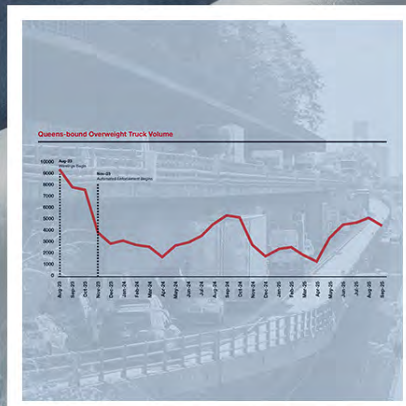
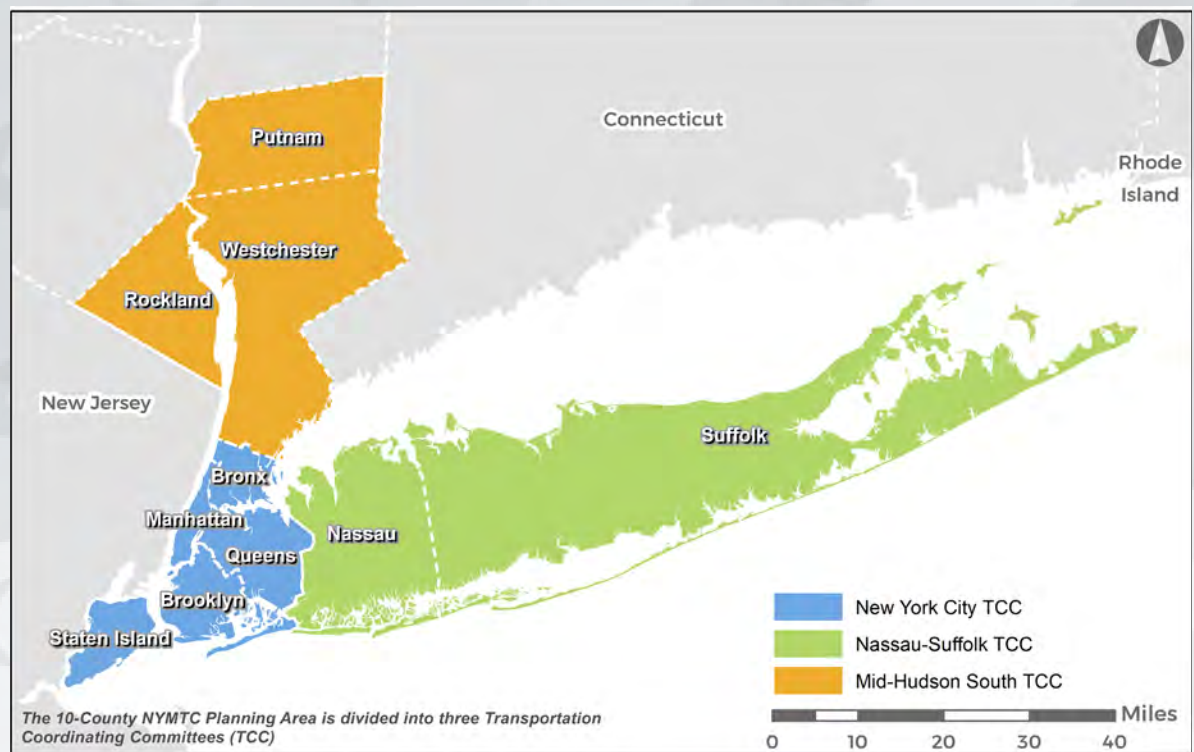




Life, Liberty AND THE PURSUIT OF Transportation Innovation



About the New York Metropolitan Transportation Council (NYMTC)



The New York Metropolitan Transportation Council (NYMTC) is the federally designated Metropolitan Planning Organization (MPO) for New York City, Long Island, and the Lower Hudson Valley. In this role, NYMTC leads a continuing, cooperative, and comprehensive regional planning process to guide the use of federal transportation funds and address the long-term transportation and infrastructure needs of the region.

