Agency	Capital District Transportation Committee

Budget Summaries

Council Budget

	2023-2024	2023-2024		NEW FHWA PL/	PROGRAMMED	
USE OF FUNDS:	FTA MPP	FHWA PL	New Match *	FTA MPP	IN PRIOR YEARS	Total
Staff:						
Central/TCC Staff	\$4,655,917	\$7,090,939	\$1,163,979	\$12,910,835	\$0	\$12,910,835
Central/TCC Staff Consultants	\$0	\$7,079,019	\$0	\$7,079,019	\$18,381,064	\$25,460,083
Subtotal Central Staff, TCCs, Match	\$4,655,917	\$14,169,958	\$1,163,979	\$19,989,854	\$18,381,064	\$38,370,918
Members:						
MTA	\$530,730	\$0	\$132,682	\$663,412	\$6,064,450	\$6,727,862
Nassau County	\$178,392	\$271,638	\$112,507	\$562,537	\$3,874,333	\$4,436,870
NYC Dept. City Planning	\$790,032	\$1,682,986	\$618,255	\$3,091,273	\$0	\$3,091,273
NYC Dept.of Transportation	\$504,422	\$768,086	\$318,127	\$1,590,636	\$1,342,510	\$2,933,146
Putnam County	\$129,527	\$497,231	\$156,689	\$783,447	\$344,258	\$1,127,705
Rockland County	\$141,289	\$215,141	\$89,107	\$445,537	\$797,000	\$1,242,537
Suffolk County	\$1,226,538	\$1,867,655	\$773,548	\$3,867,742	\$0	\$3,867,742
Westchester County	\$381,461	\$580,853	\$240,579	\$1,202,893	\$315,000	\$1,517,893
Subtotal Members	\$3,882,391	\$5,883,590	\$2,441,495	\$12,207,477	\$12,737,551	\$24,945,028
TOTAL	\$8,538,308	\$20,053,549	\$3,605,475	\$32,197,331	\$31,118,615	\$63,315,946
SOURCE OF FUNDS:						
FTA MPP, NY-80-0033;						
FHWA 2023-2024 PL	\$8,538,308	\$20,053,549	\$3,605,475	\$32,197,332	\$0	\$32,197,332
Prior Year FHWA PL, FTA MPP				\$0	\$31,118,615	\$31,118,615
TOTAL	\$8,538,308	\$20,053,549	\$3,605,475	\$32,197,332	\$31,118,615	\$63,315,947

FTA/FHWA split = 39.64% FTA and 60.36% FHWA, except for Central/TCC Staff consultant studies which are funded by FHWA and matched by toll credits;

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

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

NYMTC received \$1,025,586 total, 100% Federal Share with a local match waiver, in Increasing Safe & Accessible Transportation Options Metropolitan Planning Set-Aside (Pub. L. 117-58) Section 11206(b) funds.

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

Funds Programmed in Prior Years

<u>USE OF FUNDS:</u>	Programmed in Prior Years	Prior Years' FTA MPP	Prior Years' FHWA PL	Prior Years' Match
Staff:				
Central/TCC Staff	\$0	\$0	\$0	\$0
Central/TCC Staff Consultants	\$18,381,064	\$0	\$18,381,064	\$0
Subtotal Central Staff, TCCs	\$18,381,064	\$0	\$18,381,064	\$0
Members:				
MTA	\$6,064,450	\$4,851,560	\$0	\$1,212,890
Nassau County	\$3,874,333	\$778,318	\$2,321,148	\$774,867
NYC Dept. City Planning	\$0	\$0	\$0	\$0
NYC Dept.of Transportation	\$1,342,510	\$425,737	\$648,271	\$268,502
Putnam County	\$344,258	\$61,603	\$213,803	\$68,852
Rockland County	\$797,000	\$252,745	\$384,855	\$159,400
Suffolk County	\$0	\$0	\$0	\$0
Westchester County	\$315,000	\$99,893	\$152,107	\$63,000
Subtotal Members	\$12,737,551	\$6,469,855	\$3,720,185	\$2,547,510
Total Central Staff, TCC & Members	31,118,615	6,469,855	22,101,249	2,547,510

Due to unexpected delays in consultant contract awards, unanticipated staff vacancies, the expected transition to the next 5-year planning services agreement, ongoing multi-year studies, and the accumulation of funds for several large upcoming consultant projects including the next Regional Household Travel Survey and the next Socioeconomic and Demographic forecast, \$31.1 million in prior years' FHWA-PL and FTA-MPP funds are programmed for the 2023-24 UPWP period. It is expected that this balance will be reduced within the next several program years

