

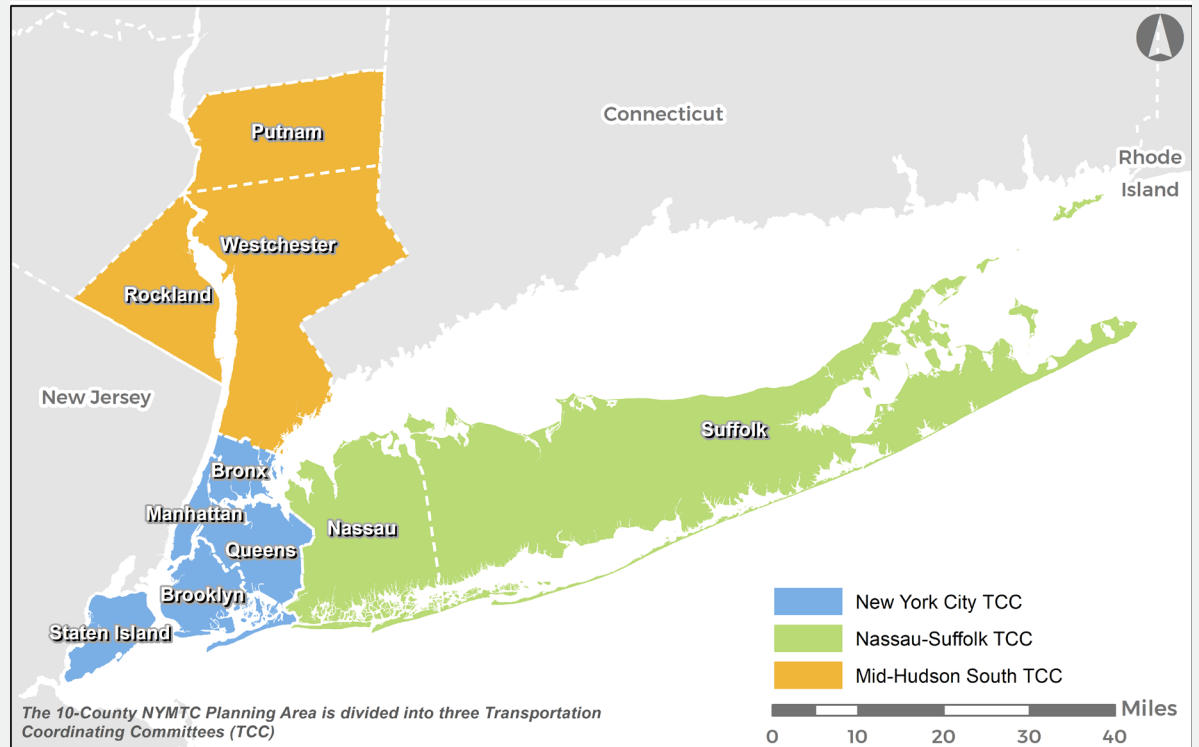


2023 NYMTC ANNUAL REPORT

CONNECTING COMMUNITIES



About the New York Metropolitan Transportation Council (NYMTC)



The New York Metropolitan Transportation Council (NYMTC) is the federally mandated Metropolitan Planning Organization (MPO) for New York City, Long Island, and the Lower Hudson Valley. We are responsible to plan for and make decisions on the use of federal transportation funding through a continuing, collaborative, and comprehensive planning process that addresses the future transportation and infrastructure needs of the NYMTC planning area.

Our Vision

A transportation system that:

-  Ensures the safety and security of people and goods across all uses and modes
-  Enables inclusive, reliable, easy, accessible, and seamless travel across the region
-  Efficiently serves today's population and plans an increase in residents, workers, and the amount of goods
-  Minimizes its greenhouse gas emissions and other impacts on the environment, especially the effects of climate change
-  Is resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions

Our Mission

- **Serve as the collaborative forum** to address transportation-related issues from a regional perspective.
- **Facilitate informed decision-making** within the Council by providing sound technical analyses.
- **Strategically position the region** to attract the maximum federal funding necessary to realize the objectives of the Unified Planning Work Program, the Regional Transportation Plan, and the Transportation Improvement Program.
- **Focus the collective planning activities** of all Council members to achieve a shared regional vision.

Council Members

Voting Council Members

Marie Therese Dominguez

NYMTC Co-Chair and Commissioner
New York State Department of
Transportation

George Latimer

NYMTC Co-Chair and Westchester County
Executive

Bruce Blakeman

Nassau County Executive

Kevin Byrne

Putnam County Executive

Ed Day

Rockland County Executive

Dan Garodnick

Director
New York City Department of City Planning

Janno Lieber

Chair & CEO
Metropolitan Transportation Authority

Ydanis Rodriguez

Commissioner
New York City Department of Transportation

Ed Romaine

Suffolk County Executive

Advisory Members

David Behrend

Executive Director
North Jersey Transportation Planning Authority

Kevin S. Corbett

President and CEO
New Jersey Transit

Rick Cotton

Executive Director
Port Authority of New York and New Jersey

Michael L. Culotta

Regional Administrator
Federal Transit Administration
Region II

Lisa Garcia

Regional Administrator
U.S. Environmental Protection Agency

Richard J. Marquis

Division Administrator
Federal Highway Administration
New York Division

Basil Seggos

Commissioner
New York State Department of
Environmental Conservation

Adam Levine, P.E., AICP

Executive Director, NYMTC

Debra Nelson

Council Secretary
New York State Department of Transportation



“We are witnessing a new era of transformative projects throughout the region thanks to Governor Hochul’s historic investments. New York is currently in the second year of its notable five-year \$32.9 billion Capital Plan—the largest such plan of its kind in state history.”

MARIE THERESE DOMINGUEZ

COMMISSIONER
NEW YORK STATE DEPARTMENT
OF TRANSPORTATION

COMMISSIONER’S MESSAGE

DEAR COLLEAGUES:

Our collaborative spirit is what keeps New York **MOVING**, and our partnership with NYMTC serves as a forward-thinking model in how we are working to meet the evolving transportation needs of New York State’s residents.

We are witnessing a new era of transformative projects throughout the region thanks to Governor Hochul’s historic investments. New York is currently in the second year of its notable five-year \$32.9 billion Capital Plan—the largest such plan of its kind in state history. Through it, NYSDOT is advancing record funding from the state combined with federal investment under the Bipartisan Infrastructure Law, allowing us to build for resiliency and safety, while reconnecting communities. The 2023-24 budget includes \$7 Billion for the second year of the Capital Plan to improve highways, bridges, rail, aviation infrastructure and transit across the state. These allocations also include \$1.2 Billion in direct local assistance for roads and bridges.

But NYSDOT’s mission is much more than bridges and pavement. It’s about the people and their communities. Look around the region and you will see positive change taking shape.

We are reconnecting communities, left divided and economically devastated during the mid-20th century. In the process we are restoring health and quality of life by reducing congestion, with projects diverting heavy traffic away from residential and recreational areas and by expanding access

for pedestrians, motorists, and people of ALL abilities with innovative infrastructure. The New York State Department of Transportation is not just focused on what’s in front of us, but what lies beyond through the State Transportation Master Plan with a horizon year of 2050. It is NYSDOT’s ambitious and bold approach to meet the evolving needs of the traveling public of New York not just now, but for generations to come. We recognize the importance of vibrant and multi-modal transportation networks as we create more walkable and inviting places to live, work and explore.

NYSDOT is also identifying and implementing new ways to strengthen our infrastructure resiliency and our response to the growing threat of severe weather events which have intensified in frequency and ferocity. This includes designing roads, bridges and other structures that can withstand extreme water, wind, and snow impacts. By anticipating and preparing for changing climate conditions, NYSDOT ensures the longevity and functionality of our infrastructure while safeguarding the public’s safety and well-being.

