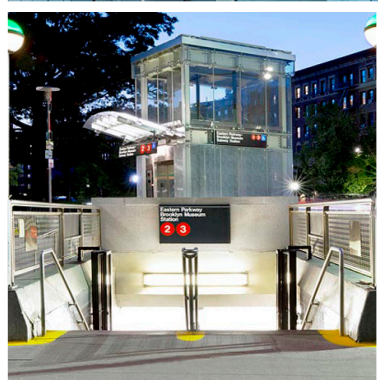
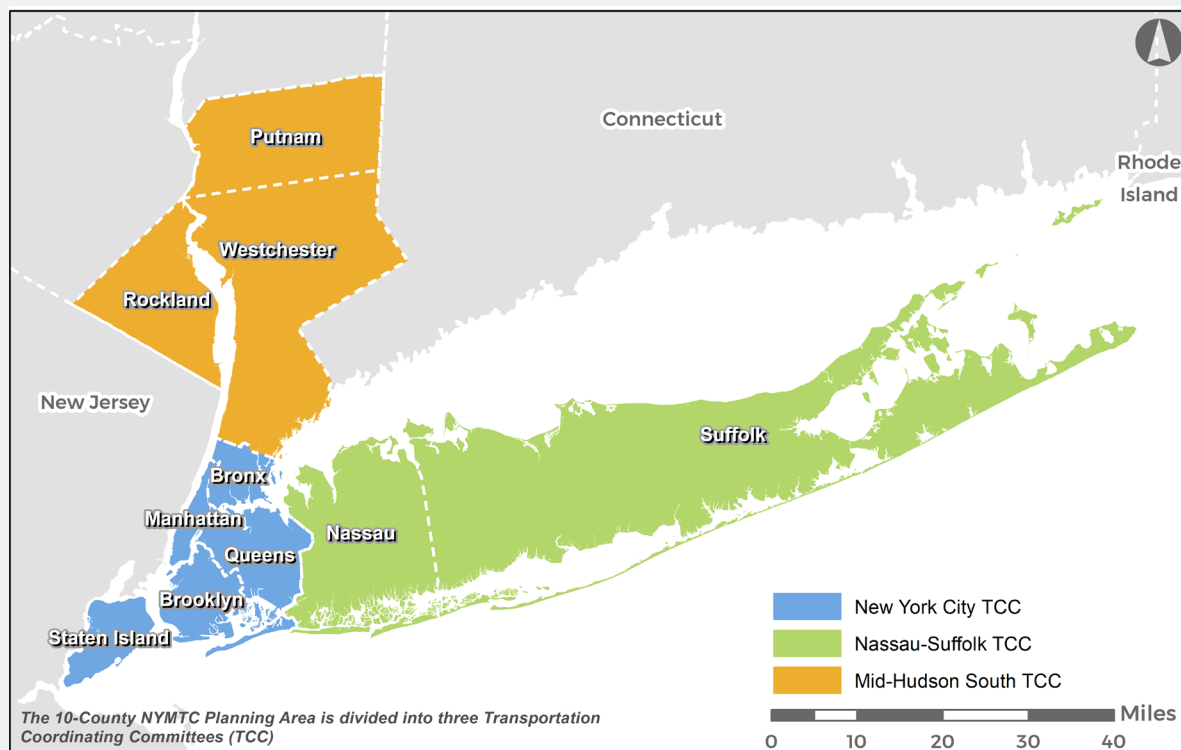


ProActive Mobility | Planning a Dynamic Future



**2024 NYMTC
ANNUAL REPORT**

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

The members of the New York Metropolitan Transportation Council (NYMTC) recognize that mobility—the ability of people and goods to move easily and safely to, from and between locations—is crucial to the lives of people of all abilities who live in, work in, or visit the NYMTC planning region. Therefore, we aspire to ensure that the mobility provided by our transportation systems reaches everyone in a sustainable, healthy, and equitable manner; to invest efficiently for these transportation needs; and to respond effectively to the transportation challenges of tomorrow.

As NYMTC, we will pursue our shared vision through the metropolitan transportation planning process built from this Plan. To do this, we envision 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

NYMTC's planning efforts help ensure that the region is prepared to obtain the maximum federal funds available to achieve the shared regional goals of our member agencies for the future of the transportation system. As NYMTC, we are a forum for collaborative planning from a regional perspective. We facilitate informed decision making among our members by providing sound technical analysis and forecasts to achieve a shared regional vision.

As we pursue these goals through our regional transportation planning process, the following guiding principles inform our planning:

- We will consider the needs of all users in NYMTC's planning area throughout the planning process.
- We will make the best use of federal resources for the regional transportation system and increase them where practical, while leveraging local resources as efficiently and effectively as possible.
- We will monitor the performance of the regional transportation system as a means of prioritizing improvements and investments.
- We will support multi-agency approaches that enhance the integration of independently operated components of the regional transportation system.
- We will engage the public and community stakeholders.
- We will harness technological advancements to improve our transportation system.



Council Members

Voting Council Members

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

Bruce Blakeman
NYMTC Co-Chair and
Nassau County Executive

Kevin Byrne
Putnam County Executive

Ed Day
Rockland County Executive

Ken Jenkins
Westchester County Executive

Dan Garodnick
Director
New York City Department of City Planning

Janno Lieber
Chairman and Chief Executive Officer
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

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

Kris Kolluri
President and Chief Executive Officer
New Jersey Transit

Richard J. Marquis
Division Administrator
Federal Highway Administration
New York Division

Sean Mahar
Interim 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 charting a path forward that will reduce greenhouse gas emissions, provide safe and equitable community connections, enhance economic prosperity and support environmental sustainability across the state.”

MARIE THERESE DOMINGUEZ

COMMISSIONER
NEW YORK STATE DEPARTMENT OF TRANSPORTATION
NYMTC CO-CHAIR

COMMISSIONER'S MESSAGE

DEAR COLLEAGUES:

There is no other Metropolitan Planning Organization in our nation that is as uniquely diverse and important as NYMTC. Serving ten counties that spread from the coastal communities of Long Island to the historic communities of the lower Hudson Valley, to the five boroughs of the nation's most populous city, NYMTC plays an invaluable role in representing the full range of transportation needs of this diverse region. With such varied stakeholders, NYMTC excels in fostering thoughtful and deliberative collaboration that gives voice to the region's varied interests and concerns.

As NYMTC members, we come together and stand united, working to create a more vibrant, inclusive transportation network that meets the challenges and needs of this diverse metropolitan area. Under Governor Kathy Hochul's leadership, we are charting a path forward that will reduce greenhouse gas emissions, provide safe and equitable community connections, enhance economic prosperity and support environmental sustainability across the state. The continued partnership forged by the NYMTC members ensures that this region is well poised to lead the charge.

As the Council Chair of NYMTC, I am proud of all the accomplishments achieved by NYMTC's member agencies. Collectively and collaboratively, we have accomplished great things. The New York State Department of Transportation achieved remarkable progress in the initial two years of its historic \$33 billion, five-year Capital Plan—modernizing our state's infrastructure

with the construction of 117 bridges and the rehabilitation or enhancement of 5,474 others, including many in the NYMTC region. Additionally, statewide, we have constructed or improved 4,523 lane miles of pavement—not to mention the hundreds of miles of bike lanes, sidewalks, shared use paths and ADA compliant ramps that align with the community-focused vision of the State Transportation Master Plan 2050 and NYSDOT's Active Transportation Strategic Plan which are both set to be released in 2025. Moving these efforts forward takes partnerships like those we share with our fellow NYMTC members.

By leveraging \$13.5 billion in federal funding and \$19.5 billion in state funding, we are revitalizing our highways, bridges, rail network, airports, and downstate suburban and upstate transit infrastructure. Whether it's a flood mitigation project, an interchange modernization, or a reconnecting communities project, we are working together to provide a safe, reliable, equitable, and resilient transportation system that connects communities, enhances quality of life, protects the environment, and supports the economic well-being of New York State.

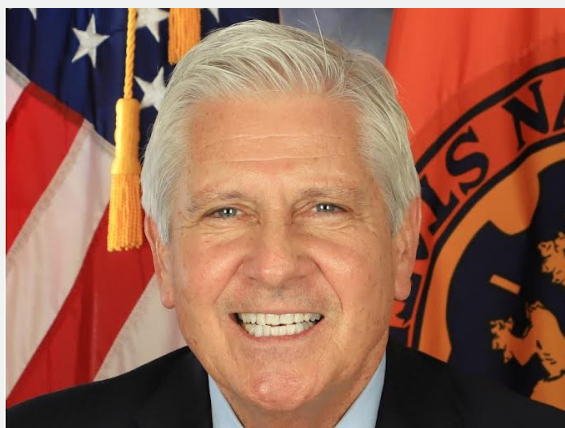
Sound planning is the key to ensuring that projects like these are responsive to the needs of the community and that's why NYMTC is invaluable. As we develop the renewed vision and goals for our state transportation system, we must underscore and emphasize the role of planning and community engagement that puts people at the center. The collaborative forum provided by NYMTC is an unsurpassed and critical asset in helping us achieve this vision.