Agency Summary

	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>CENTRAL STAFF</u>							
Program Support and Administration	\$2,767,675	\$0	\$2,767,675	\$1,965,718	\$4,733,393	\$1,050,000	\$3,683,393
General Development and Comprehensive Planning	\$156,648	\$500	\$157,148	\$1,500,000	\$1,657,148	\$1,500,000	\$157,148
Long-Range Transportation Planning	\$3,219,915	\$15,000	\$3,234,915	\$17,574,365	\$20,809,280	\$13,031,064	\$7,778,216
Transportation Improvement Program	\$1,515,400	\$0	\$1,515,400	\$1,860,000	\$3,375,400	\$910,000	\$2,465,400
Discretionary Program	\$469,558	\$0	\$469,558	\$2,560,000	\$3,029,558	\$1,890,000	\$1,139,558
Total Central Staff	\$8,129,196	\$15,500	\$8,144,696	\$25,460,083	\$33,604,779	\$18,381,064	\$15,223,715
<u>TCC STAFF</u>							
<u>Mid Hudson South TCC</u>							
Program Support and Administration	\$166,740	\$0	\$166,740	\$0	\$166,740	\$0	\$166,740
General Development and Comprehensive Planning	\$29,452	\$0	\$29,452	\$0	\$29,452	\$0	\$29,452
Long-Range Transportation Planning	\$226,752	\$0	\$226,752	\$0	\$226,752	\$0	\$226,752
Transportation Improvement Program	\$693,400	\$0	\$693,400	\$0	\$693,400	\$0	\$693,400
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Mid Hudson South TCC	\$1,116,344	\$0	\$1,116,344	\$0	\$1,116,344	\$0	\$1,116,344
<u>Nassau/Suffolk TCC</u>							
Program Support and Administration	\$110,060	\$0	\$110,060	\$0	\$110,060	\$0	\$110,060
General Development and Comprehensive Planning	\$6,980	\$0	\$6,980	\$0	\$6,980	\$0	\$6,980
Long-Range Transportation Planning	\$285,240	\$0	\$285,240	\$0	\$285,240	\$0	\$285,240
Transportation Improvement Program	\$645,564	\$0	\$645,564	\$0	\$645,564	\$0	\$645,564
Discretionary Program	\$76,880	\$0	\$76,880	\$0	\$76,880	\$0	\$76,880
Total Nassau Suffolk TCC	\$1,124,724	\$0	\$1,124,724	\$0	\$1,124,724	\$0	\$1,124,724

	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>New York City TCC</u>							
Program Support and Administration	\$148,712	\$0	\$148,712	\$0	\$148,712	\$0	\$148,712
General Development and Comprehensive Planning	\$5,420	\$0	\$5,420	\$0	\$5,420	\$0	\$5,420
Long-Range Transportation Planning	\$389,064	\$0	\$389,064	\$0	\$389,064	\$0	\$389,064
Transportation Improvement Program	\$817,840	\$0	\$817,840	\$0	\$817,840	\$0	\$817,840
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYC TCC	\$1,361,036	\$0	\$1,361,036	\$0	\$1,361,036	\$0	\$1,361,036
<u>MTA</u>							
Program Support and Administration	\$61,001	\$0	\$61,001	\$0	\$61,001	\$0	\$61,001
General Development and Comprehensive Planning	\$66,258	\$0	\$66,258	\$0	\$66,258	\$0	\$66,258
Long-Range Transportation Planning	\$206,349	\$0	\$206,349	\$0	\$206,349	\$0	\$206,349
Transportation Improvement Program	\$25,196	\$0	\$25,196	\$0	\$25,196	\$0	\$25,196
Discretionary Program	\$304,608	\$0	\$304,608	\$6,064,450	\$6,369,058	\$6,064,450	\$304,608
Total MTA	\$663,412	\$0	\$663,412	\$6,064,450	\$6,727,862	\$6,064,450	\$663,412
<u>Nassau County</u>							
Program Support and Administration	\$144,064	\$0	\$144,064	\$0	\$144,064	\$0	\$144,064
General Development and Comprehensive Planning	\$61,400	\$0	\$61,400	\$50,000	\$111,400	\$50,000	\$61,400
Long-Range Transportation Planning	\$261,424	\$0	\$261,424	\$300,000	\$561,424	\$300,000	\$261,424
Transportation Improvement Program	\$81,087	\$0	\$81,087	\$0	\$81,087	\$0	\$81,087
Discretionary Program	\$453,895	\$0	\$453,895	\$3,085,000	\$3,538,895	\$3,524,333	\$14,562
Total Nassau County	\$1,001,870	\$0	\$1,001,870	\$3,435,000	\$4,436,870	\$3,874,333	\$562,537

	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>NYC Dept of City Planning</u>							
Program Support and Administration	\$174,346	\$2,000	\$176,346	\$0	\$176,346	\$0	\$176,346
General Development and Comprehensive Planning	\$133,511	\$2,000	\$135,511	\$0	\$135,511	\$0	\$135,511
Long-Range Transportation Planning	\$303,399	\$5,000	\$308,399	\$0	\$308,399	\$0	\$308,399
Transportation Improvement Program	\$109,821	\$2,000	\$111,821	\$0	\$111,821	\$0	\$111,821
Discretionary Program	\$1,739,196	\$20,000	\$1,759,196	\$600,000	\$2,359,196	\$0	\$2,359,196
Total NYC Dept of City Planning	\$2,460,273	\$31,000	\$2,491,273	\$600,000	\$3,091,273	\$0	\$3,091,273
<u>NYC Dept of Transportation</u>							
Program Support and Administration	\$222,289	\$0	\$222,289	\$0	\$222,289	\$0	\$222,289
General Development and Comprehensive Planning	\$5,467	\$0	\$5,467	\$0	\$5,467	\$0	\$5,467
Long-Range Transportation Planning	\$241,445	\$752,500	\$993,945	\$0	\$993,945	\$0	\$993,945
Transportation Improvement Program	\$368,935	\$0	\$368,935	\$0	\$368,935	\$0	\$368,935
Discretionary Program	\$1,342,510	\$0	\$1,342,510	\$0	\$1,342,510	\$1,342,510	\$0
Total NYC Dept. of Transportation	\$2,180,646	\$752,500	\$2,933,146	\$0	\$2,933,146	\$1,342,510	\$1,590,636
<u>Putnam County</u>							
Program Support and Administration	\$35,207	\$0	\$35,207	\$0	\$35,207	\$0	\$35,207
General Development and Comprehensive Planning	\$6,933	\$0	\$6,933	\$0	\$6,933	\$0	\$6,933
Long-Range Transportation Planning	\$81,986	\$0	\$81,986	\$400,000	\$481,986	\$150,000	\$331,986
Transportation Improvement Program	\$258,222	\$0	\$258,222	\$0	\$258,222	\$0	\$258,222
Discretionary Program	\$80,290	\$140,067	\$220,357	\$125,000	\$345,357	\$194,258	\$151,099
Total Putnam County	\$462,638	\$140,067	\$602,705	\$525,000	\$1,127,705	\$344,258	\$783,447