Modernization takes planning and partnership. As NYMTC chair, I wish to share my deep appreciation of this organization’s members and staff for their collaborative work, for preserving and enhancing the transportation network in the downstate New York region, and for playing a critical role in shaping its mobile future for all people.

Marie Therese Dominguez



"It is largely due to the support of NYMTC that Bee-Line is well on its way to having the newest fleet of any large bus system in New York State. We plan to expand the fleet of electric buses and to make investments to improve our garages to support bus electrification."

GEORGE LATIMER
WESTCHESTER COUNTY EXECUTIVE

COUNTY EXECUTIVE'S MESSAGE

As my term as Co-Chair of NYMTC concludes, I would like to express appreciation to my fellow principals for entrusting me with the honor and privilege of serving in the role. I depart with deep gratitude and excitement for the progress our region continues to make to improve mobility and strengthen our transportation network, which would not be possible without the tremendous work done by the staff of NYMTC and all of its members.

Much like NYMTC strives to accomplish, connecting communities is at the core of what I aim to achieve as Westchester County Executive. In a post-pandemic world in which remote work and e-commerce has proliferated and reduced the extent to which face to face interactions occur, ensuring that both our local and regional multimodal transportation networks are strong, resilient and reliable is paramount for encouraging opportunities to bringing people back together and to keep the region's economy strong and competitive. Similarly, at a time where the impacts on climate change are being witnessed on a daily basis, it is incumbent upon our leaders to achieve a regional transportation network that promotes sustainability both in terms of infrastructure and land use, and is accessible and affordable for all of our residents regardless of their modal choice. In Westchester, where

we operate New York State's largest transit system outside of New York City, we have attempted to address these overarching challenges by offering fare-free promotional periods on our County's Bee-Line Bus System. This initiative has resulted in dramatic increases in ridership.

It is largely due to the support of NYMTC that Bee-Line is well on its way to having the newest fleet of any large bus system in New York State. We plan to expand the fleet of electric buses and to make investments to improve our garages to support bus electrification. On-board technology improvements are also about to take place on Bee-Line buses, as is the eagerly awaited introduction of the MTA's OMNY Fare Payment system that was conceived with regional connectivity in mind. Through NYMTC's discretionary study funding, our recently completed County Mobility and Bus Plan has generated a proposed redesign for Bee-Line Bus System that better meets the needs of passengers both within Westchester County and connecting to peer transit systems including New York City Transit and Metro North; implementation activities are the next phase of the effort, including the introduction of a microtransit pilot program.

Westchester County has been pursuing additional NYMTC funded efforts that seek to strengthen connections. A Transportation and Food Access Study is now underway,

which seeks to reduce food insecurity and increase our residents' ability to access affordable, quality food. A complete streets corridors analysis is slated to begin in 2024, which supports other County complete streets initiatives that are critical to improving linkages for all roadway users to access services, recreation and transit in a safe fashion. And recognizing the importance of social connections as a critical factor in the well-being of senior citizens, an Aging and Mobility Study will soon be commenced.

As a Mount Vernon native, I can personally attest to the reality that jurisdictional boundaries are in a sense merely a line on a map, as the average person won't know when they are entering the Bronx when walking from Mt. Vernon to the 241 Street Subway Station. To truly connect communities means to think about transportation in a broader sense, and to accept the reality that as a region we are all connected

in both obvious and subtler ways. When Grand Central Madison opened, it immediately created a vastly improved connection between the Long Island Railroad and Metro-North, and therefore Westchester County and Nassau/Suffolk Counties.

For these same reasons, Westchester County eagerly anticipates the completion of the Penn Station Access project, which promises to be equally transformational. It is the collaborative manner in which NYMTC's members work that allow these initiatives to be planned and implemented. I look forward to cheering on the incoming co-chairs as they oversee the ongoing progress that will take place in the coming years.





“For NYMTC, 2023 has been an exceptional year that saw communities open themselves to one another, thanks to the bold, forward-looking transportation decisions made by NYMTC members on the best use of federal funds in our planning area.”

ADAM S. LEVINE
NYMTC EXECUTIVE DIRECTOR

EXECUTIVE DIRECTOR’S MESSAGE

How does transportation connect a community? It’s a question that, on the surface, has obvious answers but delves much deeper. Perhaps it’s how a newly redesigned complete street increases safety and fosters communal gatherings where before there was caution and isolation. Maybe it’s how the addition of light rail and new bus routes connect a series of neighborhoods, long considered self-contained microcosms to their residents. Or it could be how a map’s wayfinding features, new elevators in our subways, and directions in multiple languages create accessibility where it never existed before.

For NYMTC, 2023 has been an exceptional year that saw communities open themselves to one another, thanks to the bold, forward-looking transportation decisions made by NYMTC members on the best use of federal funds in our planning area. Through their efforts, New York City, Long Island, and the Lower Hudson Valley are becoming more easily navigable, resilient, and ecofriendly than they’ve ever been in their history. And the best part is, the transformation is just beginning.

Since late fall 2023, NYMTC has been conducting surveys, focus groups, pop up events, and studies, all in the name of gathering public opinion – of connecting communities - that will help shape our next Regional Transportation Plan: Moving Forward 2055. Through their collective voice, NYMTC seeks to better shape the future of transportation to accommodate the needs of a public on the move in the most vibrant, interconnected transportation network in the

country. This past year also saw the kickoff of NYMTC’s Thriving Communities Network, modeled after the federal effort and with the goal of introducing traditionally underrepresented communities to the transportation planning process. Our Community Planning Workshops, held last year in Hawthorne, Mahopac, and Valley Stream, are another ongoing effort to gather people together to help decide how transportation improvements can make their beloved hometowns even better places to live.

We are also two years into the historic Infrastructure Investment and Jobs Act (IIJA), rightly described as a once-in-a-generation investment in our nation’s infrastructure and economy, which provides \$1.2 trillion through fiscal year 2026. Since its inception, NYMTC members have been awarded 33 discretionary grants on 98 projects totaling more than \$8.2 billion – demonstrating our members’ efforts and commitment to continually improve the safe, straightforward mobility of people and goods through our communities.

If you’re reading this, you’re part of a passionate, interconnected community of citizens and transportation professionals eager to see progress in the many needs and challenges of our area. It’s the goal of every NYMTC project, study, and plan to invest efficiently for those needs today so we can respond effectively to the transportation challenges of tomorrow.

With my warm regards,





HOW NYMTC WORKS

NYMTC's members and staff work together to develop and adopt the required planning products and analyses which comprise the federally mandated regional planning process:

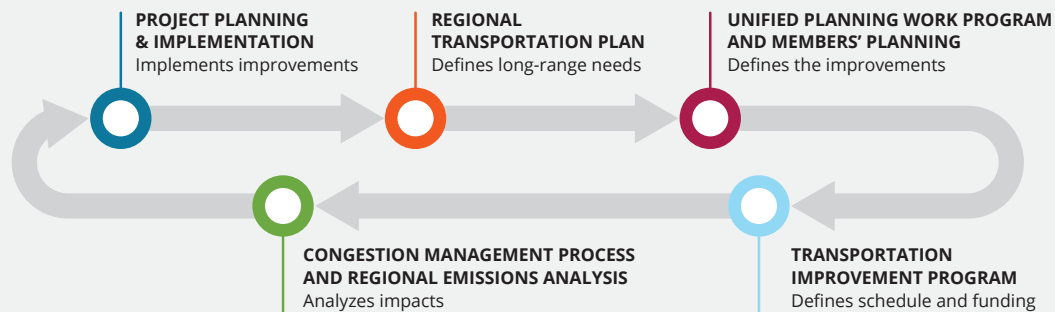
Planning Products

- **Regional Transportation Plan (Plan)**
Our federally required planning product which establishes long-range goals and objectives, and forecasts transportation needs and resources over a minimum twenty-year planning horizon.
- **Unified Planning Work Program (UPWP)**
Identifies the planning studies and activities that will use federal funding for each program year.
- **Transportation Improvement Program (TIP)**
Establishes federal funding eligibility for transportation improvement projects that will strengthen and enhance the transportation system.