Part of that vision is to create a greener future with reduced greenhouse gas emissions. The current year's enacted state budget provides more than \$8.8 billion in funding for public transportation systems statewide. In communities large and small, NYSDOT is also funding electric and hydrogen fueled bus fleets and programs that promote rider accessibility and convenience. To grow New York's EV infrastructure, NYSDOT and state agency partners are utilizing \$175 million in federal National Electric Vehicle Infrastructure funds for the installation of electric vehicle fast chargers along major travel corridors across New York State. We will rely on our NYMTC partners to help support efforts to further deploy charging stations in strategic areas across

the metropolitan region to enable cleaner transportation choices, improving air quality and reducing emissions.

As we continue our mission to positively transform New York's transportation landscape, the role of NYMTC cannot be overstated. I sincerely appreciate your hard work and dedication to ensuring the region's transportation system continues to effectively and reliably serve all residents and visitors. I look forward to our continued partnership as we journey together to create a prosperous New York.

Marie Flawie Dominig



"NYMTC's support has empowered Nassau County to innovate and address the transportation challenges we face."

BRUCE BLAKEMAN
NASSAU COUNTY EXECUTIVE
NYMTC CO-CHAIR

COUNTY EXECUTIVE'S MESSAGE

As I reflect on my time serving as co-chair of the New York Metropolitan Transportation Council (NYMTC), I am grateful for the opportunities I've had to collaborate with the dedicated individuals and organizations who do important work across our region. Together, we have made strides in addressing the diverse transportation needs of our region, ensuring that our system is efficient, reliable, and equally accessible to all.

Over the past year, Nassau County officials and NYMTC members have shown an exceptional commitment to enhancing our region's transportation infrastructure.

This partnership has been vital as we face the challenges of a rapidly changing environment. I am particularly proud of our joint efforts to secure funding for critical projects and initiatives.

One such effort is the Nassau Hub Transit Initiative Project, which will create a bus rapid transit service between the Rosa Parks-Hempstead Transit Center in the Village of Hempstead and the Long Island Rail Road Main Line station in the Village of Westbury. This project will help ease congestion, enhance connectivity between major destinations, and increase service to environmental justice communities. Initiatives like these demonstrate the power of collaboration



and its positive impact on our local communities.

NYMTC's support has empowered Nassau County to innovate and address the transportation challenges we face. Whether it's pushing for enhanced public transit systems, mitigating traffic congestion, or integrating new technologies to improve service delivery, our cooperative efforts have laid the groundwork for a progressive transportation agenda. The insightful feedback and invaluable expertise NYMTC staff offers have helped Nassau County further refine our strategic transportation goals, aligning them with broader regional priorities.

Our outreach initiatives and public involvement strategies have also helped foster stronger community ties. Engaging residents and stakeholders in discussions about their transportation needs is paramount to ensuring we build a system that reflects the priorities and aspirations of our diverse populations. I was encouraged by the enthusiasm and participation we saw during NYMTC forums; it is a true testament to the importance of incorporating voices from every corner of our communities.

As we look to the future, I hope to see the fruitful collaboration between Nassau County and NYMTC continue to flourish, as the critical nature of transportation planning deserves sustained attention and collective action. We must remain

proactive and adaptable to current challenges like aging infrastructure and demographic shifts. NYMTC's work will be central to these efforts, and I am eager to support the initiatives the council will pursue.

Nassau County and NYMTC have significant potential to work together on emerging issues like sustainability, resilience, and transit access. We can enhance mobility by leveraging new technologies and innovative transportation solutions while addressing environmental and economic concerns. We must align our strategies, share resources, and foster a collaborative approach to tackle these complex challenges effectively.

I want to express my heartfelt appreciation to everyone involved in improving transportation in our region —my fellow Nassau County leaders, NYMTC's staff, and all stakeholders who share our vision for a better transportation future. Your hard work and dedication inspire me and reaffirm my belief that we can achieve great things together. I look forward to continuing our partnership and building on the strong foundation that we have established. Thank you once again for the opportunity to serve as co-chair of NYMTC.



“We’re working towards what we see as the future of transportation usage and how it can be developed better, safer, and more climate-friendly for all.”

ADAM S. LEVINE
NYMTC EXECUTIVE DIRECTOR

EXECUTIVE DIRECTOR’S MESSAGE

Late last year, I celebrated my 35th anniversary as a member of New York State’s transportation workforce, yet it was a personal experience during a recent visit to the Jersey Shore that truly demonstrated the power and impact of proactive transportation.

While exploring Asbury Park’s famous boardwalk with my family, I noticed a row of electric scooters in their charging stations – something I’ve always wanted to try but never did due to adult rationalizing. With some timely encouragement from my wife and feeling more willing than not, I took a ride. The experience was beyond what I expected. Though it had always looked like fun to me – and it was – this clearly wasn’t only about entertainment. Local transportation possibilities were more evident – and exciting. The ability to travel by electric scooter to nearby locales within a shorter period of time could now change how people move about local areas; impact how local businesses operate; reduce motor vehicle emissions, and influence how a community will accommodate this increasingly popular mode of transportation.

The ever-increasing use of micromobility – scooters, walking, cycling, jogging, skateboarding, inline skating and more – and the heightened awareness and need for accessible transportation have increased our efforts to make these proactive means of travel easier, better, and safer. A quick

look at some of NYMTC’s work in the past year reinforces that fact. Preparations for our next Regional Transportation Plan (RTP) – Moving Forward 2055 – included many workshops and webinars where the public expressed their opinions about transportation trends, priority projects, gaps in safe, multi-use path connections for those who bike, walk, and roll, and more. Our public outreach helped hone in on the mobility needs for human services, healthcare transportation access and transportation for seniors and individuals with disabilities. Together with a very interested public, we examined different ways to share the space; we discussed the region’s alternative transportation energy sources and charging networks as well as new and emerging technologies for personal mobility and freight. We also had topical forums for the region’s coveted shared curb space and efficient parking for all transportation services.

Outside of our RTP workshops and forums, NYMTC commenced the Palisades Shared Use Path Study to determine the feasibility of making connections along a 20-mile-long path between the George Washington Bridge in Ft. Lee, New Jersey, and the Governor Mario M. Cuomo Bridge in South Nyack. Capital investments for new bus fleets, subway cars, railroad cars and more throughout the NYMTC planning area were added to our Transportation Improvement Program. Some substantial projects were also approved, including a new Port Authority Bus Terminal and the

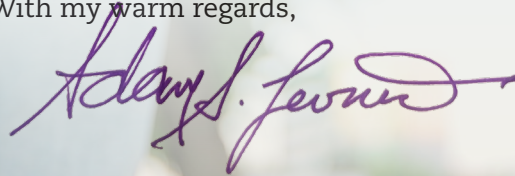
Hudson Tunnel Projects, which will build two new rail tracks under the Hudson River and rehabilitate the existing North River Tunnel, resulting in four modern tracks between New York and New Jersey.

To further our transportation knowledge, and to inform the public conversation, NYMTC published numerous pieces of transportation research, including the Hub Bound Travel Report, the 2055 Socioeconomic and Demographic Forecasts, the Travel Patterns Report, and the Transportation Conformity Determination, among others. Stay tuned for additional studies slated for publication in 2025. Our Community Planning Workshop Program was further refined, leading to a productive transportation assessment for the village of Cold Spring. We look forward to more such partnerships in 2025. Through our Thriving Communities Network program,

we assisted non-governmental organizations supporting underrepresented communities with resources they can use to participate in regional and local transportation planning, including information on how to apply for funding that supports key community projects and transportation improvements. Our meetings with representatives of the Shinnecock Nation helped strengthen our collaboration efforts while working with them to generate additional federal funding for transportation.

Through these efforts, we're working towards what we see as the future of transportation usage and how it can be developed better, safer, and more climate-friendly for all.

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:

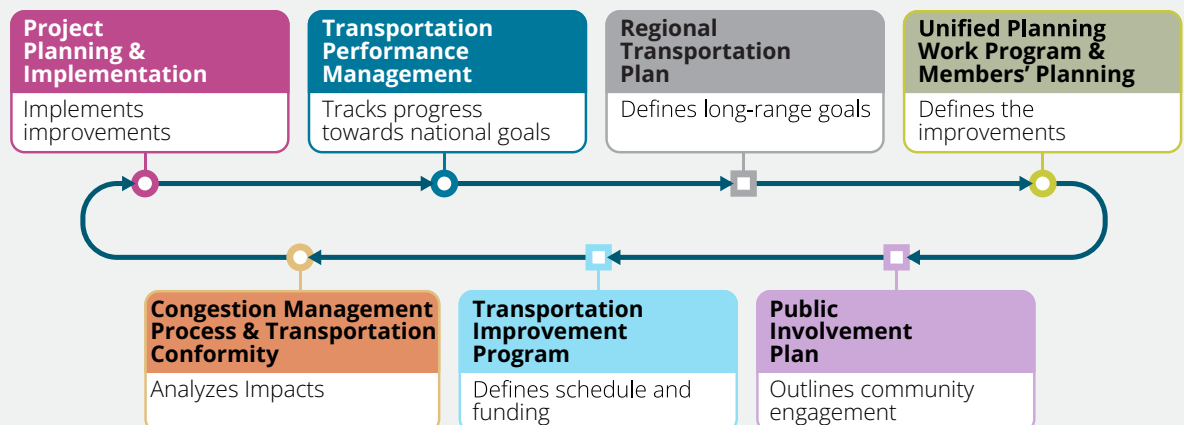
Planning Products

- **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.
- **Public Involvement Plan**
Includes strategies to better involve the region’s residents and employers in the transportation planning process and is routinely revised to address changing needs of the region.