	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>Rockland County</u>							
Program Support and Administration	\$92,512	\$0	\$92,512	\$0	\$92,512	\$0	\$92,512
General Development and Comprehensive Planning	\$44,845	\$0	\$44,845	\$0	\$44,845	\$25,000	\$19,845
Long-Range Transportation Planning	\$77,689	\$3,822	\$81,511	\$0	\$81,511	\$22,000	\$59,511
Transportation Improvement Program	\$22,303	\$0	\$22,303	\$0	\$22,303	\$0	\$22,303
Discretionary Program	\$121,366	\$0	\$121,366	\$880,000	\$1,001,366	\$750,000	\$251,366
Total Rockland County	\$358,715	\$3,822	\$362,537	\$880,000	\$1,242,537	\$797,000	\$445,537
<u>Suffolk County</u>							
Program Support and Administration	\$47,474	\$0	\$47,474	\$0	\$47,474	\$0	\$47,474
General Development and Comprehensive Planning	\$3,964	\$0	\$3,964	\$0	\$3,964	\$0	\$3,964
Long-Range Transportation Planning	\$78,541	\$0	\$78,541	\$0	\$78,541	\$0	\$78,541
Transportation Improvement Program	\$58,480	\$0	\$58,480	\$0	\$58,480	\$0	\$58,480
Discretionary Program	\$155,383	\$20,000	\$175,383	\$3,503,900	\$3,679,283	\$0	\$3,679,283
Total Suffolk	\$343,842	\$20,000	\$363,842	\$3,503,900	\$3,867,742	\$0	\$3,867,742
<u>Westchester County</u>							
Program Support and Administration	\$162,985	\$1,200	\$164,185	\$0	\$164,185	\$0	\$164,185
General Development and Comprehensive Planning	\$23,103	\$0	\$23,103	\$0	\$23,103	\$0	\$23,103
Long-Range Transportation Planning	\$464,438	\$5,500	\$469,938	\$0	\$469,938	\$0	\$469,938
Transportation Improvement Program	\$113,461	\$1,200	\$114,661	\$0	\$114,661	\$0	\$114,661
Discretionary Program	\$221,006	\$100,000	\$321,006	\$425,000	\$746,006	\$315,000	\$431,006
Total Westchester County	\$984,993	\$107,900	\$1,092,893	\$425,000	\$1,517,893	\$315,000	\$1,202,893

	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>NYSDOT REG 8</u>							
Program Support and Administration	\$82,997	\$0	\$82,997	\$0	\$82,997	\$0	\$82,997
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning	\$67,673	\$0	\$67,673	\$0	\$67,673	\$0	\$67,673
Transportation Improvement Program	\$25,537	\$0	\$25,537	\$0	\$25,537	\$0	\$25,537
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 8	\$176,206	\$0	\$176,206	\$0	\$176,206	\$0	\$176,206
<u>NYSDOT REG 10</u>							
Program Support and Administration	\$176,077	\$0	\$176,077	\$0	\$176,077	\$0	\$176,077
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning	\$139,467	\$0	\$139,467	\$0	\$139,467	\$0	\$139,467
Transportation Improvement Program	\$52,300	\$0	\$52,300	\$0	\$52,300	\$0	\$52,300
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 10	\$367,843	\$0	\$367,843	\$0	\$367,843	\$0	\$367,843
<u>NYSDOT Reg 11</u>							
Program Support and Administration	\$169,541	\$0	\$169,541	\$0	\$169,541	\$0	\$169,541
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning	\$134,333	\$0	\$134,333	\$0	\$134,333	\$0	\$134,333
Transportation Improvement Program	\$52,165	\$0	\$52,165	\$0	\$52,165	\$0	\$52,165
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 11	\$356,039	\$0	\$356,039	\$0	\$356,039	\$0	\$356,039
<u>NYSDOT Albany</u>							
Program Support and Administration	\$124,578	\$0	\$124,578	\$0	\$124,578	\$0	\$124,578
General Development and Comprehensive Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Long-Range Transportation Planning	\$103,814	\$0	\$103,814	\$0	\$103,814	\$0	\$103,814
Transportation Improvement Program	\$38,066	\$0	\$38,066	\$0	\$38,066	\$0	\$38,066
Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Albany	\$266,458	\$0	\$266,458	\$0	\$266,458	\$0	\$266,458