Planning Analyses

- **Congestion Management Process:**
Establishes an objective set of performance measures to define and quantify transportation system congestion.
- **Transportation Conformity:**
Ensures that federal funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by a state implementation plan (SIP).

The Regional Transportation Planning Process



Organizational Products and Procedures

- **Public Involvement Plan (PIP):** Identifies strategies to better involve residents and stakeholders in the NYMTC planning area in the transportation planning process.
- **Title VI/Non-Discrimination Program:** Describes organizational goals, procedures, and responsibilities under Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act of 1973, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and all other related nondiscrimination statutes, rules, regulations, and executive orders. The program also provides a Title VI/non-discrimination assessment of the outcomes of NYMTC's planning process.
- **Compendium of Agreements and Operating Procedures:** Includes the 1982 originating Memorandum of Understanding (MOU) between NYMTC's voting members and contains the documented agreements and operating procedures that govern NYMTC.

Organizational Support

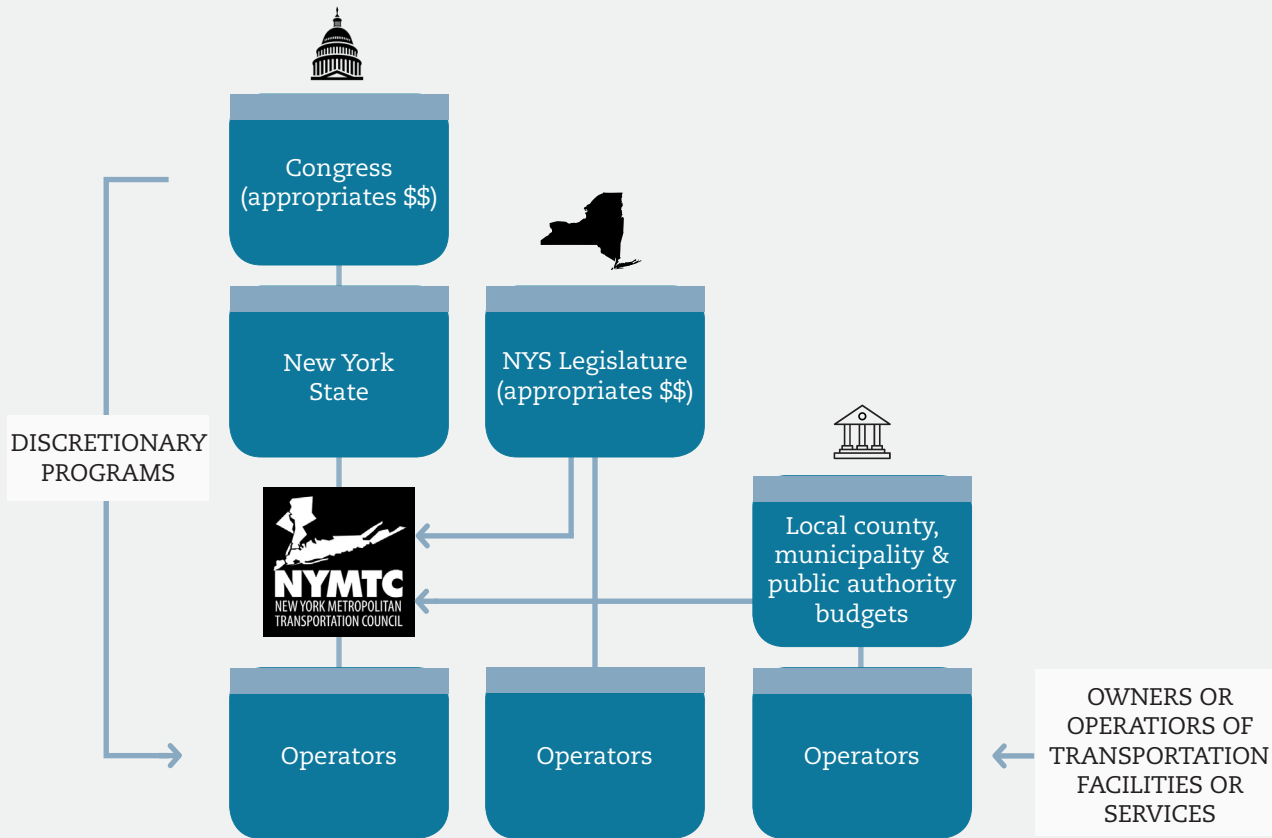
NYMTC's staff delivers:

- **Public affairs & intergovernmental relations** including public information, outreach and involvement, plan and program visualization, members' liaison, and operation of all committees and working groups.
- **Transportation analysis** including socio-economic and demographic forecasting; travel demand modeling; data collection and research; and database management and integration.
- **Organizational administration** including contracting and program accounting.
- **Organizational support** for all discretionary technical and planning studies undertaken with relevant federal funding.
- **Staff support** for the development of all required planning products and analyses, and for NYMTC's committees, subcommittees and working groups.

The staffs of NYMTC's member agencies also support the development of all required planning products and analyses, manage many of the technical and planning studies, and contribute to the supporting technical analyses.

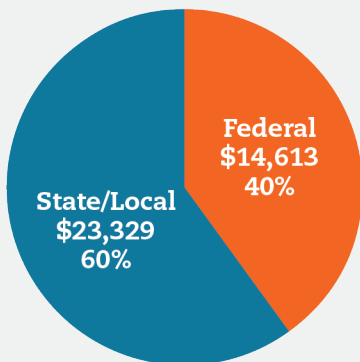
How NYMTC Serves the Region:

Transportation funding authorized and appropriated by Congress is apportioned to New York State and suballocated to metropolitan regions throughout the state. NYMTC's responsibility is planning for and making decisions on the use of this funding in New York City, Long Island, and the Lower Hudson Valley, as well as identifying state and local funds that will match and in many cases leverage the federal funds.



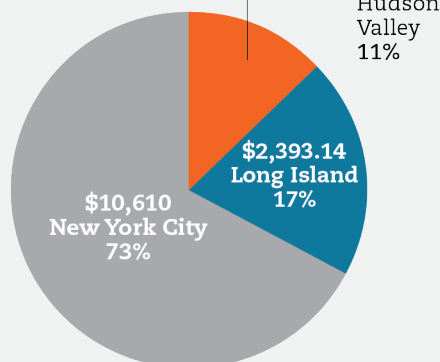
NYMTC by the Numbers:

**FFYs 2023-27 TIP:
Program by Fund Source**
(In millions of YOY \$)



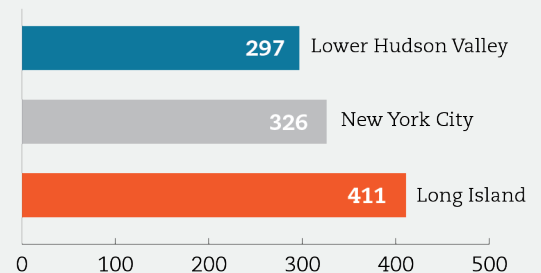
FEDERAL AND STATE/
LOCAL FUNDING OF THE TIP