Planning Analyses

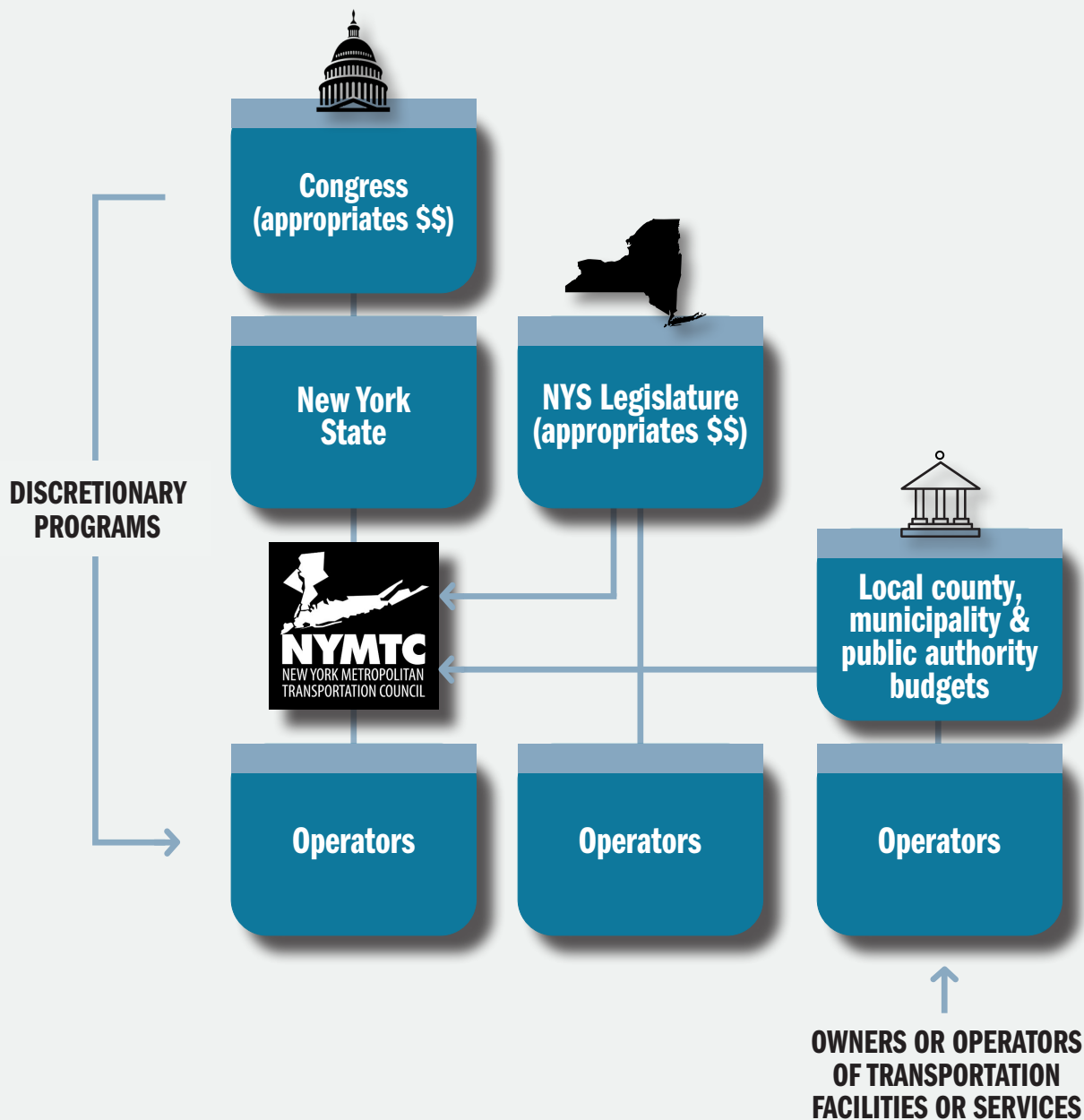
- **Congestion Management Process:**
Establishes an objective set of performance measures to define and quantify transportation system congestion.
- **Transportation Conformity:**
Ensures that federal funding and approval are given to highway and transit projects that are consistent with (“conform to”)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

The Regional Transportation Planning Process



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.



Federal Funding for the Region

One of NYMTC’s primary functions is planning for and making decisions on the use of available federal transportation funds. This function involves selecting and programming eligible transportation projects under various federal funding programs. The vehicle for enabling the use of federal funds for selected projects is the Transportation Improvement Program, or TIP. The TIP is a five-year program of projects to be funded with federal resources. The adopted

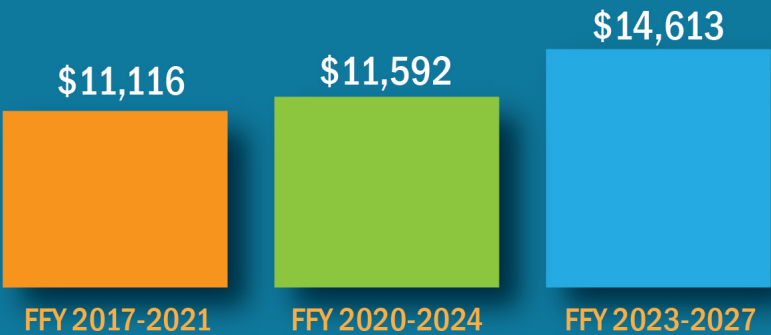
TIP enables the funding to be used once the federal government obligates – or makes funding commitments to – individual projects which appear in the TIP.

NYMTC’s current TIP covers federal fiscal years (FFYs) 2023 through 2027. As adopted in September 2022, the current TIP contained just over 1,000 projects throughout NYMTC’s planning area, with more than \$36 billion identified for these projects.

Proposed FFYs 2023-27 TIP: Program by Fund Source
(in millions of Year of Expenditure \$)



Federal Funds Programmed per TIP
(in millions of Year of Expenditure \$)



Roughly 40% of these funds – \$14.6 billion – are federal, with the balance coming from State and local sources. Most federal funding programs require a local match to federal funds used for projects – usually 20%. The federal funds in NYMTC's TIP are highly leveraged with these other resources in pursuit of a very ambitious program of projects, the largest in the country.

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law, becoming the largest investment in our infrastructure and economy in our Nation's history. The IIJA authorized \$567 billion for transportation investment nationally over FFYs 2022 through 2026, which almost doubled the authorized transportation funding in its predecessor legislation.

At the time of its adoption, the FFYs 2023-2027 TIP began to reflect this increased funding authorization. The \$14.6 billion in programmed federal funding was 26% higher than the previously adopted NYMTC TIP.

However, at the time of the TIP's adoption in September 2022, four formula funding programs newly authorized by the IIJA had not been fully programmed and the significant nationally competitive discretionary funding programs authorized by the IIJA were just being rolled out. As of the end of FFY 2024, the federal funding programmed in the TIP has increased to \$20.5 billion, which is 77% higher than the previously adopted TIP. This very significant increase reflects the aggressive approach taken by NYMTC's members in bringing as much of this increased federal funding into our region to address transportation needs.

In FFY 2024, NYMTC and its members were very active in advancing the TIP to implementation and pursuing these expanded resources. Important accomplishments included the following:

- Federal obligation of 408 transportation improvement projects to unlock more than \$4.4 billion in federal funding from the IIJA.

- \$1.2 billion in nationally competitive federal discretionary funding was awarded to 61 capital and planning projects in the NYMTC planning area in FFY 2024. Included among these are:
- Corridor planning assessment for MTA's proposed Interborough Express Light Rail transit service in Brooklyn and Queens.
- Town of Riverhead's intermodal transportation hub in Suffolk County.
- City of Peekskill Pedestrian & Cyclist Safety & Connectivity Plan in Westchester County.
- New York Penn Station Reconstruction and Amtrak Gateway Program in Manhattan.
- Westchester County hybrid electric bus purchases.
- Route 110 corridor Transit-Oriented Development.
- City of New Rochelle Reconnecting Communities for Transit Oriented Development in Westchester County.
- Cross-Bronx Expressway - Multimodal Community Connector Roadway in the Bronx.
- Clean school buses in various school districts in Rockland County.
- Port Authority electric cargo handling equipment & vessel shore power.
- Long Island Greenway East (Phase II) Planning & Design.
- Republic Airport in Suffolk County
- Town of Kent Safe Streets and Roads for All Action Plan in Putnam County.