NYMTC Staff Schedule of Programmed Funding for Professional Services Contracts

PSA5 - Public Involvement, Outreach and Engagement Support			
UPWP Category:	Program Support and Administration	UPWP Task:	MPO Operations and Management
PIN:	PN23.06.881	FHWA PL #:	PN23068
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$1,500,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$600,000
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$600,000	Additional Funding Programmed in 2023-2024 Program	\$900,000
Purpose:	Planning Services Agreement to provide public involvement, outreach, and engagement support.		
Status	The contract is in progress.		
UPWP Web Application			
UPWP Category:	Program Support and Administration	UPWP Task:	Annual UPWP Development and Reporting
PIN:	PN24.01.881	FHWA PL #:	PN24018
(Anticipated) Start Date:	6/1/2023	(Anticipated) End Date:	6/1/2026
(Estimated) Total Cost:	\$456,500	(Anticipated) Total Funding in FAP as of 3/31/2023	\$0
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$0	Additional Funding Programmed in 2023-2024 Program	\$465,718
Purpose:	Consultant services to develop NYMTC's next web based budgeting application.		
Status	This contract is expected to be in-progress by the start of the program year.		
Socioeconomic and Demographic Forecast Update			
UPWP Category:	General Development and Comprehensive Planning	UPWP Task:	Socioeconomic and Demographic (SED) Forecasts and Census Data
PIN:	PN25.01.881	FHWA PL #:	PN25018
(Anticipated) Start Date:	8/1/2024	(Anticipated) End Date:	7/30/2026
(Estimated) Total Cost:	\$1,500,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$0
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$0	Additional Funding Programmed in 2023-2024 Program	\$1,500,000
Purpose:	Consultant Support to develop a new NYMTC SED forecasting system along with forecast through 2060.		
Status	This project is expected to be in the scope development phase by the end of the program year.		

Support for NYBPM 2019 Base Year Update			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
PIN:	PN21.11.881	FHWA PL #:	PN21118
(Anticipated) Start Date:	11/25/2020	(Anticipated) End Date:	6/30/2023
(Estimated) Total Cost:	\$845,256	(Anticipated) Total Funding in FAP as of 3/31/2023	\$845,256
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$100,000	Additional Funding Programmed in 2023-2024 Program	\$0
Purpose:	Consultant services to update the NYBPM.		
Status	The contract is in progress.		
TIG Hosting, Support and Enhanced Maintenance			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
PIN:	PN21.13.881	FHWA PL #:	PN21138
(Anticipated) Start Date:	5/1/2021	(Anticipated) End Date:	4/30/2024
(Estimated) Total Cost:	\$429,751	(Anticipated) Total Funding in FAP as of 3/31/2023	\$429,751
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$200,000	Additional Funding Programmed in 2023-2024 Program	\$0
Purpose:	Consultant to maintain, support, and enhance NYMTC's Transportation Information Gateway.		
Status	This contract is expected to be in-progress by the start of the program year.		
PPS-AQ and PPS-AQ Software			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
PIN:	PN22.01.881	FHWA PL #:	PN22018
(Anticipated) Start Date:	11/9/2020	(Anticipated) End Date:	7/4/2023
(Estimated) Total Cost:	\$2,400,414	(Anticipated) Total Funding in FAP as of 3/31/2023	\$1,103,470
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$1,103,470	Additional Funding Programmed in 2023-2024 Program	\$1,296,944
Purpose:	Consultant to host, support, and maintain NYMTC's Post Processor Software for both Air Quality and the Congestion Management Process.		
Status	This contract is expected to be in-progress by the start of the program year.		

Pims Hosting and Maintenance			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
PIN:	PN22.03.881	FHWA PL #:	PN22038
(Anticipated) Start Date:	6/2/2022	(Anticipated) End Date:	6/1/2025
(Estimated) Total Cost:	\$306,500	(Anticipated) Total Funding in FAP as of 3/31/2023	\$206,500
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$206,500	Additional Funding Programmed in 2023-2024 Program	\$100,000
Purpose:	Consultant to host and maintain NYMTC's Project Information Management System		
Status	The contract is in progress.		
NYMTC Travel Survey Data Collection and Utilization Program			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Regional Surveys
PIN:	PN22.04.881	FHWA PL #:	PN22048
(Anticipated) Start Date:	10/21/2021	(Anticipated) End Date:	12/31/2023
(Estimated) Total Cost:	\$472,162	(Anticipated) Total Funding in FAP as of 3/31/2023	\$240,662
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$240,662	Additional Funding Programmed in 2023-2024 Program	\$250,000
Purpose:	Research into the best methods for NYMTC's upcoming Regional Household Travel Survey.		
Status	The contract is in progress.		
PSA5 - Model Support, Updates, and Enhancements			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
PIN:	PN23.03.881	FHWA PL #:	PN23038
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$3,600,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$1,400,000
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$1,400,000	Additional Funding Programmed in 2023-2024 Program	\$1,950,000
Purpose:	Consultant to provide two continuous, long-term in-house contractors to augment NYMTC staff for model support, updates and enhancements to NYMTC's models and post-processor software as well as an on-call team to provide ongoing technical assistance, procedures modifications and model extensions, testing and model user support.		
Status	The contract is in progress.		