**FFYs 2023-27 TIP:
Programmed Formula
Federal Aid**
(In millions of YOY \$)

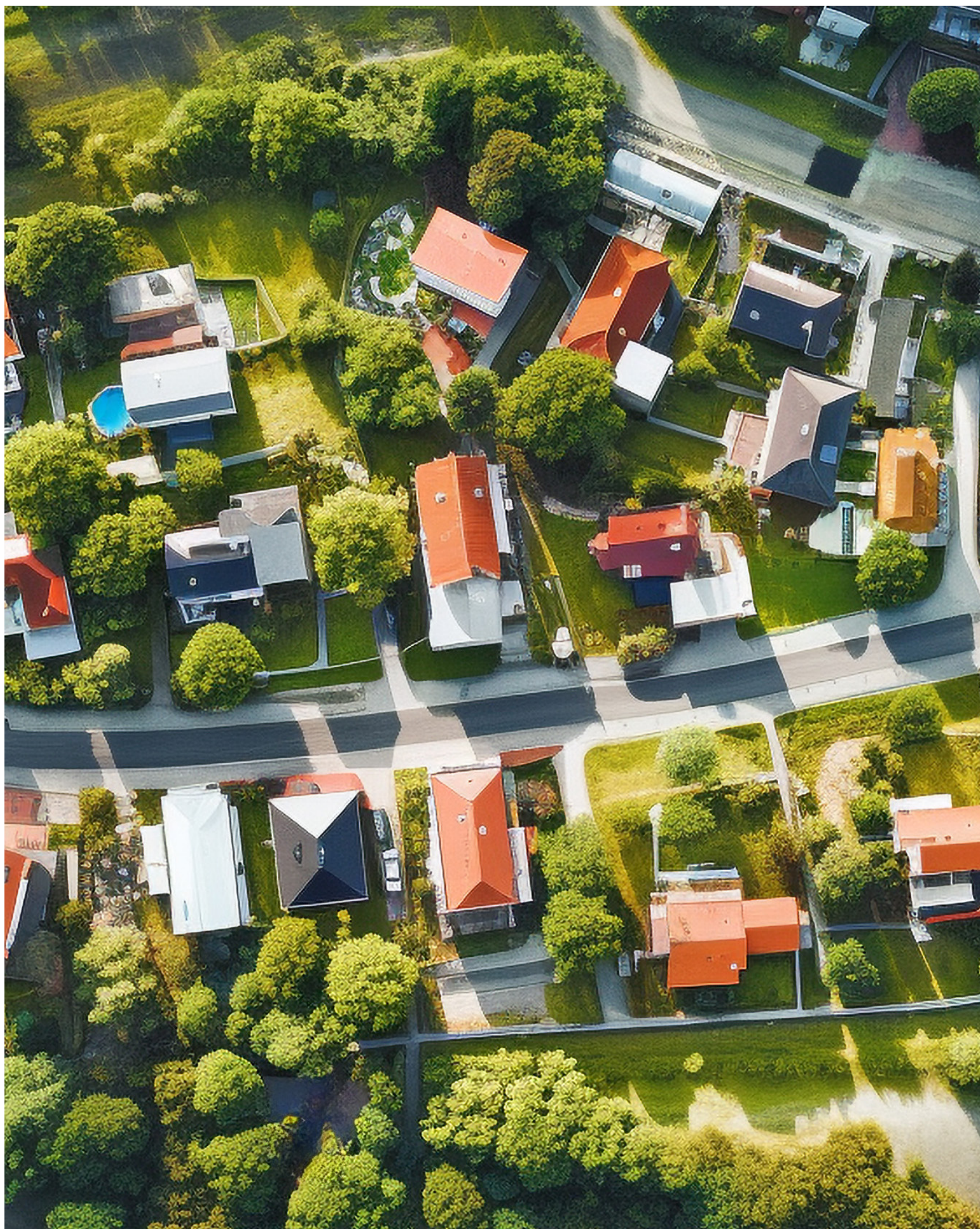


NYMTC TOTAL
\$12.1 BILLION

**FFYs 2023-27 TIP:
Number of Projects**



NYMTC TOTAL
\$37.9 BILLION
1,034 PROJECTS





NYMTC ACCOMPLISHMENTS

Record Funding

- Nearly **\$37 billion** allocated in the 2023-2027 Transportation Improvement Program or TIP versus \$21.6 billion in the 2020-2024 TIP.
- Obligation of more than **\$3.5 billion** in federal funding for 465 transportation improvement projects under the Infrastructure Investment and Jobs Act (IIJA) during federal fiscal year 2023.
- **\$8 billion** allocated for 65 transportation projects through IIJA discretionary funding programs from 2022-2023.

Increased Funding for All NYMTC Planning Areas:

- **Lower Hudson Valley:** An increase of **\$92 million** in federal funds from the 2020-2024 TIP
- **Long Island:** An increase of **\$206 million** in federal funds from the 2020-2024 TIP
- **New York City:** An increase of **\$2.7 billion** in federal funds from the 2020-2024 TIP

* Overall, the 2023-2027 TIP saw an increase of **\$15.3 billion** from the 2020-2024 TIP

The Infrastructure Investment and Jobs Act

In late 2021, the Infrastructure Investment and Jobs Act was signed into law, becoming the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$1.2 trillion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including inroads, bridges, and mass transit, water infrastructure, resilience, and broadband. Some highlights of how the NYMTC planning area benefitted from the IIJA in 2023:

\$3.8 Billion
Hudson Tunnel Project

\$1.64 Billion
MTA Metro-North Railroad Penn Station Access

\$1.26 Billion
East River Tunnel Rehabilitation

\$58.2 Million
Pelham Bay Bridge Replacement

* In 2023, ten IIJA awards were given to 36 NYMTC projects totaling over \$7 billion

Surveys and Studies

State-of-the-practice analytical tools are essential in planning for connecting communities seamlessly, safely, and with their travel needs, and the environment, prioritized. With these requirements in mind, NYMTC implements a research and analytics program through travel demand modeling, research partners at academic institutions, and the use of sophisticated data analysis and forecasting tools:

The Transportation Information Gateway (TIG)

This is NYMTC's extensive data warehouse and repository where users can access, visualize, and download planning data.

USDOT's University Transportation Center (UTC) Consortia

The USDOT's University Transportation Center consortia advance critical transportation knowledge through research, education, and technology, and address vital workforce needs for the next generation of transportation leaders. The Congressionally mandated program has been in place since 1987 to help address the nation's ever-growing need for the safe, efficient, and environmentally sound movement of people and goods.

NYMTC's New York Best Practices Model (NYBPM)

This powerful tool supports the development of Transportation Conformity Determinations and Regional Emissions Analyses, among many other uses, and estimates changes in travel patterns based on projections of where people will work and live and changes in the use and nature of the transportation system. The model outputs are used for transportation studies (sub-regional, corridor analysis, and project level) throughout the region, and by researchers all over the world.

Through these resources, NYMTC has initiated and/or completed these studies in 2023:

- **Transportation**

- **Conformity Determination**

- Ensures that transportation projects and programs are consistent with the motor vehicle emissions budgets set by the New York State.

- **Hub Bound Travel**

- Presents a detailed analysis of travel to and from the Manhattan Central Business District (CBD) both by person and by vehicle. Full report available February 2024.

- **Travel Patterns in the New York Metropolitan Area**

- Summarizes the average weekday ridership on the NYMTC area's buses, rail, subways, and ferries along with the vehicular traffic crossing the area's waterway bridges. Full report available February 2024

- **Socioeconomic and Demographic Forecasts**

- Measures the population, employment, labor force and households in 31 counties in New York, New Jersey, and Connecticut. These forecasts will be used to inform the development of NYMTC's next regional transportation plan (Moving Forward 2055). Updated forecasts are underway and expected to be adopted April 2024.

- **Transit Service Coordination Needs Assessment**

- Identifies challenges that impede integration across the multimodal network; explores how peers

have successfully tackled them and develops key needs and strategies that support the Regional Transportation Plan. Completion is tentatively scheduled October 2024.

- **Safety Needs and Technologies Assessment for NYMTC's Suburban Counties**

- Enhances transportation safety and security through a systematic process that integrates best practices, stakeholder engagement and advanced technological insights. Completion is tentatively scheduled October 2024.

- **Regional Waste Movement Study**

- Examines the needs/opportunities associated with the movement of municipal solid waste and construction and demolition debris across several states. Scheduled for completion November 2024.