NYMTC Public Outreach in 2024

Public involvement in the transportation planning process contributes to better decisions in the form of additional facts, values, and perspectives obtained through public input. Through webinars, workshops, public comment periods, email blasts, pop-up events, press releases, social media, our website, and more, NYMTC provides year-round opportunities for

all populations to learn about and participate in NYMTC's transportation planning process. One of the many important approaches to public engagement includes NYMTC's public meetings. Those held in 2024 are documented below. Include yourself in our public involvement program by emailing NYMTC.Web@dot.ny.gov and be added to our distribution list.

PFAC Meeting: EPA Climate Pollution Reduction Grant Program

Thriving Communities Network: Interactive Workshop for Transportation Planning and Grant Applications

UPWP Comment Period Webinars

Brown Bag Webinar: Suburban Bus Redesign Initiatives

Thriving Communities Network Meeting: The Federal Transportation Funding Process
Palisades Shared Use Path Study: Community Visioning Workshop

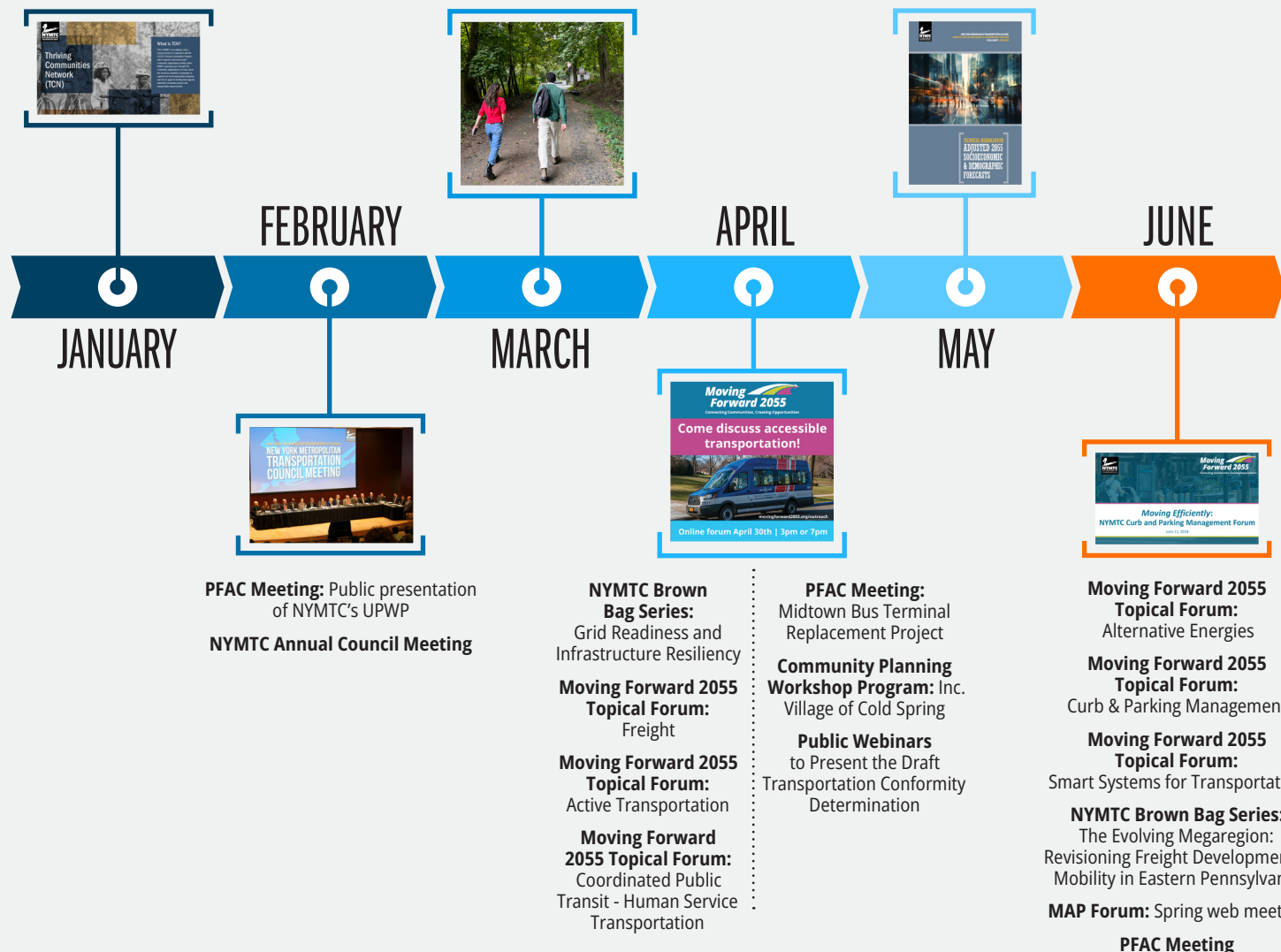
Brown Bag Webinar: Hoboken's Vision Zero

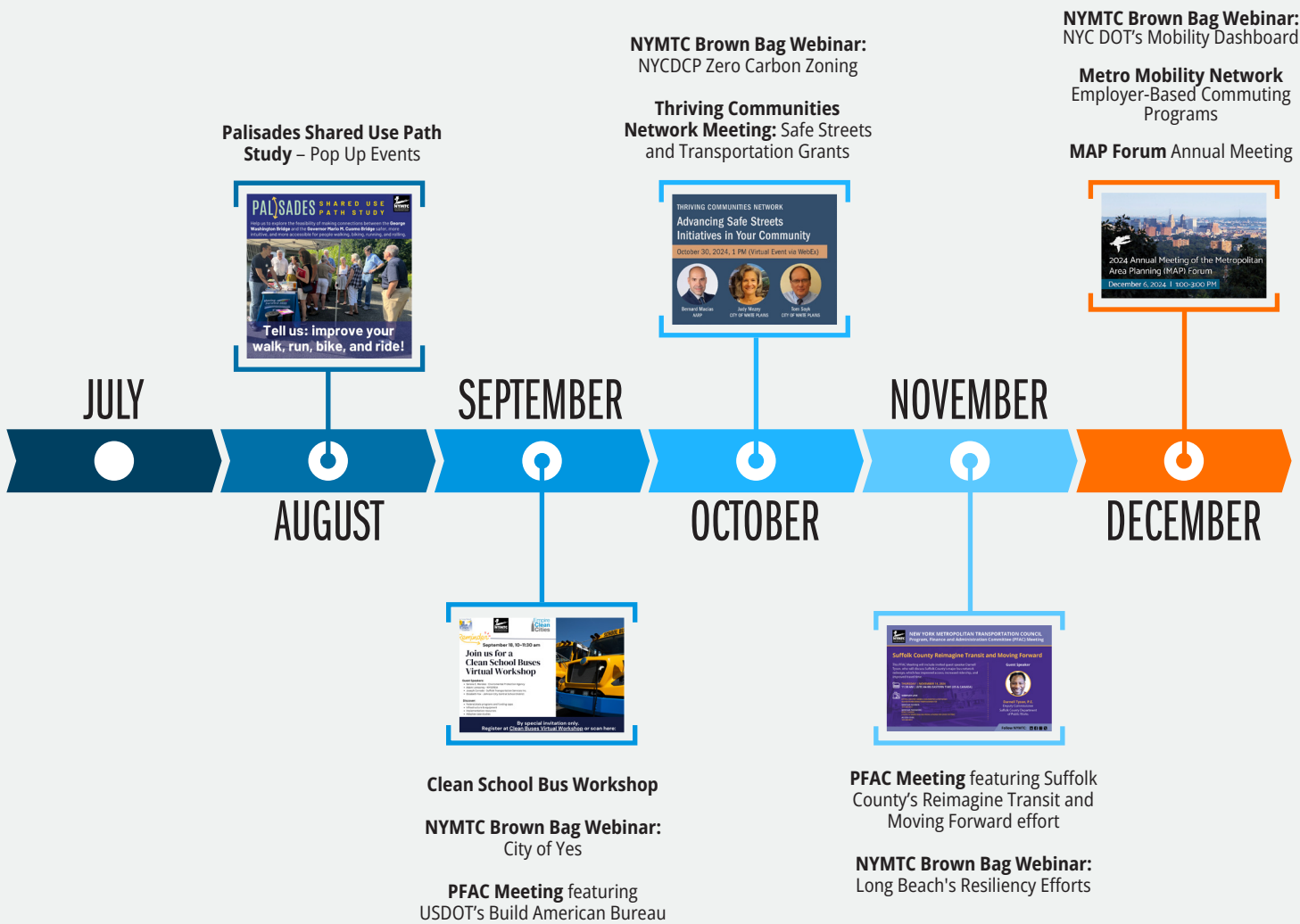
Metropolitan Mobility Network: Integrated Corridor Management

Moving Forward 2055 Topical Forum: Safety and Micromobility

NYMTC Climate Pollution Reduction Grant Program Review Meeting

Public Review Meeting of Adjustments to the 2055 Socioeconomic and Demographic (SED) Forecasts





NYMTC Research and Studies

NYMTC released the following research reports and studies during 2024:

2023 Travel Patterns Report

The Travel Patterns Report summarizes, annually and by each quarter of the year, the average weekday ridership on buses, rail, subways, and ferries along with the vehicular traffic crossing waterway bridges in the NYMTC planning area.