PSA5 - Geographic Information Support			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
PIN:	PN23.04.881	FHWA PL #:	PN23048
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$1,250,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$500,000
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$500,000	Additional Funding Programmed in 2023-2024 Program	\$750,000
Purpose:	Consultant to provide one continuous, long term in-house contractor to augment NYMTC staff to provide support for GIS services.		
Status	This contract is expected to be in-progress by the start of the program year.		
PSA5 - Data Collection, Monitoring and Analysis			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Data Management
PIN:	PN23.05.881	FHWA PL #:	PN23058
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$1,250,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$500,000
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$500,000	Additional Funding Programmed in 2023-2024 Program	\$1,050,000
Purpose:	Consultant to provide periodic, on-call support services for data collection, monitoring and analysis.		
Status	The contract is in progress.		
Regional Household Travel Survey			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Regional Surveys
PIN:	PN24.02.881	FHWA PL #:	PN24028
(Anticipated) Start Date:	9/1/2023	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$6,251,789	(Anticipated) Total Funding in FAP as of 3/31/2023	\$0
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$0	Additional Funding Programmed in 2023-2024 Program	\$6,251,789
Purpose:	Consultant Support to develop and implement NYMTC's next regional household travel survey		
Status	This contract is expected to be in-progress by the start of the program year.		

Consultant Services for the Development of Plan 2055			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	FFYs 2022-2050 Plan Maintenance / FFYs 2026-2055 Plan Development
PIN:	PN24.03.881	FHWA PL #:	PN24038
(Anticipated) Start Date:	8/1/2023	(Anticipated) End Date:	9/30/2025
(Estimated) Total Cost:	\$1,250,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$0
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$0	Additional Funding Programmed in 2023-2024 Program	\$1,250,000
Purpose:	Consultant support to develop NYMTC's next RFP - Plan 2055		
Status	The contract is expected to be executed by the end of the program year.		
PIMS Upgrades and Enhancements			
UPWP Category:	Long-Range Transportation Planning	UPWP Task:	Model Development, Enhancement, and Applications
PIN:	PN24.05.881	FHWA PL #:	PN24058
(Anticipated) Start Date:	9/1/2023	(Anticipated) End Date:	9/30/2026
(Estimated) Total Cost:	\$425,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$0
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$0	Additional Funding Programmed in 2023-2024 Program	\$425,000
Purpose:	Consultant to maintain and enhance NYMTC's Project Information Management System		
Status	The contract is expected to be executed by the end of the program year.		
PSA5 -Transportation Conformity Determination Support			
UPWP Category:	Transportation Improvement Program	UPWP Task:	Regional Emissions Analysis and Transportation Conformity
PIN:	PN23.01.881	FHWA PL #:	PN23018
(Anticipated) Start Date:	9/1/2022	(Anticipated) End Date:	8/31/2028
(Estimated) Total Cost:	\$1,500,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$600,000
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$600,000	Additional Funding Programmed in 2023-2024 Program	\$900,000
Purpose:	Consultant to provide one continuous, long-term in-house contractor to support the required transportation conformity determinations, as well as a flexible pool of on-call staff resources to support and supplement the in-house contractor services, as needed.		
Status	The contract is in progress.		

Four-Quad Report			
UPWP Category:	Transportation Improvement Program	UPWP Task:	Regional Program Management
PIN:	PNNN.NN.881	FHWA PL #:	PNNNNN
(Anticipated) Start Date:	4/1/2023	(Anticipated) End Date:	3/31/2024
(Estimated) Total Cost:	\$50,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$0
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$0	Additional Funding Programmed in 2023-2024 Program	\$50,000
Purpose:	Maintain NYMTC's Four-Quad report		
Status	The contract is in progress.		
Program Management Support Platform			
UPWP Category:	Transportation Improvement Program	UPWP Task:	Regional Program Management
PIN:	PNNN.NN.881	FHWA PL #:	PNNNNN
(Anticipated) Start Date:	6/1/2023	(Anticipated) End Date:	5/31/2024
(Estimated) Total Cost:	\$310,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$0
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$0	Additional Funding Programmed in 2023-2024 Program	\$310,000
Purpose:	Develop or purchase program management software		
Status	The contract is expected to be executed by the end of the program year.		
Community Planning Workshops			
UPWP Category:	Discretionary Program	UPWP Task:	Community Planning Workshops
PIN:	PN22.02.881	FHWA PL #:	PN22028
(Anticipated) Start Date:	7/28/2022	(Anticipated) End Date:	7/30/2026
(Estimated) Total Cost:	\$1,000,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$250,000
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$250,000	Additional Funding Programmed in 2023-2024 Program	\$750,000
Purpose:	Consultant to develop and implement community planning workshops throughout the NYMTC planning area.		
Status	The contract is in progress.		

Regional Waste Movement Study			
UPWP Category:	Discretionary Program	UPWP Task:	Regional Waste Movement Study
PIN:	PN23.02.881	FHWA PL #:	PN23028
(Anticipated) Start Date:	4/1/2023	(Anticipated) End Date:	3/31/2025
(Estimated) Total Cost:	\$300,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$300,000
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$300,000	Additional Funding Programmed in 2023-2024 Program	\$0
Purpose:	This project will perform a regional study of needs and opportunities associated with waste movement throughout the New York City metropolitan area.		
Status	The contract is in progress.		
September 11th Memorial Program			
UPWP Category:	Discretionary Program	UPWP Task:	September 11th Memorial Program
PIN:	PN23.07.881	FHWA PL #:	PN23078
(Anticipated) Start Date:	9/15/2022	(Anticipated) End Date:	9/30/2026
(Estimated) Total Cost:	\$560,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$140,000
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$140,000	Additional Funding Programmed in 2023-2024 Program	\$420,000
Purpose:	Student Stipends for selected students via the UTC - Rutgers		
Status	The contract is in progress.		
Palisades Interstate Park Shared Use Path Feasibility Study			
UPWP Category:	Discretionary Program	UPWP Task:	Palisades Interstate Park Shared Use Path Feasibility Study
PIN:	PN23.08.881	FHWA PL #:	PN23088
(Anticipated) Start Date:	2/1/2022	(Anticipated) End Date:	1/31/2024
(Estimated) Total Cost:	\$400,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$400,000
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$400,000	Additional Funding Programmed in 2023-2024 Program	\$0
Purpose:	Consultant to support the Palisades Interstate Park Shared Use Path Feasibility Study		
Status	The contract is in progress.		