- **Palisades Shared Use Path Feasibility Study**

- Will determine the feasibility of a 20-mile shared use path extending from the George Washington to the Governor Mario M. Cuomo Bridges. Scheduled for completion in early 2025.

- **Northern Westchester East-West Corridors Study**

- Will perform a Planning and Environmental Linkages analysis of major east-west corridors in northern Westchester County to improve the experience of all corridor users. Estimated completion in 2028.

DEVELOPING THE NEXT REGIONAL TRANSPORTATION PLAN



In 2023, NYMTC initiated the public outreach program for its next Regional Transportation Plan, Moving Forward 2055. Scheduled for adoption in September 2025, the proposed plan will identify the region's long-term transportation needs over a minimum 20-year time frame. Moving Forward 2055 will cover all modes of ground transportation including highways, roads and bridges, streets, rail and bus transit, bicycle and pedestrian facilities, freight facilities, and transportation for people with special needs. Moving Forward 2055 is currently being developed collaboratively by NYMTC member agencies with input from other stakeholders and members of the public.

A region of such rich diversity and in a constant state of motion needs an outreach plan to match. Since fall 2023, the Moving Forward 2055 team has been meeting people and conducting pop-up events, surveys, public focus groups and more throughout the NYMTC planning area. Pop-up events were held at street fairs, farmers markets, malls, and transit centers. Online surveys were publicized through social media channels like LinkedIn and Instagram, and focus groups continue to gather feedback from numerous participants. When this public outreach is completed, the input received will be collected, analyzed, and presented to NYMTC's member agencies for consideration as they develop Moving Forward 2055.

THRIVING COMMUNITIES NETWORK (TCN)



In fall 2023, NYMTC launched the Thriving Communities Network (TCN), a new initiative to support the transportation needs of organizations in traditionally underrepresented communities within the NYMTC planning area.

Modeled after and launched in conjunction with the United States Department of Transportation's Thriving Communities Program, NYMTC's TCN provides the opportunity to discover and utilize NYMTC resources that help organizations compete for transportation grants and participate in the regional and local transportation planning process. Through the program, community groups and non-governmental organizations are learning how to be a competitive applicant for federal, state, and local transportation funds that support their community. Additionally, they discover NYMTC's data resources that support their community planning efforts while taking advantage of virtual TCN meetings on related procedural topics. The TCN aims to create a more equitable, greener regional transportation network that helps everyone travel to their destinations while receiving the services they need to get there.

COMMUNITY PLANNING WORKSHOP PROGRAM



During 2023, NYMTC continued growing its Community Planning Workshops Program, an effort that assists groups of local officials, government staff, and the public to analyze current transportation conditions, identify potential transportation improvements, focus on pedestrian safety, walkability, and bicycle access. In the past year, Community Planning Workshops were held in the towns of Mount Pleasant and North Castle in Westchester County, Carmel in Putnam County, and the Village of Valley Stream in Nassau County. Through these workshops, community leaders learn ways to access federal funds to support improvement projects. In addition to being popular with a broad cross-section of communities in NYMTC's planning area, the workshops generate increased awareness about transportation safety.

BROWN BAG SERIES



Connecting communities is also about bringing together people across agency, industry, and geographic boundaries who share an interest in learning about the great work being done in the transportation field. In the past year, NYMTC expanded upon its Brown Bag Series, a bi-monthly event where current transportation topics are discussed and explored by the professionals instrumental in bringing them forward. NYMTC's Brown Bag series is a free, public event that has featured the Clean Cities Program, the MTA's First Mile Last Mile Toolkit, the NYC-DOT's Pedestrian Mobility Plan, and our 9/11 Memorial Scholars among others. In late 2023, NYMTC began securing continuing education credits for these events through the American Institute of Certified Planners, which has helped attract more attendees from across the country. We look forward to upcoming event topics, such as Grid Readiness and Infrastructure Resiliency and the Vision Zero effort to ensure safe mobility.





NYMTC MEMBER INITIATIVES 2023:

ACCOMPLISHED AND UNDERWAY

There are many examples of NYMTC's members' projects and initiatives that result from their membership in NYMTC. The following highlight the numerous activities that began, are underway, or were completed in 2023:



**Department of
Transportation**

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

ROUTE 347 PROJECT



On Long Island, the Route 347 Project is in its sixth phase using significant federal funding through the NYMTC process. The work is transforming a former delivery route into a multi-modal highway and environmentally sustainable boulevard for all travelers—including motorists, bicyclists, and transit users. This project is an example of community-focused transportation planning with the Department of Transportation working closely with communities and

officials to develop project features and designs which meet safety and mobility objectives as well as the needs of residents and businesses. The “community sensitive” Green Route 347 alternative will create a safer roadway for motorists, pedestrians, and bicyclists alike, while addressing the desires and issues raised by local communities.

LOWER WESTCHESTER BRIDGE BUNDLE



This multi-faceted Hudson Valley project is improving the resiliency of bridges during heavy storms. The “Bundle” involves three projects: the East Lincoln Avenue bridge in Pelham and Mount Vernon; the Saw Mill River Parkway bridges over the Saw Mill River, and the U.S. Route 1 bridge over Mamaroneck River in Mamaroneck. The project includes drainage improvements, the reconstruction of roadways prone to flooding, and is focused on enhancing safety and the region’s resiliency during storm events. The Bundle is scheduled for completion in 2024. The “Bundle” facilities are identified in NYMTC’s Resilience Improvement Plan.

HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT



Through the Hunts Point Access Improvement Project, the people of the South Bronx will see fewer trucks on local roads, less congestion and—as a direct result—improved air quality. The project is one of the largest in NYSDOT’s history and will provide direct access to the Hunts Point Terminal Market, one of the biggest wholesale food distribution centers in the world. With this work, visitors to nearby Garrison Park can also enjoy a new shared-use path, landscaping, and viewing platforms overlooking the Bronx River. The project has used significant federal funding through the NYMTC process.



METROPOLITAN TRANSPORTATION AUTHORITY

LIRR SERVICE TO GRAND CENTRAL MADISON



In February 2023, MTA Long Island Rail Road (LIRR) initiated passenger service to Grand Central Madison, a new terminal on Manhattan’s east side. The construction of the terminal and accessing tracks and tunnels used significant federal funding through the NYMTC process. More than 270 trains were added per day, increasing LIRR systemwide service to over 930 trains per day, with about a third of those trains operating to or from Grand Central Madison. All eleven LIRR branches offer service to Grand Central Madison and Penn Station. Additionally, a new LIRR Main Line Third Track was constructed as a complement to the new terminal. As a result, service levels increased by over 41% compared to previous schedules and reverse-peak service on the Port Jefferson and Ronkonkoma branches was enabled. “This

is the biggest service increase in LIRR history,” said Catherine Rinaldi, Interim President of the Long Island Rail Road and President of Metro-North Railroad. “Long Islanders will benefit from a combination of Grand Central Madison service, the new LIRR Main Line third track, and a second NYC terminal that links to the east side. The LIRR has created a new schedule with robust reverse commute service that links the entire region to Long Island’s homes, jobs, entertainment, and education.”

EXPANSION OF ACCESSIBILITY IMPROVEMENTS



During the height of the COVID-19 pandemic, while subway ridership was significantly lower, the MTA prioritized expanding accessibility improvements on the subway, completing 15 accessibility projects. By 2023, there were 142 accessible stations, and an additional 30 stations in construction for accessibility upgrades. The 2020 – 2024 MTA Capital Plan includes a historic investment of \$5.2 billion to make 67 subway stations ADA accessible, more than any capital plan in the MTA’s history and more than the last three capital plans

combined. In addition, the MTA is delivering accessibility projects at an unprecedented pace, completing 21 ADA stations since 2020, which is double the number completed in the previous six years. These accessibility improvements are made possible using significant levels of federal funding through the NYMTC process.