2022 Hub Bound Travel Data

This report presents a detailed analysis of travel to and from the Manhattan Central Business District (CBD) both by person and by vehicle during 2022.

Adjusted 2055 Socioeconomic and Demographic Forecasts

The Socioeconomic and Demographic Forecasts measure county-level population and employment forecasts for a 31-county study area surrounding the NYMTC planning region. The Adjusted Forecasts accounted for the latest available population and employment data and will be used as data inputs for the New York Best Practice Model (NYBPM) and for the next Regional Transportation Plan.

Transportation Conformity Determination

The Transportation Conformity Determination is developed by NYMTC to demonstrate that its Transportation Improvement Program and its Regional Transportation Plan conform to the motor vehicle emissions budgets set by the State Implementation Plan (SIP) for Air Quality.

THESE NYMTC STUDIES WILL BE UNDERWAY AND/OR COMPLETED DURING 2025:

2023 Hub Bound Travel Data

Hub Bound will provide updated data on people and vehicle traffic to and from the Manhattan Central Business District during 2023. Expected date of publication: March 2025.

Palisades Shared Use Path Study

The Palisades Shared Use Path Study will determine the feasibility of a 20-mile shared use path extending from the George Washington to the Governor Mario M. Cuomo Bridges. Expected date of publication: Spring 2025.

Transportation Conformity for Plan 2055

NYMTC's Transportation Conformity for Plan 2055 ensures that transportation projects and programs are consistent with the motor vehicle emissions budgets set by the New York State. Expected date of publication: Spring 2025.

NYMTC's Regional Household Travel Survey

This survey will provide key travel statistics to help in the planning of future transportation investments, and will be used in NYMTC's travel demand model, the New York Best Practice Model (NYBPM).

Regional Waste Movement Study

The Regional Waste Movement Study will examine the needs/opportunities associated with the movement of municipal solid waste and construction and demolition debris across several states. Expected date of publication: Spring 2025.

Safety Needs and Technologies Assessment for NYMTC's Suburban Counties

This research enhances transportation safety and security through a systematic process that integrates best practices, stakeholder engagement and advanced technological insights. Completion is tentatively scheduled October 2025.

Transit Service Coordination Needs Assessment

The Transit Service Coordination Needs Assessment will identify 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 2025.



Moving Forward 2055: The Next Regional Transportation Plan



Public involvement in NYMTC's next regional transportation plan, Moving Forward 2055, took center stage in 2024 through a series of 14 online topical workshops where the interested public shared their opinions on critical transportation issues in the areas of freight, active transportation, human services, safety,

micromobility, alternative energy sources, curb and parking management and technology. All sessions were led by regional transportation experts and included an interactive and public-friendly survey that allowed NYMTC to engage meaningfully with stakeholders and collect more nuanced and informative data from more than 2,800 survey respondents.

The tools, tactics, and innovative technologies used by NYMTC to generate meaningful community engagement received public accolades when our strategy was chosen for exhibition during the Transportation Research Board's Annual Meeting in January 2025.

A draft Regional Transportation Plan document will be released for a public comment period beginning in early June 2025 and is expected to be adopted in September.

Thriving Communities Network (TCN)



NYMTC's Thriving Communities Network (TCN) is a transportation resource for traditionally underrepresented communities in NYMTC's planning area. The TCN regularly convenes non-governmental community organizations to support their participation in the transportation process while providing information of interest, access to grants and other information vital to their organizations' transportation needs and safety.

During 2024, NYMTC held three meetings for members of the TCN, focusing on identifying and applying for funding; how to create a safe streets program in their communities; the federal grant process and more. 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



In 2024, NYMTC continued to grow its Community Planning Workshops Program, a key initiative designed to help local officials, government staff, and the public assess transportation conditions and identify potential improvements. The program focuses on enhancing pedestrian safety, promoting walkability, and improving bicycle access. In the past year, we worked with the communities of Haverstraw (Rockland County), Pelham (Westchester County), and

Mt. Vernon (Westchester County). Also, a Community Planning Workshop was held in the Village of Cold Spring in Putnam County. These workshops equip community leaders with recommendations to secure federal funding for their projects and foster greater awareness of transportation safety across NYMTC's planning area.

Brown Bag Series



The popularity of NYMTC's Brown Bag series flourished in 2024, creating a demand that resulted in turning this webinar series into a monthly event. The NYMTC Brown Bag webinar is an informative transportation series that presents vital transportation topics and projects that are in the news and of great interest to transportation professionals and the public. Among the webinars produced during 2024 included the New York City Department of Transportation's Mobility Dashboard, Long Beach's Resil-

ience Efforts, the New York City Department of City Planning's Zero Carbon Zoning, Suffolk County's Suburban Bus Redesign Initiatives, Hoboken's Vision Zero, and much more.

NYMTC continued to secure 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 in 2025 that will focus on NYMTC's Hub Bound Travel Report, the Palisades Shared Used Path Feasibility study; Westchester County's Bee-Line free fare effort, and more.

NYMTC's 9-11 Memorial Program



Afia Ibnat Subah
Ph.D. Civil and Environmental
Engineering candidate
Rensselaer Polytechnic Institute



Bennett Jonathan
Master of Science in Civil
Engineering candidate
Columbia University



Elliott Wareham
Master of Urban
Planning candidate
New York University



Eunjin Shin (E.J. Shin)
Candidate for a Master of
Science in Civil Engineering and
a Master of Architecture
Columbia University



Paula Yaghi
Ph.D. Civil and Environmental
Engineering Candidate
Rutgers University



Vivek Dsouza
Candidate for a Master of
City and Regional Planning
Rutgers University

In October 2024, NYMTC awarded six graduate students from New York and New Jersey universities a one-year academic fellowship in transportation planning as part of the agency's September 11 Memorial Program for Regional Transportation Planning. The program awards students with a fellowship to conduct innovative transportation planning research under the guidance of a mentor from NYMTC

or a NYMTC member agency. NYMTC established the annual program in 2005 to honor the memory of Ignatius Adanga, Charles Lesperance, and See Wong Shum, the three NYMTC employees who lost their lives during the World Trade Center attacks in 2001. NYMTC administers the program in collaboration with Rutgers University's Center for Advanced Infrastructure and Transportation.



NYMTC MEMBER INITIATIVES 2024

Many NYMTC member projects and initiatives result from their participation in NYMTC. Here we highlight a few of the many realized in 2024:



NASSAU COUNTY

NASSAU HUB TRANSIT INITIATIVE PROJECT



Rosa Parks-Hempstead Transit Center



LIRR Hempstead Station

The Nassau Hub Transit Initiative Project will create a bus rapid transit (BRT) service between the Rosa Parks-Hempstead Transit Center in the Village of Hempstead, NY, and the Long Island Rail Road (LIRR) Main Line station in the Village of Westbury, NY, which will address congestion, enhance connectivity between major destinations, and increase service to environmental justice (EJ) communities. The BRT service will be operated as part of the County's Nassau Inter-County Express (NICE) bus, a major suburban transit system. The BRT service would be approximately 6 miles in each direction and approximately 12 mile round trip, with a service area population of over 1.3 million people.