Safety And Security Needs and Technologies			
UPWP Category:	Discretionary Program	UPWP Task:	Safety And Security Needs and Technologies
PIN:	PN24.04.881	FHWA PL #:	PN24048
(Anticipated) Start Date:	9/1/2023	(Anticipated) End Date:	8/30/2025
(Estimated) Total Cost:	\$150,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$0
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$0	Additional Funding Programmed in 2023-2024 Program	\$150,000
Purpose:	Consultant support for the Safety and Security Needs and Technologies Study		
Status	The contract is expected to be executed by the end of the program year.		
Transit Services Coordination Needs			
UPWP Category:	Discretionary Program	UPWP Task:	Transit Services Coordination Needs
PIN:	PN24.06.881	FHWA PL #:	PN24068
(Anticipated) Start Date:	9/1/2023	(Anticipated) End Date:	8/30/2025
(Estimated) Total Cost:	\$150,000	(Anticipated) Total Funding in FAP as of 3/31/2023	\$0
(Estimated) Total Funding Remaining in FAP as of 04/01/2023	\$0	Additional Funding Programmed in 2023-2024 Program	\$150,000
Purpose:	Consultant support for the Transit Services Coordination Needs study		
Status	The contract is expected to be executed by the end of the program year.		

Public Comments:

NYMTC did not receive public comments during the public review period.

Amendments and Administrative Modifications

Administrative Modification March 24, 2023

N E W Y O R K M E T R O P O L I T A N T R A N S P O R T A T I O N C O U N C I L



TO: PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE

FROM: Debra A. Nelson, Assistant Director

SUBJECT: State Fiscal Year (SFY) 2023-2024 Unified Planning Work Program (UPWP) Administrative Modification

DATE: March 24, 2023

The SFY 2023-2024 UPWP has been modified to specify that *Increasing Safe & Accessible Transportation Options Metropolitan Planning Set-Aside* funds will be used for NYMTC staff's Community Planning Workshops project.

This action has been taken as an administrative modification since there are no funding modifications and no changes to the scope of work of the applicable project.

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

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

T H E M E T R O P O L I T A N P L A N N I N G O R G A N I Z A T I O N

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

Resolution #559 - April 20, 2023

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

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

PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #559

AMENDMENTS TO STATE FISCAL YEAR (SFY) 2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

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

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

WHEREAS, the SFY 2023-2024 UPWP needs to be amended to include the planning project described in Attachment #1 to this resolution; and

WHEREAS, the SFY 2023-2024 UPWP needs to be amended to include the funding adjustments noted in Attachment #2 to this resolution; and

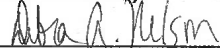
WHEREAS, NYMTC staff have confirmed that these funds are available to be programmed in the SFY 2023-2024 UPWP.

NOW, THEREFORE, BE IT RESOLVED that PFAC adopts the amendment described above to the SFY 2023-2024 UPWP as summarized in Attachments #1 and #2.

This resolution shall take effect on the twentieth day of April of two thousand and twenty-three.

ADOPTED: April 20, 2023

"I hereby certify that the above is a true copy of Resolution #559, Amendments to State Fiscal Year 2022-2023 Unified Planning Work Program, and was motioned by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee, and seconded by Jack Schmidt, representing the New York City Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."


Debra Nelson, PFAC Chair

THE METROPOLITAN PLANNING ORGANIZATION

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

Resolution #559 - Attachment #1

Comprehensive Roadway Infrastructure Planning and Design Services

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

Project Start:	April 2023
Estimated Project Completion Date:	March 2024
Project Cost:	\$157,755
Primary Fund Source:	RAISE

Attachment #2						
PFAC Resolution #559, April 20, 2023						
UPWP Amendment Actions Summary						
PIN	Project Name	Action Requested	Total Project Cost for Current Program Year (matched dollars)	Amount Associated with Action (Matched Dollars)	Total Project Cost for Current Program Year after Amendment (matched dollars)	Comments
Amendment to the State Fiscal Year 2023-2024 UPWP						
Actions Requested by NYMTC-Staff						
PTCS23D00.C05	Model Development, Enhancement, and Applications	Increase Funds	\$5,866,824	\$100,000	\$5,966,824	Unspent funds from the prior program are being added to the current program for professional services support.
PTCS23D00.C06	Regional Surveys	Increase Funds	\$8,274,990	\$250,000	\$8,524,990	
PTCS23D00.D01	Regional Program Management	Increase Funds	\$1,076,375	\$310,000	\$1,386,375	

Administrative Modification April 26, 2023

N E W Y O R K M E T R O P O L I T A N T R A N S P O R T A T I O N C O U N C I L

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

TO: PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE

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

SUBJECT: State Fiscal Year (SFY) 2023-2024 Unified Planning Work Program (UPWP) Administrative Modification

DATE: April 26, 2023

The SFY 2023-2024 UPWP has been modified to reduce the NYMTC staff Annual *UPWP Development and Reporting* project budget by \$10,266 (FTA-MPP funds, federal share only). This action has been taken to account for the difference between the estimated SFY 2023-2024 FTA-MPP apportionment used to develop the SFY 2023-2024 UPWP and the actual apportionment.