Zoning for Accessibility (ZFA) is a relatively new City-wide zoning initiative that leverages public-public partnerships to make subway and railroad stations accessible. ZFA, in tandem with the MTA’s planned capital construction projects, helps accelerate upgrades to the transit system and deliver accessibility quicker and with fewer costs to taxpayers. It consists of two components: 1) an easement provision requiring property owners constructing most new developments to set aside space within the property if MTA determines an easement is needed to facilitate future accessibility and circulation improvements such as elevators and stairs, and 2) a zoning bonus that allows property owners in the densest areas of the city to receive a bonus in exchange for funding and constructing accessibility and circulation improvements in nearby stations. Since it went into effect in late 2021, five ZFA projects, including enhancements at specific subway stations in Queens, Brooklyn, and Manhattan, have been approved. In the next year, the MTA and its partners anticipate both finalizing existing ZFA projects and initiating new ones to bring accessibility to more stations throughout the transit system.

MTA Chair and CEO Janno Lieber said, “When it comes to accessibility, the MTA is delivering on an unprecedented commitment – both in terms of dollars and number of stations – and we are going to keep going at the same pace and level of investment until we achieve full accessibility.”

OMNY EXPANSION



OMNY is the fare payment system available at all subway stations and on all buses, allowing customers to tap and go throughout New York City paying fare using credit cards, debit cards or digital wallets. In October 2023, the first OMNY card vending machines were activated at select stations as a pilot program. Customers can use cash at the vending machines, in addition to credit and debit cards, and digital wallets. OMNY celebrated its billionth tap in July 2023 and had a fare payment satisfaction rate of 79% in a recent customer survey.

Installation of OMNY vending machines in all 472 subway stations will continue through 2024; OMNY will expand to commuter rail and Access-a-Ride during the next phases of the rollout.

“Installing OMNY vending machines in subway stations makes it easier than ever for transit customers to leave MetroCard in the past and embrace the convenience of tapping, especially those who pay with cash to ride,” said NYC Transit President Richard Davey. “Our station agents are trained and ready to support customers who make the switch to OMNY so they can start tapping.”

MTA is coordinating the development of the OMNY system with suburban bus systems in part through NYMTC’s planning process.

COMPLETION OF 20-YEAR NEEDS ASSESSMENT



In October 2023, the MTA released “The Future Rides with Us,” the MTA’s 20-Year Needs Assessment, which took a comprehensive look at the system’s infrastructure needs, revealing both challenges and opportunities for the future of the transportation in the region, and laid out an approach to rebuilding the MTA system for another century of service. The document differed from previous assessments by providing a comprehensive, unconstrained view of the system’s needs, rather than constraining it to meet an arbitrary budget target. It debuted a Comparative Evaluation of potential expansion projects that, for the first time, analyzed potential expansion projects objectively, systematically, and transparently using an established set of criteria to compare their respective benefits and costs.

“The MTA has never undertaken a 20-Year Needs Assessment fed by this level of comprehensive data and analysis,” said MTA Chair and CEO Janno Lieber. “Instead of matching

needs to some pre-approved budget, this detailed evaluation tells the whole story, laying bare the urgent need for renewal and improvement of the system's existing infrastructure and to prepare for climate change. This is an essential first step to start the discussion that will shape the 2025-2029 MTA Capital Plan."

THE SECOND AVENUE SUBWAY PHASE 2 PROJECT



The second phase of the Second Avenue Subway project will extend the Q line into Harlem. This phase will use significant federal funding through the NYMTC process. It will improve commutes for area residents by creating new stations on Second Avenue and 125th Street. It will connect the northern end of Phase I at 105th Street to the 125th Street Station of the Lexington Avenue Line and terminate west of the intersection of Malcolm X Boulevard and 125th Street. The project includes the construction of three new stations, traction power substations, signal, track, communication systems, station architectural elements, and facilities. Project benefits include better access for approximately 300,000 riders daily on Phases 1 and 2 combined; three new ADA-accessible stations at 106 St, 116 St, and 125 St.; increased transit connectivity at the 125th Street station, with connections to the Metro-North trains, and M60 Select Bus Service to LaGuardia Airport; and shorter commute times — some passengers may save as much as 20 minutes.

MTA Chair and CEO Janno Lieber said, "Phase 2 of the Second Avenue Subway is an investment in transit equity and a truly life changing project. The East Harlem community has waited decades for it, and this expansion will serve over 100,000 riders daily, connecting Harlemites to jobs, education and opportunity throughout the region."

Additionally, the Second Avenue Subway Community Information Center (CIC) at 69 East 125th Street, between Park and Madison Avenues, offers rotating exhibits and programming about the history and construction of the Second Avenue Subway. The center serves as a one-stop shop where residents, businesses, stakeholders, and the public can ask questions, learn more about the project, and bring issues of concern to the project staff.



NEW YORK CITY DEPARTMENT OF TRANSPORTATION

THE BQE CORRIDOR VISION:



The BQE North and South Visioning Study 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 Kosciuszko Bridge and from Atlantic Avenue to the Verrazzano-Narrows Bridge. In 2024, NYC DOT will release a report with recommendations.

REIMAGINE THE CROSS BRONX



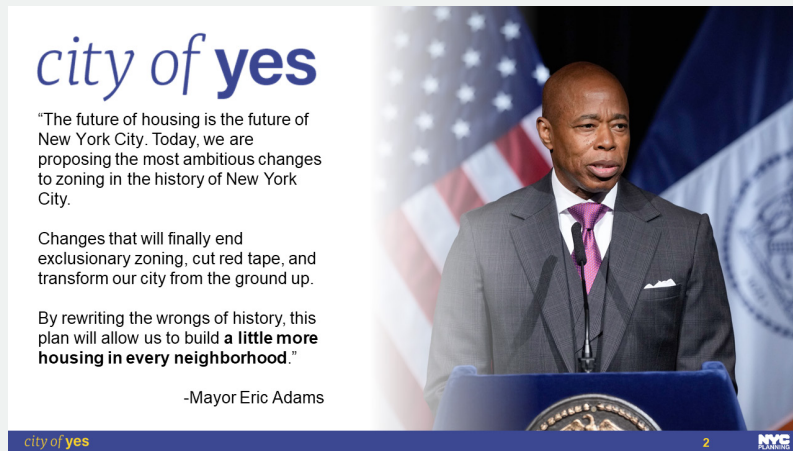
Reimagine the Cross Bronx is a collective effort with communities to re-envision the Cross Bronx Expressway from the Harlem River to the Hutchinson River Parkway, helping to reconnect the communities divided by it and lessen the negative effects it has had on surrounding neighborhoods. In 2023, the multi-agency, community-driven study has taken in a wide range of information from members of the community through in person and virtual engagements. In 2024 the team will conclude the study by creating a vision for the future of the corridor.

Reimagine the Cross Bronx was awarded federal discretionary funding and resulted from previous planning studies in this critical transportation corridor designated in NYMTC's Congestion Management Process.





NEW YORK CITY DEPARTMENT OF CITY PLANNING



The New York City Housing Authority (NYCHA) Midblock Crossings Study is seeking to identify opportunities to provide mid-block pedestrian crossings between NYCHA communities superblocks to improve pedestrian safety, connectivity, access, and health in Brooklyn neighborhoods. Many of the NYCHA communities were built as superblock developments in the 1940s

to the 1960s, but pedestrian crossings were only provided at distant corners of each of superblocks, making crossings either a long trek or potentially dangerous by crossing in the middle of the block.

The main goal of this study is to develop safer and more walkable NYCHA communities in Brooklyn and explore opportunities to enhance connectivity to surrounding neighborhoods.

Since the end of 2023, NYCDCP has visited 18 NYCHA sites and identified 35 locations with crossing safety issues. Twenty-nine with a potential for a midblock crossing have been recommended for implementation. NYCDCP has partnered with NYC DOT Signals and Operations, and they have indicated a willingness to implement the recommended new crosswalks over time. This study is consistent with the Pedestrian-Bicycle Element of NYMTC's current Regional Transportation Plan.