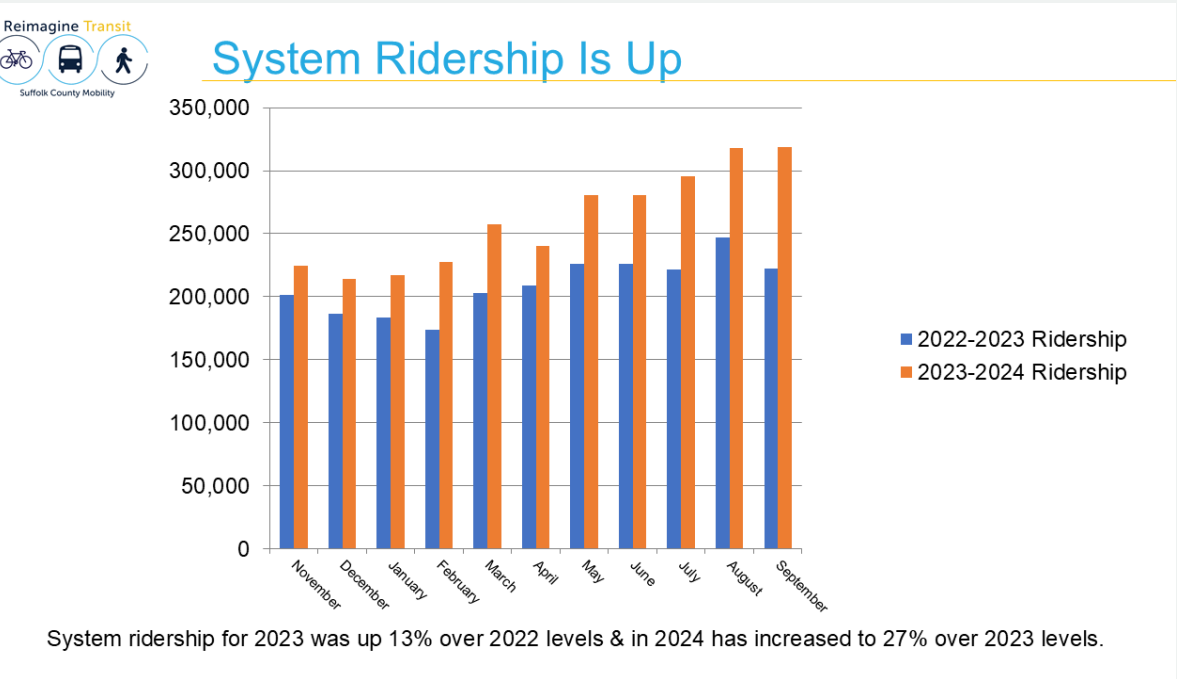


SUFFOLK COUNTY

SUFFOLK COUNTY’S REIMAGINE TRANSIT INITIATIVE



Unveiled in October of 2023, the Reimagine Transit Initiative was the first comprehensive redesign of the Suffolk County Transit fixed route bus system since its inception in the 1980s. As a part of the redesign schedules were refreshed, route paths were analyzed and optimized to reflect current travel needs, 7 new timed transfer points were set up county-wide to improve connections and speed travel, and service was expanded to operate 7 days a week from 5 am to 10 pm. This uniform service expansion is beneficial to our 2.9m annual riders and will improve mobility for all of Suffolk County’s 1.5m citizens. The Reimagine Transit study was based on planning which was funded through the UPWP including the Mobility Implementation Plan and the Implementation Plan Development and Public Outreach for the Suffolk County Reimagine Transit Initiative.



Data analysis conducted during the study projected increases in access to jobs and more access for residents for all scenarios old versus new. In summary the average number of jobs accessible within 60 minutes from old to new system increased by 51% for all residents, 68% for residents of color, 60% for low-income residents and 53% households without cars, underscoring the benefits to help some of our most vulnerable citizens. System ridership in the year since the launch of the new network has increased 26.3%, representing an increase of over 670,000 riders.

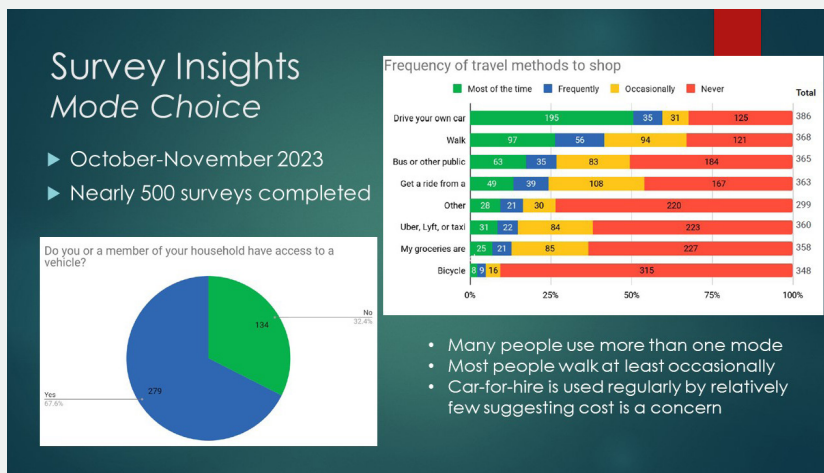
As we look forward, we will continue to evaluate what is working and what is not and will adjust accordingly. We aim to start another microtransit zone in Kings Park with expanded service up to the Sunken Meadow State Park on the North Shore. We expect to release a rider survey in 2025 to better document satisfaction with the new system and we will continue to monitor ridership levels to understand trends and reactions to the system to make informed choices about how to reinvest funds should they become available.



WESTCHESTER COUNTY

TRANSPORTATION AND FOOD ACCESS STUDY

The goal of the transportation and food access study is to recommend enhancements to transportation services and infrastructure, land use policies, and freight and food delivery policies that improve resident access to food.



The study team has completed a county-wide existing conditions assessment including a data and GIS analysis of grocery store availability, community demographics, and transportation access as well as a survey of nearly 500 Westchester residents. A more in-depth analysis of a smaller study

area in the downtown area of Yonkers, including interviews of numerous local stakeholders and community members, is nearly complete.

Next the study team will work with local stakeholders and subject experts to develop recommendations to improve food access in the study area and more generally county wide and will create a final report. The project is intended to be completed by March 31, 2025.



ROCKLAND COUNTY

ROCKLAND'S BUS SHELTER PROGRAM



The Rockland County Public Transportation Department's Countywide Bus Shelter Program coordinates and carries out bus shelter purchases, installations, replacement, repairs, and ADA improvements. The Department also administers a bus shelter power washing program for all shelter infrastructure County-wide and coordinates with municipalities to ensure the County's bus shelters are maintained. In 2024, the Department repaired more than 30 bus shelters and installed several new shelters. Last year the Department also completed its bus shelter solar lighting campaign, having now retrofitted more than 130

shelters in Rockland with solar lighting kits. These combined programs improve the customer experience for bus transit users in Rockland County and align with the County's Transportation Demand Management (TDM) program goals to improve mobility and access and increase transportation safety.



PUTNAM COUNTY

RECONSTRUCTION OF PEEKSKILL HOLLOW ROAD



In 2024, Putnam County substantially completed the long-term reconstruction of Peekskill Hollow Road (CR-21) located in the Town of Putnam Valley. The project involved reconstruction of the roadway and bridges

from Oscawana Lake Road (CR 20) to Church/ Mill Street to improve geometrics, add shoulders and improve drainage. All of the road work has been completed including culvert replacements. This includes areas of full-depth reconstruction, milling and repaving, new drainage, curbing, signage, and striping. The last phase of construction has been paused due to cold temperatures and is expected to be completed in Spring 2025.



METROPOLITAN TRANSPORTATION AUTHORITY

2025 – 2029 CAPITAL PLAN



In September 2024, the MTA Board approved the proposed 2025-2029 Capital Plan, outlining a \$68.4 billion investment in the region's subways, buses, railroads, bridges, and tunnels over the next five years to ensure New Yorkers continue to have access to reliable, accessible, and sustainable transit. The plan targets investments to rebuild, improve, and expand the MTA system, provide frequent and reliable service by putting the system on a path to state of good repair, including investments in railcars, power, and signals. The plan will also improve the customer experience, with investments in accessibility, stations, and modern fare gates, in addition to taking action on climate change, resiliency, and sustainability initiatives. The approved plan was submitted to the Capital Program Review Board (CPRB) in October 2024.

“This Capital Plan was developed by the most comprehensive analysis the MTA has ever undertaken to truly understand the needs of the system, the challenges and opportunities,” said MTA Chair and CEO Janno Lieber. “After years of underinvestment, more than 90% of this proposed plan – the largest in MTA history – focuses on bringing the system to a state of good repair. These investments are necessary to serve the following generations and the future of the region’s economy, environment, and social and economic equity.”

The MTA will host a series of open houses around the New York region and a public education campaign to inform and engage New Yorkers on the capital plan. The MTA will also work with partners in local, State, and Federal government to ensure that the proposed capital plan is fully funded.

Accessibility Improvements Throughout the MTA Network

ADDITIONAL SUBWAY AND COMMUTER RAIL STATIONS MADE ACCESSIBLE



The MTA has accelerated its pace of ADA upgrades, awarding nearly five times as many projects as previous capital programs. This surge is part of the 2020-2024 capital program, which dedicated nearly \$6 billion to making stations newly accessible. The proposed 2025-2029 plan calls for at least 60 more stations to be made accessible.

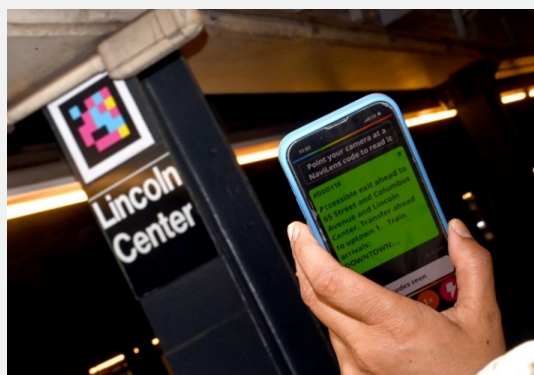
In April 2024, the MTA completed its first design-build package, encompassing eight accessibility projects. As of August 2024, accessibility upgrades were underway at 38 subway stations, adding to the 154 already accessible subway stations, and ensuring that nearly 70% of all subway rides will take place to or from accessible stations. Additionally, approximately 90% of LIRR and MNR stations in New York State are accessible, with several more in construction.