This action has been taken as an administrative modification since the funding change for the applicable project is less than 10%, and there are no changes to the scope of work.

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

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

T H E M E T R O P O L I T A N P L A N N I N G O R G A N I Z A T I O N

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

Resolution #564 – June 15, 2023

N E W Y O R K M E T R O P O L I T A N T R A N S P O R T A T I O N C O U N C I L

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

PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #564

AMENDMENTS TO STATE FISCAL YEAR (SFY) 2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

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

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

WHEREAS, the SFY 2023-2024 UPWP needs to be amended to include the planning project described in Attachment #1 to this resolution.

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

This resolution shall take effect the fifteenth day of June two thousand twenty-three.

ADOPTED: June 15, 2023

"I hereby certify that the above is a true copy of Resolution #564, Amendments to the State Fiscal Year 2023-2024 Unified Planning Work Program, and was motioned by David Viana, representing Nassau/Suffolk Transportation Coordinating Committee, and seconded by Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."



Debra Nelson, PFAC Chair

T H E M E T R O P O L I T A N P L A N N I N G O R G A N I Z A T I O N

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

Administrative Modification July 10, 2023

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

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

TO: Program, Finance, and Administration Committee

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

SUBJECT: State Fiscal Year (SFY) 2023-2024 Unified Planning Work Program (UPWP) Administrative Modification

DATE: July 10, 2023

The SFY 2023-2024 UPWP has been modified to reduce the Central Staff's *Regional Survey* project budget by \$850,000 due to lower-than-anticipated costs of professional services.

That \$850,000 has been reprogrammed as follows:

- \$550,000 has been added to the *Model Development, Enhancement and Applications* project budget for professional services.
- \$300,000 has been added to the *Data Management* project budget for professional services.

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

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

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

Administrative Modification September 7, 2023

N E W Y O R K M E T R O P O L I T A N T R A N S P O R T A T I O N C O U N C I L

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



TO: Program, Finance, and Administration Committee

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

SUBJECT: State Fiscal Year (SFY) 2023-2024 Unified Planning Work Program (UPWP) Administrative Modification

DATE: September 7, 2023

The SFY 2023-2024 UPWP has been modified to reduce the Central Staff's *Regional Survey* project budget by \$425,000 due to lower-than-anticipated costs of professional services.

That \$425,000 has been reprogrammed as follows:

- \$425,000 has been added to the *Model Development, Enhancement and Applications* project budget for professional services.

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

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

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

T H E M E T R O P O L I T A N P L A N N I N G O R G A N I Z A T I O N

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

Attachment #1						
PFAC Resolution #568, September 21, 2023						
UPWP Amendment Actions Summary						
PIN	Project Name	Action Requested	Total Project Cost for Current Program Year (matched dollars)	\$ Amount Associated with Action (matched dollars)	Total Project Cost for Current Program after Amendment (matched dollars)	Comments
Amendments to the State Fiscal Year 2023-2024 UPWP						
Action Requested by Central Staff & New York State DOT						
PTCS23D00.G07	Northern Westchester East-West Corridors Study	Add new planning activity to the program.	\$ -	\$ 3,000,000	\$ 3,000,000	The study will assess east-west corridors between the City of Peekskill and the Connecticut state border in light of significant development growth and subsequent increases in traffic and congestion. The corridors to be assessed will include Routes 6, 35, 202 and the Bear Mountain Parkway.
Actions Requested by New York City DOT						
PTDT23D00.G13	Eastern Queens Greenway Plan	Add previously programmed planning activities to the Program	\$ -	\$ 19,015	\$ 19,015	These continuing planning activities, which were initially programmed in prior year Programs, are being added to the current Program along with the balance of unspent funds for each. No new funding is requested.
PTDT23D00.G14	Nassau-Queens Interface Transportation Study		\$ -	\$ 14,359	\$ 14,359	
Actions Requested by Suffolk County						
PTSU22D00.G06	Implementation Plan Development and Public Outreach for Suffolk County Reimagine Transit	Add previously programmed planning activities to the Program	\$ -	\$ 186,978	\$ 186,978	These continuing planning activities, which were initially programmed in prior year Programs, are being added to the current Program along with the balance of unspent funds for each. No new funding is requested.
PTSU22D00.G07	Regional Economic Impacts of Electrification and Double Tracking of LIRR Port Jefferson Branch Study		\$ -	\$ 74,783	\$ 74,783	
PTSU22D00.G08	Downtown Amityville Active Transportation Study		\$ -	\$ 229,223	\$ 229,223	
PTSU22D00.G09	Suffolk County Mobility Implementation Plan		\$ -	\$ 3,507	\$ 3,507	
PTSU22D00.G10	Bike and Hike Network Conceptual Design		\$ -	\$ 12,960	\$ 12,960	

Resolution #571 – November 16, 2023

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Adam Levine, P.E., AICP
Executive Director



PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #571

AMENDMENTS TO THE STATE FISCAL YEAR (SFY) 2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

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

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

WHEREAS, the SFY 2023-2024 UPWP needs to be amended as noted in Attachment #1 to this resolution; and

WHEREAS, NYMTC staff have confirmed that these funds are available to be programmed in the SFY 2023-2024 UPWP; and

WHEREAS, the SFY 2023-2024 UPWP also needs to be amended to include the planning project described in Attachment #2 to this resolution.