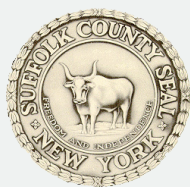


NASSAU COUNTY



The Nassau County Shared Mobility Management Plan (SMMP) seeks to identify opportunities for new and enhanced mobility services that complement and extend the reach of existing transit services, creating new business access opportunities and improving transportation options

for residents, workers, students, and visitors alike, with a particular emphasis on underserved and vulnerable communities. The Plan is financed in part through NYMTC's Unified Planning Work Program (UPWP). The County recognizes that there are many opportunities to improve its transportation network to better serve its present and future residents and employers. Goals of the project include providing an equitable distribution of resources and assets by improving transportation options for all Nassau County residents, improving transit connectivity and embracing transformative transportation technologies, promoting economic development by way of increasing access to downtowns and activity centers, supporting environmental sustainability by reducing dependence on private automobiles, maximizing the cost effectiveness of capital investments to the transportation network, and maximizing consistency with local and regional transportation plans and goals.

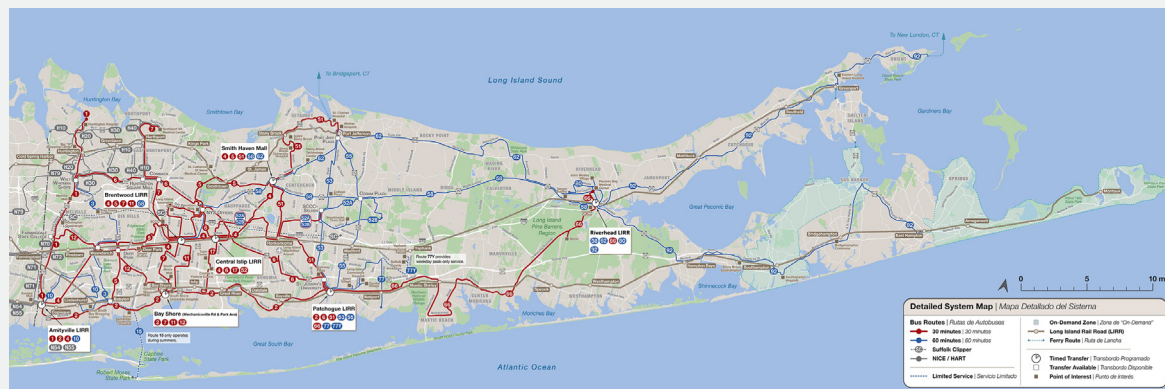


SUFFOLK COUNTY

SUFFOLK COUNTY HIKE AND BIKE CONCEPTUAL DESIGN

Following up on 2020's UPWP-funded Suffolk County Hike and Bike Master Plan, Suffolk County used additional funding from the Unified Planning Work Program to advance conceptual design on seven key corridors across the County, including County Road 12, County Road 50, Main Street in Riverhead, County Road 51, Jayne Boulevard, and others. These designs comprise a range of different facility typologies, including on-street bike lanes, buffered bike lanes, complete streets improvements, and shared-use paths. Suffolk will use these design concepts to advance local conversations with towns and villages to identify pathways towards facility implementation.

SUFFOLK COUNTY MOBILITY IMPLEMENTATION PLAN



Using funding from the Unified Planning Work Program, Suffolk County undertook planning steps towards the successful implementation of the Reimagine Transit bus network restructuring in the fall of 2023, the first comprehensive bus network redesign in Suffolk County in over forty years. Through NYMTC funding, Suffolk County hired a consultant team led by Jarrett Walker and Associates to develop draft and final network restructuring documents, a new operations plan, branding and marketing and support on the launch of a new transit system that prioritizes high-frequency service, extended operating hours, timed transfer points, and, for the first time ever, 365-day-a-year service.

AMITYVILLE ACTIVE TRANSPORTATION STUDY

With community input via website, walk audit surveys, public meeting and expert opinion this study will identify recommendations to enhance walkability, bikability, safety and accessibility throughout Downtown Amityville and beyond. This study for Downtown Amityville builds upon prior initiatives to increase connectivity within the County, including, but not limited to the ongoing Route 110 Bus Rapid Transit (BRT) planning, Hike and Bike Master Plan and other programs to support transit-oriented development and walkability. The study is financed through NYMTC's UPWP.

In recent years, the Village of Amityville has taken significant steps towards revitalization. The Village of Amityville Downtown Redevelopment Committee was formed to attract new business and development to the downtown area, promote walkability and pedestrian improvements, and establish a community-based vision for the future of downtown Amityville. The Committee has identified a strong community concern that Broadway (NY State Route 110) – Amityville's Main Street – is too wide and auto-oriented and has expressed interest in pursuing a road diet.

In 2020, the Village completed a Walkability Audit in partnership with the AARP and Vision Long Island. This audit recommended reducing vehicle speeds along Broadway, which runs through the downtown, obtaining an accurate traffic count for Broadway between the fork at Park Avenue and the fork at Albany Avenue, and other recommendations based on educated assumption and field observations. This active transportation study will build off the AARP study.

Recently, the Village was also the recipient of the New York State Downtown Revitalization Initiative ("DRI") award which allocated \$10 million in funding to the Village for various revitalization projects within the downtown, including complete streets that will fund part of the recommendation being made here for active transportation improvements.



WESTCHESTER COUNTY

Westchester completed and submitted its County Mobility and Redesign Study in March 2023. This study, funded through NYMTC's UPWP, sought to better align the county's mobility network with the needs of its residents, workers, and visitors. The Study examines Westchester's transportation services and travel patterns, demographic and employment trends, and other factors to understand how well today's services meet travel demands and identify opportunities to strengthen these services going forward. The recommended plan includes a redesigned Bee-Line Bus route network that is easier to understand for passengers and will provide faster, more frequent, and more reliable service. It also incorporates microtransit zones in various areas of Westchester County that have been previously underserved by transit.



PUTNAM COUNTY



Putnam is in the final stages of completing a replacement for the bridge that carries Drewville Road over the West Branch of the Croton River in Carmel, NY – a bridge first constructed in 1930 which currently carries nearly 5,000 vehicles each day. Due to the age of the bridge and environmental conditions surrounding it, it experienced significant deterioration and was categorized as structurally deficient.

Due to its poor condition, it was

considered a high priority for replacement by Putnam County and the planning and design process was expedited to allow construction to begin as soon as possible.

A replacement bridge boasting 11-foot lanes and 4-foot shoulders which is 40% longer and wider than its predecessor, is almost completed. Located slightly north of the original, the profile of the roadway is expected to be raised slightly to help lift the bridge's bottom away from high water elevation. This project will use federal funding through the NYMTC process.



ROCKLAND COUNTY

GRASSY POINT ROAD BRIDGE REPLACEMENT



Grassy Point Road (CR 108) is carried over a tidal portion of the Minisceongo Creek in the Town of Haverstraw. The existing 56-foot-long bridge reached the end of its useful life and posed a safety concern to motorists and pedestrians. The objective of this federal and state funded project (BRIDGE NY) was to provide a safe, non-deficient structure with a design life of at least 75 years, that would least impact natural and socioeconomic conditions in the environment and improve Rockland County's transportation infrastructure. The project

completely replaced the existing bridge with a modern structure capable of carrying all legal loads. The bridge abutments are supported on drilled micro-piles. The superstructure consists of adjacent steel girders with a reinforced concrete deck. Construction cost \$4.0 million.

HIGHWAY GARAGE:



Rockland County recently unveiled its new \$40 million Highway Facility. The 114,500-square-foot facility, located in Chestnut Ridge, was built on 24 acres purchased for just \$1 from the New York State Department of Transportation. The facility consists of seven buildings, featuring a new maintenance repair building and indoor fleet storage. There is capacity to store 10,000 tons of salt, which has doubled the County Highway Department's previous capacity and replaces the oldest and longest-continuously-used county

highway facility in the state.