NEW PARATRANSIT ASSESSMENT CENTER IN LOWER MANHATTAN



In October 2024, a new Paratransit Assessment Center opened in Lower Manhattan to support the eligibility determination process for new and recertifying Access-A-Ride (AAR) customers. The new center provides a more convenient assessment location for paratransit applicants who live or work in Manhattan and increases capacity across the system of Assessment Centers that serve thousands of paratransit customers each month. As of November 2024, paratransit processed over 32,600 applications and 8,100 recertifications—an 11% increase from 2023.

INNOVATIVE ACCESSIBILITY SOLUTIONS



NaviLens and NaviLens GO are free smartphone apps that translate visual information into accessible formats. When customers scan a NaviLens code in a subway station or at a bus stop, the app will read out information like train or bus arrival times, real-time elevator status, and information about in-station features. The codes also guide users to their locations, helping blind and low-vision riders identify precise bus stop locations, find the subway station AutoGate or HelpPoint, and more. NaviLens can also translate information

into dozens of languages, increasing language access. Over 1,000 NaviLens codes have been installed on the entire M66 bus route and at numerous subway stations along Manhattan's west side.

"Bringing this century-old infrastructure into the 21st century isn't easy, but the MTA is determined to make all our 700-plus stations accessible to all." - MTA Chair and CEO Janno Lieber.

"Creating a modern paratransit operation means giving our customers options, whether that be new assessment centers for the eligibility process or using an app to book and track trips." - MTA Chief Accessibility Officer Quemuel Arroyo.

Future steps include completion of ongoing ADA construction projects and maximizing the benefits of investments by making strategic decisions about which stations to prioritize for accessibility improvements in accordance with the Americans with Disabilities Act (ADA) and in consultation with riders and advocates.

SECOND AVENUE SUBWAY PHASE 2

In January 2024, the MTA awarded the first construction contract for the extension of the Second Avenue Subway from 96 Street to 125 Street in Manhattan. The initial \$182 million award was for the first component of the project, which will relocate under-



ground utilities from 105 Street to 110 Street on Second Avenue at the site of the future 106 Street Station, in order to facilitate the subsequent cut-and-cover construction of the station.

When completed, the Phase 2 extension will be approximately 1.5 miles in total, with three new stations at 106th St., 116th St. and 125th St. and a direct passenger connec-

tion with the existing 125th St. subway station on the Lexington Avenue (4,5,6) line and an entrance at Park Avenue to allow convenient transfers to the MNR at the Harlem-125th St. station. It is estimated to serve an additional 100,000 daily riders and provide three new ADA accessible stations.

"Phase 2 of the Second Avenue Subway will change lives and expand opportunities by bringing transit equity to the East Harlem community who have waited decades for this. The expansion of the Second Avenue Subway will get more than 100,000 daily riders to jobs, education, and recreation not only in the city but throughout the region." - MTA Chair and CEO Janno Lieber

"The MTA is implementing valuable lessons learned from past projects into Phase 2 of the Second Avenue Subway, and this contract reflects our new approach by proactively relocating utilities upfront. Improving this process will help deliver this project more efficiently and provide residents of East Harlem with increased transportation options better, faster, and cheaper than before." - MTA Construction and Development President Jamie Torres-Springer

The MTA will be holding periodic industry outreach events throughout the lifecycle of the Phase 2 project.

INTERBOROUGH EXPRESS (IBX)

In October 2024, the MTA released a Request for Proposals (RFP) to solicit consultant bids for the preliminary engineering phase of the Interborough Express (IBX). This represents a major step in the design of this transformative light rail transit project that will connect communities in Brooklyn and Queens to 17 subway lines, over 50 bus routes, and the Long Island Rail Road at the East New York and Woodside stations. As the majority of residents and workers in the project corridor travel between and among Brooklyn and Queens, IBX will significantly reduce travel times by eliminating the need for an inefficient subway route through Manhattan.



The project has undergone significant refinement over the past year to ensure that it will provide the best service for passengers at the best value. In Middle Village, Queens, the MTA is advancing design of a tunnel solution beneath Metropolitan Avenue rather than on-street operations. This would reduce the potential for travel delays due to mixed traffic operations, resulting in shorter end-to-end travel times, and making the project more resilient with a dedicated right-of-way for light rail operations. In East New York, Brooklyn, a station location north of Atlantic

Avenue within an MTA-controlled site is being advanced. Locating an IBX station here will facilitate transfers to the A, C, J and Z trains at the Broadway Junction station complex, as well as the LIRR East New York Station on Atlantic Avenue, creating further opportunities to move efficiently between IBX and the existing transit network. The MTA has also reduced the total number of bridges along the project corridor that require reconstruction and identified stations where one center platform can be constructed instead of two side platforms. These and additional project refinements will be explored during the upcoming preliminary engineering phase of the project.

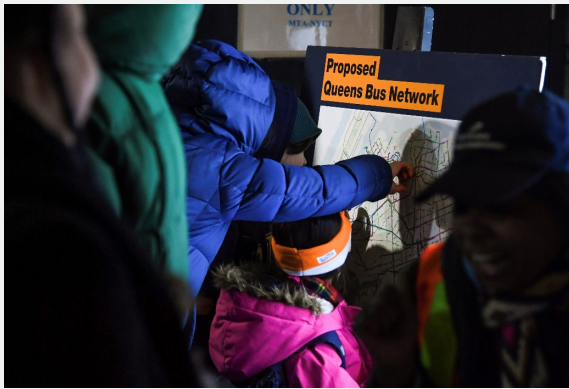
"More than 5 million people live in Brooklyn and Queens and many of them want to travel between the two boroughs for jobs, education and all that NYC has to offer," said MTA Chair and CEO Janno Lieber. "We need an easier way to move between the two boroughs, and that is exactly what the IBX delivers."

In 2025, a consultant will be selected to begin the preliminary engineering phase of the project. Additional public meetings will be announced in the future, including public hearings associated with the environmental review process.

QUEENS BUS NETWORK REDESIGN

This project is part of the larger effort to modernize the bus network and improve service in New York City, with the goal of meeting customers' priorities for more reliable service, faster travel, better connections, and ease of use. With 113 bus routes serving 800,000 riders on an average weekday, Queens has more bus routes and bus riders than any other borough. Almost half of Queens residents rely on public transit for their daily commutes, with many dependent on local bus service. Over the years, Queens has grown and changed, resulting in shifting demographics and travel patterns. However, the Queens bus network has not substantially changed in decades, resulting in declining ridership, bus speeds, and reliability. The Queens Bus Network Redesign is aimed at enhancing the bus experience for

Queens residents with faster, more reliable, and simplified service with better connections. The Proposed Final Plan was released at the end of 2023, with outreach and public hearings taking place in 2024. During outreach, more than 40 events were held and the MTA



received close to 3,900 comments, mainly centered around routing proposals, bus stop locations, and overall operations.

“The Queens Bus Network Redesign is the largest bus network redesign project in the United States, with slated improvements for the borough’s nearly 800,000 bus riders,” said New York City Transit President Demetrius Crichlow. “The feedback gathered from everyday bus riders is integral in producing a modern bus network that delivers the service improvements Queens communities deserve, and when supplemented with other

initiatives like automated camera enforcement, which we activated along a few Queens routes this past week, faster and safer bus service is well underway.”

The project team is currently reviewing comments and making final adjustments to the plan, which will be reflected in the Proposed Final Plan Addendum. The plan will then be presented to the MTA Board for a vote.



NEW YORK CITY DEPARTMENT OF TRANSPORTATION

REIMAGINE THE CROSS BRONX STUDY



The Reimagine the Cross Bronx study is funded by a \$2 million grant from the United States Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program and is advanced through a partnership between New York City Department of Transportation (NYC DOT), NYC Department of City Planning (NYC DCP), NYC Department of Health and Mental Hygiene (DOHMH), and New York State Department of

Transportation (NYSDOT). This study addresses the needs of the long-underserved communities living near the Cross Bronx Expressway and is guided by four central goals:



- Facilitate a community-driven vision
- Create short, medium, and long-term concepts for improvements to the transportation network, public realm, and access to open space
- Increase community leadership to support implementation of strategies and future planning efforts
- Foster long-term collaboration between stakeholders, residents, and City and State government

The study will result in an early 2025 plan to reconnect communities and address public health issues.

“We must seize the opportunity now to reimagine the Cross Bronx Expressway, reconnect neighborhoods that have been historically wronged, and advance concepts that will improve the quality of life for Bronx residents,” NYC DOT Commissioner Ydanis Rodriguez. “We will continue engaging with the neighborhood and encourage Bronxites to participate and share their thoughts for this once-in-a-generation transformation of this vital corridor.”

