

2023-2024 Unified Planning Work Program Summary

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Overview of the Unified Planning Work Program

Unified Planning Work Program

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

The New York Metropolitan Transportation Council is the designated metropolitan planning organization for New York City, 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 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 Unified Planning Work Program 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 New York City; 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 and the Metropolitan Transportation Authority. NYMTC also includes several advisory members, including the Port Authority of New York and New Jersey, New Jersey Transit and the North Jersey Transportation Planning Authority, Federal Transit Administration, Federal Highway Administration, US Environmental Protection Agency, and New York State Department of Environmental Conservation.

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

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, 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 2022-2050 Regional Transportation Plan *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.

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:

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



RELIABLE AND EASY TRAVEL

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

Objectives:

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



PLANNING FOR CHANGING DEMAND

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

Objectives:

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



REDUCING ENVIRONMENTAL IMPACTS

A transportation system that minimizes its 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 Federal Highway Administration and Federal Transit Administration updated Planning Emphasis Areas:

- **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 Department of Transportation and Metropolitan Planning Organizations 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 Metropolitan Planning Organization 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 tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

- Strategic Highway Network/U.S. Department of Defense Coordination

This planning emphasis area encourages Metropolitan Planning Organizations and State Department of Transportations to coordinate with representatives from Department of Defense in the transportation planning and project programming process on infrastructure and connectivity needs for Strategic Highway Network routes and other public roads that connect to Department of Defense facilities.

- Federal Land Management Agency Coordination

This planning emphasis area encourages Metropolitan Planning Organizations and State DOTs to coordinate with • Federal Land Management Agency s 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

This planning emphasis area encourages State Department of Transportations, Metropolitan Planning Organization s and Public Transportation Agencies to implement Planning and Environment Linkages as part of the transportation planning and environmental review processes. The use of Planning and Environment Linkages 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 Regional Transportation Plan and a medium-range Transportation Improvement Program at least every four years. In addition, NYMTC must also develop and adopt an annual Unified Planning Work Program. Beyond these three core products, NYMTC is mandated to produce a regional emissions analysis of its Plan and Transportation Improvement Program for transportation conformity under the Clean Air Act Amendments of 1990 (and an analysis of regional traffic congestion for the Congestion Management Process. 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 Unified Planning Work Program 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 Unified Planning Work Program 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 Unified Planning Work Program

The development of the State Fiscal Year 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 Unified Planning Work Program: 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 Unified Planning Work Program: 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 Unified Planning Work Program: 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 Unified Planning Work Program and gather additional comments. All comments are considered by NYMTC relevant members prior to finalizing the Unified Planning Work Program 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 Transportation Improvement Program and the federal fiscal years 2022-2050 Regional Transportation Plan, 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

- Socio-economic and demographic 2055 forecasts updated
- 2024-2025 Unified Planning Work Program adopted by NYMTC's Council

Core Program Activities

Program Support and Administration

This category includes planning activities which support NYMTC's operations as an Metropolitan Transportation Organization 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 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, Program Finance and Administration Committee and the three Transportation Coordinating Committees will continue to be supported.
- The activities of advisory working groups and Program Finance and Administration Committee and/or Transportation Coordinating Committees subcommittees created for various aspects of the planning process will continue to be supported.
- On-going implementation activities related to the updated Public Involvement Program, Title VI Program and Language Access Program will continue.
- The activities of the Metropolitan Area Planning 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.
- Unified Planning Work Program 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 State Fiscal Year 2023-2024 Unified Planning Work Program will be managed, including necessary amendments and administrative modifications to its programmatic structure, during the program year and preparation of quarterly progress reports and NYMTC members' payment vouchers.
- Progress reports will be developed and submitted for the SFY 2023-2024 Unified Planning Work Program as required.
- Program building, and peer review will be conducted to develop a draft of the State Fiscal Year 2024-2025 Unified Planning Work Program 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 contracts were fully executed.
- Virtual and hybrid meetings of NYMTC's Council principals, Program, Finance, and Administration Committee and the three Transportation Coordinating Committees 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
 - Program Finance and Administration Committee Freight Subcommittee
 - Program Finance and Administration Committee Plan Subcommittee and its Shared Vision Task Force
 - Transportation Systems Management and Operations Working Group
 - Designated Recipients' Working Group
- The Public Involvement Program, Title VI program and Language Access 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, National Association of Regional Councils and the Association of Metropolitan Planning Organizations continued.
- The State Fiscal Year 2023-2024 Unified Planning Work Program was prepared, adopted and executed per federal planning requirements.
- Unified Planning Work Program progress reports have been developed and submitted, as required.
- Various Unified Planning Work Program amendments and administrative modifications to the program were processed as needed.