The new building features generators and fuel capacity to maintain operations for two weeks without outside assistance and was constructed as a "green" building, using natural and recycled materials and passive solar. It also features a large-vehicle wash facility that will increase the life expectancy of County vehicles by 20%, saving about \$190,000 a year.

The Rockland County Highway Department is responsible for 72 bridges and 170 miles of road and is rated as one of the top Highway Departments in NY State.

"Over the last four decades, the Rockland County Highway Department has seen the lane miles within its responsibility increase 28%," said Rockland County Executive Ed Day. "This garage facility was certainly a necessity, and our Highway Department staff – without question – have more than earned this modern, environmentally-green, state-of-the-art facility."

BUS PURCHASES FOR MUNICIPAL SERVICE

The Rockland County Department of Public Transportation purchased four new buses to replace vehicles in the Town of Clarkstown's Mini Trans bus service fleet. Clarkstown Mini Trans is a municipal transit service operated by the Town of Clarkstown. Mini Trans operates five routes within the municipality serving several major destinations and enables

transfers to other Mini Trans routes, the County's TOR buses and other services. The Mini Trans service runs from approximately 7 am to 8 pm, Monday through Friday, and 9 am to 7 pm on Saturdays.

The four cutaway-style buses were purchased using an existing State contract at a total cost of approximately \$325,000. The County used 100% New York State Department of Transportation (NYSDOT) funding for the purchase through the Public Transportation Modernization and Enhancement Program (MEP).

SUFFERN COMMUTER PARKING PROJECT



The Village of Suffern Rail Station Park & Ride lot repaving project was completed in September 2023 at a cost of \$106,000. The project included drainage improvements and curb replacements by the Village of Suffern and milling, paving, striping and signage improvements by Rockland County contractors. The Park & Ride lot accommodates 110 cars, with seven ADA parking spaces. This lot serves NJ Transit's Main-Bergen Line with service to Secaucus and Hoboken

and Metro-North's Port Jervis Line trains from Orange County.



PORT AUTHORITY OF NEW YORK AND NEW JERSEY

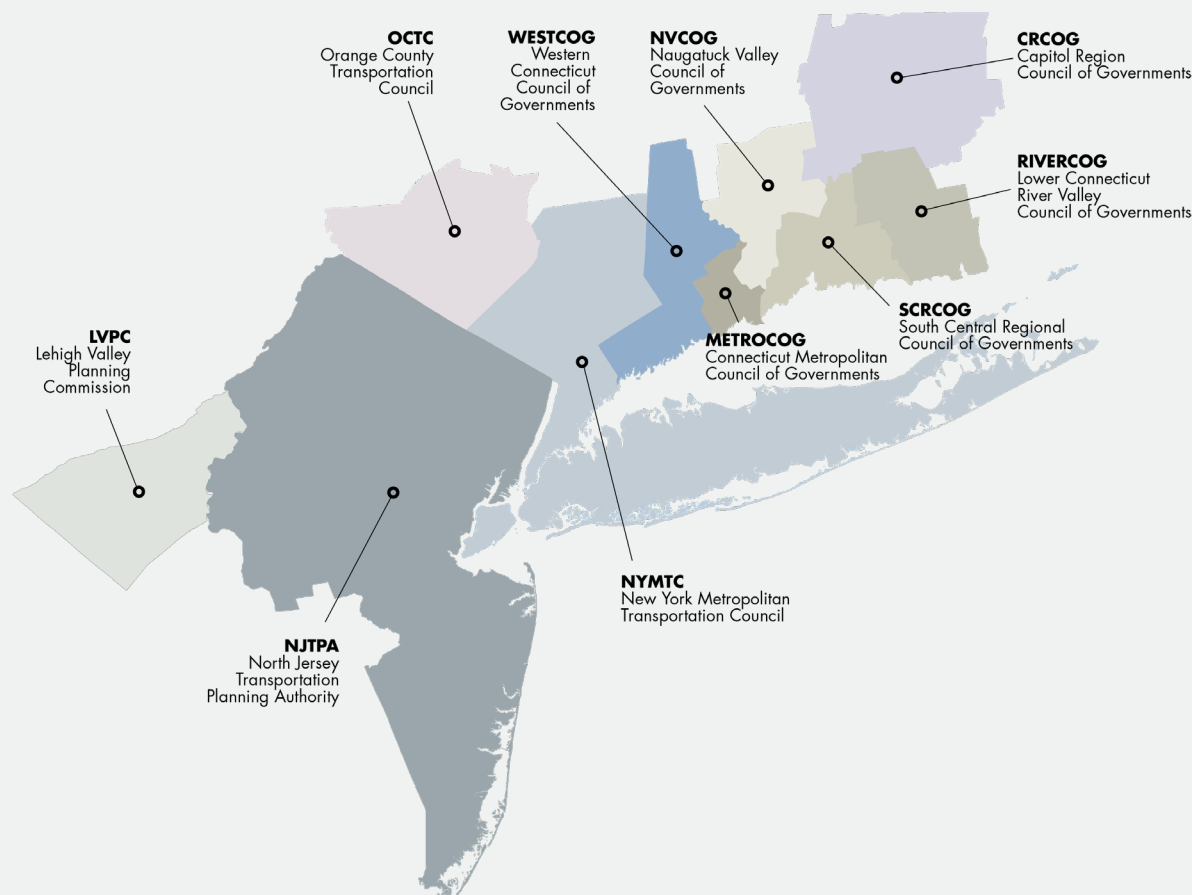


In 2023, the Port Authority of New York and New Jersey opened the newly renovated and fully accessible north walk of the George Washington Bridge as part of the Restoring the George program, significantly improving the experience for bicyclists, pedestrians, and users with mobility challenges. Replacement of the bridge's northside original steel suspender cables and the associated closure of the path below them created an opportunity to overhaul the path, including the replacement of the 171 access steps with

gentler widened accessible approach paths to allow seamless connection from adjacent streets. The Port Authority concurrently renovated the bridge's 1.5 mile north walk, widened known chokepoints around the bridge's towers, added enhanced security and safety features, and removed stairs that inhibited direct bike access and users with mobility challenges. All work carried out on the north side suspender cables and the sidewalk will be replicated on the bridge's south side and is expected to be completed in approximately four years.

Those wishing to continue their journey after crossing the George into New Jersey might be interested to know that NYMTC commenced a feasibility study to consider a 20-mile shared use path through the lower Palisades, extending from the George Washington Bridge in Fort Lee, NJ to the Governor Mario M. Cuomo Bridge in South Nyack, NY. The study will assess the physical and social features of proposed paths, considering environmental impact, proximity to parks, businesses and other destinations, and the path's connectivity to other paths and key destinations nearby. A final study report is expected in early 2025.

Multi-State Collaboration through the MAP Forum



As the nature of collaborative planning relationships has evolved in the region, NYMTC and other metropolitan planning organizations (MPOs) and Councils of Governments (COGs) in the New York-New Jersey-Connecticut-Pennsylvania metropolitan region formalized agreements to enhance multi-state collaboration through the Metropolitan Area Planning (MAP) Forum.

The MAP Forum collectively works to better coordinate plans and programs through regular communication and information exchange between partnering MPOs. To the extent practicable, the consortium works together to coordinate and harmonize the transportation planning processes of all MPOs and COGs involved.

In recent months, NYMTC began gathering input, on the MAP Forum's behalf, for its Regional Waste Movement Study - a multi-state, NYMTC-funded examination of the needs and opportunities associated with the movement of municipal solid waste and construction and demolition debris across the multi-state New York metropolitan region.



New York Metropolitan Transportation Council

25 Beaver Street Suite 201

New York NY 10004

212.383.7200

www.NYMTC.org