The study team will work together to advance the implementation of short-term projects starting in 2025. Major infrastructure improvements will require additional coordination to identify sustainable funding sources and continue conversations between City and State agencies and community stakeholders.

For additional information, please see <https://www.crossbronx.info/about>



NEW YORK CITY DEPARTMENT OF CITY PLANNING

CITY OF YES FOR HOUSING OPPORTUNITY



For decades, New York City hasn’t built enough housing because of overly restrictive zoning rules. As a result, there aren’t enough homes for New Yorkers to live in, many neighborhoods are closed off to housing opportunity, and the cost of housing keeps rising.

City of Yes for Housing Opportunity is a zoning text amendment that addresses this crisis by making it



possible to build a little more housing in every neighborhood. This will provide New Yorkers more housing choice and bring housing costs down.

Two focuses of the proposal are increasing transit-oriented development and updating off-street parking regulations.

The proposal went through public review in the spring & summer of 2024, with community boards & borough presidents providing input and the City Planning Commission (CPC) holding a public hearing. In September, the CPC approved the proposal with modifications. The City Council held a public

hearing in October and voted to approve the proposal with modifications on December 5, 2024.

“New York City’s housing crisis has persisted for so long that many assume high rents, scarce housing, and landlords holding all the cards are just a fact of life. But these outcomes are the result of policy choices, and today, we are officially choosing a new path. These critical changes in our zoning rules will help tackle our housing shortage and create the homes New Yorkers need, all while avoiding significant changes in any one area,” said CPC Chair and DCP Director Dan Garodnick.



NEW YORK STATE DEPARTMENT OF TRANSPORTATION

I-287 OVER MIDLAND AVENUE BRIDGE DECK REPLACEMENTS

Interstate 287 is a heavily traveled corridor in the Lower Hudson Valley, connecting approximately 50,000 vehicles a day to travel, work, and commercial shopping throughout Rockland and Westchester Counties and beyond. This \$29 million project replaced the



bridge decks and completed general bridge component rehabilitation for two structures carrying Interstate 287 over the Metro North Railroad and Midland Avenue in the City of Rye in Westchester County. I-287, also considered the Cross Westchester Expressway in this location, is also a heavily trafficked truck access route. The structural safety and smooth riding surface provided by this construction project provide a safe and comfortable commute for the traveling public and improves the reliability of New York’s freight network. This project used significant federal funding through the NYMTC process.

CROOKED HILL ROAD



In one of the most transformative projects on the Long Island Expressway (Interstate 495) in over thirty years, Exit 53 was reconstructed and modernized for the benefit of Suffolk County residents. Two new ramps, which opened in August 2024, now connect the Expressway to Crooked Hill Road, creating smoother travel conditions and more direct access to area shopping centers, industrial parks, Brentwood State Park, and the local campus of Suffolk County Community College. This project used significant federal funding through the NYMTC process. The \$27 million investment also improved existing connections to the Sagtikos State Parkway with a new over height vehicle detection system, new overhead variable message signs, and extended lanes for traffic merging from the LIE and from the Pilgrim Psychiatric Center.

STATEN ISLAND BRIDGE REHABILITATIONS



On Staten Island, two bridges over the Staten Island Expressway were rehabilitated to extend their service life by an estimated 40 years and reduce the need for future maintenance. The \$28.5 million project, which used significant federal funding through the NYMTC process, rehabilitated the bridges that carry Woolley Avenue and Bradley Avenue over Interstate 278. The project replaced the concrete bridge decks, sidewalks, and steel bearings, painted the structural steel, and repaired the structural steel beams and concrete on the pier columns and abutments on both structures. Additionally, the steel bridge railings were removed, and new concrete safety barriers were installed. Both bridges, located half a mile apart, were rehabilitated simultaneously to expedite the construction.



PORT AUTHORITY OF NEW YORK AND NEW JERSEY

MIDTOWN BUS TERMINAL REPLACEMENT PROJECT



The Port Authority has introduced plans to build a new, world-class transportation hub in Midtown Manhattan which will replace the existing outdated 74-year-old structure, delivering to commuters and residents of the bistate region a state-of-the-art, reliable and efficient connection among our communities. The new facility will include a stunning 2 million square-foot main bus terminal with a light-filled atrium entrance, a separate bus storage and staging building, and new ramps leading directly into and out of the Lincoln Tunnel. The new terminal will add capacity and meet projected 2040-2050 commuter growth, provide a best-in-class customer experience that serves the region's 21st century public transportation needs, enhance the surrounding community, and will be designed to be net-zero emissions, serving all-electric buses and implementing cutting edge technology throughout. At the end of construction, 3.5 acres of publicly accessible green space will be created on Port Authority property.

Financing for the first phase of the project will include Port Authority capital funding and a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan through the U.S. Department of Transportation. Future phases will also use Port Authority capital for a significant portion of the cost, funding from air/development

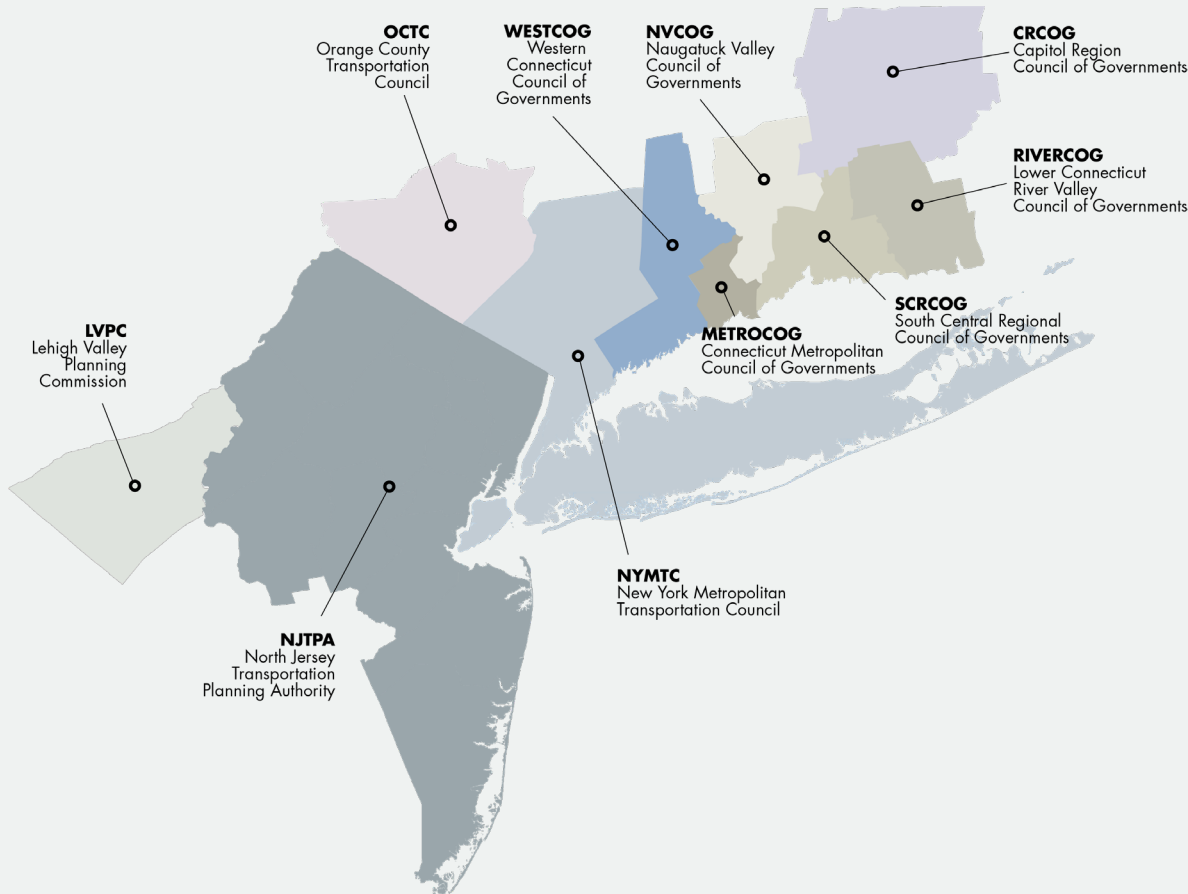


rights for potential new commercial towers above the new bus terminal and New York City's contribution of PILOTs generated by the Port Authority's development efforts.

"The Port Authority is committed to transforming the Midtown Bus Terminal from the worst infrastructure eyesore in the nation to a best-in-class facility. Our goal is to bring to the project the same perspective we have brought to our airport transformation projects. Transportation hubs are gateways; they symbolize the region to visitors and residents alike. The new bus terminal will be an inspiring gateway to the city that commuters will actually look forward to using, and that will serve also as an attractive asset to the surrounding community," said Port Authority Executive Director Rick Cotton.



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.

On the MAP Forum's behalf, NYMTC gathered input 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. The results of the study will be released in spring 2025.



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