NOW, THEREFORE, BE IT RESOLVED that PFAC adopts the amendments described above to the SFY 2023-2024 UPWP as summarized in Attachment #1 and Attachment #2.

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

ADOPTED: November 16, 2023

"I hereby certify that the above is a true copy of Resolution #571 Amendments to the State Fiscal Year 2023-2024 Unified Planning Work Program, and was motioned by Jack Schmidt, representing the New York City Transportation Coordinating Committee, and seconded by Barbara Barasa, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Debra Nelson, PFAC Chair

THE METROPOLITAN PLANNING ORGANIZATION

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

Attachment #1						
PFAC Resolution #571, November 16, 2023						
UPWP Amendment Actions Summary						
<u>PIN</u>	<u>Project Name</u>	<u>Action Requested</u>	<u>Total Project Cost for Current Program Year (matched dollars)</u>	<u>\$ Amount Associated with Action (matched dollars)</u>	<u>Total Project Cost for Current Program after Amendment (matched dollars)</u>	<u>Comments</u>
<u>Amendments to the State Fiscal Year 2023-2024 UPWP</u>						
<u>Action Requested by Metropolitan Transportation Authority</u>						
PTMT23D0A.GXX	First-mile/Last-Mile Toolkit Update and Enhancement	Add new planning activity to the program.	\$ -	\$ 200,000	\$ 200,000	The MTA aims to improve the First-mile/Last-mile (FMLM) Toolkit ("the Toolkit") that the agency created as a part of the UPWP-funded First-mile/Last-mile Access Study and Toolkit Development. This Toolkit update and enhancement effort will keep the data in the Toolkit relevant and up-to-date and expand upon the improvements available within the pilot design function. Unspent funds from the prior program will fund this planning activity.
<u>Actions Requested by New York City Department of Transportation</u>						
PTDT23D00.A01	MPO Operations and Management	Increase funds	\$ 50,389.00	\$ 32,093	\$ 82,482	These actions add unspent funds from the prior program to the current program for these planning activities.
PTDT23D00.G01	NYC Pedestrian Map		\$ 100,546.00	\$ 28,322	\$ 128,868	
PTDT23D00.G03	Lindenwood/Spring Creek Transportation Study		\$ 31,824.00	\$ 71,551	\$ 103,375	
PTDT23D00.G10	Green Wave Comprehensive Transportation Plan		\$ 99,933.00	\$ 52,203	\$ 152,136	
PTDT23D00.G12	Morris Park East Bronx Transportation Study		\$ 50,073.00	\$ 83,785	\$ 133,858	

Resolution # 571 - Attachment #2

Sponsor Agency: New York City Department of Transportation

BQE Corridor Vision: BQE North and South

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

Start Date:	September, 2022
Estimated Completion Date:	May, 2024
Project Cost:	TBD
Primary Fund Source	New York City

Resolution #578 – April 18, 2024

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

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



PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #578 AMENDMENTS TO STATE FISCAL YEAR (SFY) 2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

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

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

WHEREAS, the SFY 2023-2024 UPWP needs to be retroactively amended to include the funding adjustments noted in Attachment #1 to this resolution; and

WHEREAS, NYMTC staff have confirmed that these funds are available to be programmed in the SFY 2023-2024 UPWP.

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

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

ADOPTION: April 18, 2024

"I hereby certify that the above is a true copy of Resolution #578, Amendments to State Fiscal Year 2023-2024 Unified Planning Work Program, and was motioned by Joseph Cuomo, representing the Nassau/Suffolk Transportation Coordinating Committee, and seconded by Craig Lader, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Debra Nelson
PFAC Chair

Attachment #1						
PFAC Resolution #578, April 18, 2024						
UPWP Amendment Actions Summary						
PIN	Project Name	Action Requested	Total Project Cost for Current Program Year (matched dollars)	Amount Associated with Action (Matched Dollars)	Total Project Cost for Current Program Year after Amendment (matched dollars)	Comments
Amendment to the State Fiscal Year 2023-2024 UPWP (Retroactive)						
Actions Requested by New York City Department of Transportation						
PTDT23D00.A02	Annual UPWP Development and Reporting	Increase Funds	\$171,900	\$10,645	\$182,545	Unspent funds are being added to the SFY 2023-2024 program due to higher than anticipated costs.
PTDT23D00.C05	Model Development, Enhancement, and Applications	Increase Funds	\$2,500	\$5,358	\$7,858	
PTDT23D00.C07	Data Management	Increase Funds	\$909,525	\$65,791	\$975,316	
PTDT23D00.G01	NYC Pedestrian Map	Increase Funds	\$128,868	\$18,129	\$146,996	
PTDT23D00.G03	Lindenwood/Spring Creek Transportation Study	Increase Funds	\$103,375	\$60,338	\$163,713	
PTDT23D00.G10	Green Wave Comprehensive Transportation Plan	Increase Funds	\$152,136	\$149,881	\$302,017	
PTDT23D00.G12	Morris Park East Bronx Transportation Study	Increase Funds	\$133,858	\$79,338	\$213,195	
PTDT23D00.G14	Nassau-Queens Interface Transportation Study	Increase Funds	\$14,359	\$4,786	\$19,145	