Working in partnership with its member agencies, NYMTC develops plans and programs that support a safe, efficient, and reliable transportation system for people and goods throughout the NYMTC planning area.

Our Vision

The members of NYMTC recognize that mobility—the ability for people and goods to move safely, efficiently, and reliably to, from, and between destinations—is essential to quality of life and economic vitality. Mobility must serve people of all abilities who live in, work in, or visit our region.

NYMTC aspires to ensure that transportation systems provide sustainable, healthy, and equitable access for everyone. Thus, federal investments must be made efficiently and strategically, so that the region is prepared to meet both current and future transportation challenges.

Through the metropolitan transportation planning process and the development of this plan, NYMTC advances a shared vision of a transportation system that supports these goals.

Our Mission

NYMTC's mission is to support regional transportation planning that positions the region to secure and effectively use federal transportation funding in pursuit of shared goals among its member agencies. As a regional forum for collaboration, NYMTC facilitates informed decision-making by providing sound technical analysis, data, and forecasts that guide coordinated planning efforts.

Our planning is led by the following principles:

- Consider the needs of all transportation system users throughout the planning process.
- Make the most effective use of federal transportation funds and leverage local resources where practicable.
- Monitor system performance to inform priorities for investments and improvements.
- Support multi-agency coordination to better integrate the region's independently operated transportation systems.
- Engage the public and community stakeholders in meaningful ways.
- Leverage technological advancements to enhance the performance and resilience of the transportation system.



Council Members

Voting Council Members

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

Mike Flynn
NYMTC rotating Co-Chair and Commissioner
New York City Department of Transportation

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

Ken Jenkins
Westchester County Executive

Janno Lieber
Chairman and Chief Executive Officer
Metropolitan Transportation Authority

Ed Romaine
Suffolk County Executive

Advisory Members

David Behrend
Executive Director
North Jersey Transportation Planning Authority

Michael L. Culotta
Regional Administrator
Federal Transit Administration
Region II

Kathryn Garcia
Executive Director
Port Authority of New York and New Jersey

Kris Kolluri
President and Chief Executive Officer
New Jersey Transit

Amanda Lefton
Commissioner
New York State Department of
Environmental Conservation

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

Michael Martucci
Regional Administrator
U.S. Environmental Protection Agency

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

Debra Nelson
Council Secretary
New York State Department of Transportation



“As we look toward the next 250 years of our nation’s history, it is clear that NYMTC will remain a leader in transportation excellence for the New York metropolitan area”

MARIE THERESE DOMINGUEZ

COMMISSIONER
NEW YORK STATE DEPARTMENT OF TRANSPORTATION
NYMTC CO-CHAIR

COMMISSIONER’S MESSAGE

DEAR COLLEAGUES:

Marking the 250th year of our nation’s history offers a timely opportunity to acknowledge the pivotal role New York’s transportation network has played in the state’s long-term success, helping to establish it as a national leader in transportation innovation. Historically, the foundation for many modern roads was established by Native American trails and paths, while natural waterways promoted early trade for both indigenous communities and European settlers. In the early 19th century, the monumental Erie Canal project connected the Great Lakes to the Atlantic Ocean, cementing New York City’s status as a global port. New York subsequently became an essential hub for railroads, spurring westward expansion and industrial growth. The 20th century brought further changes with the rise of cars and establishment of the Interstate Highway System in 1956, which significantly improved nationwide mobility and forever changed the way we think about travel.

Today, our priorities have evolved to accommodate a new vision for transportation excellence. There is a strong emphasis on ensuring that our work aligns with community vision, with ongoing investments in multimodal options designed to help every traveler reach their destination efficiently. Governor Kathy Hochul recognizes that creating a modern statewide transportation network isn’t just about building infrastructure – it’s about building smart infrastructure that connects communities, reduces greenhouse gas emissions, and enhances safety and affordability for New Yorkers.