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 socioeconomic and demographics forecasts for Plan 2055.

Recent Accomplishments:

- County level 2055 Population and Employment forecasts were adopted by Program, Finance, and Administration Committee in October 2020.
- Final 2055 socioeconomic and demographic forecasts at the Transportation Analysis Zones level were prepared and approved by the Forecasting Working Group.

Long-Range Transportation Planning

This category covers planning projects and activities emphasizing long-range transportation system planning and analysis, including those related to the maintenance and development of the Regional Transportation Plan; 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 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 Transportation Performance Measures requirements continues per final federal rulemakings.
- Update and enhancement of Project Information Management System will continue.
- Post-Processor Software -Air Quality will be upgraded to integrate the latest version of Environmental Protection Agency's Motor Vehicle Emission Simulator software. Post-Processor Software Congestion Management Process tool enhancements will continue.
- Requests for New York Best Practice Model 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 New York Best Practice Model.
- Planning assumptions will be updated for regional emission analyses used in Transportation Conformity Determinations under the Clean Air Act Amendments of 1990.
- Major river crossings and Hub-bound data compilations will be continued and used to enhance the New York Best Practice Model.
- The Transportation Information Gateway 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 New York Best Practice Model 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 Clean Air Act Amendments of 1990 were updated as needed.
- Updates and enhancements to other analytical tools, including Project Information Management System, Post-Processor Software for Air Quality and Post Processor Software for Congestion Management Process 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.

Transportation Improvement Program

This category addresses the development and management of the Transportation Improvement Program, 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 Transportation Improvement Program to be eligible for federal funding. Included in this category are solicitations for specific federal grant programs, including the Section 5310 program, Congestion Mitigation and Air Quality program, and Transportation Alternatives Program. Additionally, development of plans in support of new Infrastructure Investment and Jobs Act 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 Transportation Improvement Program and Regional Transportation Plan.

Highlights for this Program:

- Transportation Improvement Program amendments and administrative modifications will be processed as needed to maintain the Transportation Improvement Program as an eligible program of projects for federal funding.
- Project proposals will be solicited and evaluated for the Section 5310, Transportation Alternatives Program and Congestion Mitigation and Air Quality programs, as needed.
- An Annual Listing of Obligated Projects will be published.
- The Congestion Mitigation and Air Quality Performance Plan will be maintained under the Transportation Performance Measurement requirements.
- A regional emissions analysis will be undertaken, and related Transportation Conformity Determination adopted.

Recent Accomplishments:

- A fiscally constrained Transportation Improvement Program for Federal Fiscal Years 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 programed.
- An Annual Listing of Obligated Projects and its visualization was developed.
- A Transportation Conformity Determination was developed and adopted for the Federal Fiscal Years 2023-2027 Transportation Improvement Program and Plan 2050, as amended.

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.



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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.

**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		●	●	●	●
Metropolitan Transportation Authority					
Regional Economic Impact Forecasts for Potential Projects		●	●		
Geospatial Mobility Database Replica Access		●	●		
Metropolitan Transportation Authority Post Pandemic Study		●	●		●
First and Last Mile Station Access Mobility Study & Toolkit Development		●			
New York City 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 Vehicle Miles Traveled		●		●	
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		●			