NYMTC is integral to this work in the New York metropolitan area, supporting ten metropolitan counties and playing an essential role in reflecting the region’s goals for a reliable transportation network that meets the diverse needs of its residents both today and into the future. As Council Chair of NYMTC, I deeply understand the value of collaboration between NYMTC’s member agencies. Our partnership ensures that this region, home to over thirteen million people and over 65 percent of the state’s population, will continue to thrive.

Against this backdrop, the New York State Department of Transportation has delivered significant progress in modernizing transportation infrastructure over the first four years of our historic \$34.3 billion Capital Plan. Since 2022, NYSDOT has replaced 18 bridges and rehabilitated or maintained more than 3,100 in the New York metropolitan area – an investment of roughly \$2.7 billion – and in 2026 alone, NYSDOT will invest over \$1.6 billion to further address the region’s needs. Additionally, NYSDOT has preserved more than 1,850 lane miles of pavement across the region over the duration of this Capital Plan and will invest nearly \$204 million throughout 2026, helping to extend the life of roadways that serve millions of trips daily. Just last year, NYSDOT filled over 1.3 million potholes statewide, delivering immediate safety and quality of life improvements for drivers. Recognizing both the scale of need and age of New York’s transportation infrastructure, Governor Hochul recently committed an additional \$600 million to accelerate nearly 250 pavement renewal projects statewide next year – many in the New York metropolitan

region - enabling NYSDOT to address deteriorating road conditions sooner and reduce the need for more costly repairs in the future.

At the same time, NYSDOT continues to look beyond today's needs and plan for the decades ahead. In June, the Department released the first draft of our Transportation Master Plan 2050, outlining a community-centered vision for a multimodal transportation network that reflects local priorities while advancing statewide goals. That commitment came to life with the completion of the third and final phase of the \$1.7 billion Hunts Point Access Improvement Project in the South Bronx in November. This transformative project improves life for South Bronx residents by reconnecting neighborhoods, improving mobility and air quality, removing 13,000 trucks driving on neighborhood roads daily, and streamlining access to one of the nation's most vital food

distribution centers. We will continue our efforts in the South Bronx with our initiative to Reimagine the Cross Bronx Expressway Planning and Linkages Study, a community-driven effort to re-envision transportation from the Harlem River to the Hutchinson River Parkway, made possible through a \$35 million investment from Governor Hochul. Through collaboration with our partners and the community, NYSDOT is ensuring that our investments meet the diverse needs of this region's residents.

As we look toward the next 250 years of our nation's history, it is clear that NYMTC will remain a leader in transportation excellence for the New York metropolitan area, bringing partners together, aligning investments with community goals, and helping to build a transportation network that is safer, more resilient, and ready for the future.

Marie France Domiguez



"The diverse agencies governing transportation in and around this "City that never sleeps" need an organization to lead this demanding coordination. NYMTC has expertly fulfilled that role."

MIKE FLYNN

NYMTC ROTATING CO-CHAIR AND
NEW YORK CITY DEPARTMENT OF
TRANSPORTATION COMMISSIONER

DEAR COLLEAGUES:

As I begin my first months as New York City's new transportation commissioner, I am also thrilled and honored to join NYMTC as its Co-Chair.

As a transportation professional who got his start at NYC DOT more than two decades ago, I am keenly aware of how getting big things done often requires interagency cooperation and collaboration, sometimes across geographical jurisdictions. That kind of work is not

easy, and the diverse agencies governing transportation in and around this "City that never sleeps" need an organization to lead this demanding coordination. NYMTC has expertly fulfilled that role-throughout its more than 40-year history.

In my own most recent role prior to returning to government, directing complex projects at TYLin, I saw the benefits of that interagency collaboration in action on a range of projects, but one stands out. Working with the legendary "Gridlock" Sam Schwartz, I witnessed the historic



effort to have New York become the first jurisdiction in the country—indeed, in this hemisphere—to institute a system of central business district tolling, known as congestion pricing.

One year in, as you will read elsewhere in this report, congestion pricing has been an unmitigated success: we have seen decreases in traffic, pollution and noise – as well as one of the safest-ever years for injuries and fatalities on New York City’s streets.

None of the ill effects of congestion pricing that were predicted by some have materialized. Indeed, only positive benefits have cascaded across the region. Manhattan’s core continues to experience economic growth, including Broadway’s biggest season on record, while the feared regional “spillover effects” --increased traffic across Long Island, the Bronx and New Jersey -- never came to pass. I know that planners, traffic operations professionals and policy experts at NYC DOT worked closely with the MTA in what is now recognized internationally as a policy triumph. Simply, NYMTC helped forge many of the valuable connections that made congestion pricing possible.

But NYMTC’s successes are also visible at a more granular level. Over the past year, working with New York State DOT and funded in part through the NYMTC-administered Unified Planning Work Program (UPWP), NYC DOT has delivered targeted upgrades and new pedestrian and bicycle infrastructure near Van Cortlandt Park in

the Bronx, which will transform safety and access in this part of the city. Together with the future build-out of the Harlem River Greenway, these investments will support safer, more accessible connections to the Putnam Trail and, in time, provide pedestrians and cyclists with a continuous greenway stretching from Randall’s Island north to Putnam County. Located within an area designated by NYMTC as a Community Development Emphasis Area (CDEA) in Moving Forward 2055, these improvements are also pro-housing: residents of the soon-to-open 339-unit development at 160 Van Cortlandt Park South will benefit from safer, more reliable connections across all modes of travel. Projects like these illustrate how we can -- and must -- deliver on Mayor Zohran Mamdani’s pledge to build safe infrastructure for both the future of New York City as well as its present.

Finally, I want to acknowledge and thank Commissioner Ydanis Rodriguez, whom I succeed both at NYC DOT and as Co-Chair of NYMTC. Commissioner Rodriguez brought such passion and energy to this work, including leading efforts like the Harlem River Greenway, delivering investment to communities that had been too often overlooked by transportation planners in the past. I hope to do that impressive legacy justice in the years ahead.

Mike El



“Since America’s founding 250 years ago, the nation’s vitality and innovative spirit are rooted in the shared belief that a better future is always within reach.”

ADAM S. LEVINE

NYMTC EXECUTIVE DIRECTOR

DEAR COLLEAGUES

Just a block from NYMTC’s central office, an unassuming cast-iron fence encircles Bowling Green—New York City’s oldest park and a welcome place of respite for workers and visitors in the Financial District. Officially listed on the U.S. National Register of Historic Places, the 255-year-old Bowling Green Fence is a powerful reminder of the city’s Revolutionary War history. Erected under British rule in 1771, the fence was famously altered by colonists 250 years ago, who removed its British crown finials in an act of defiance against King George III. Today, it remains one of lower Manhattan’s most significant Revolutionary-era landmarks, alongside Federal Hall, St. Paul’s Chapel, and Fraunces Tavern—sites that each played a role in shaping an ambitious and ever-evolving nation.

That same pioneering spirit continues to define our region, particularly through its strong legacy of transportation innovation. From the Montauk Lighthouse being the state’s first beacon and the Clermont steamboat being the first commercially successful ferry service to Charles Lindbergh’s transatlantic flight, Grumman’s Apollo Lunar Module—built entirely on Long Island and the first true spacecraft—to New York’s parkway and Thruway systems that became the national blueprint for America’s interconnected highway system, the NYMTC region has long been at the forefront of progress. A timeline

highlighting many of these groundbreaking achievements appears on pages 21-22 of this report, courtesy of our friends at the New York Transit Museum.

Since America’s founding 250 years ago, the nation’s vitality and innovative spirit are rooted in the shared belief that a better future is always within reach. Nowhere is this more evident than in the advanced transportation initiatives recently delivered by NYMTC members. In just the past several years, we have seen significant improvements in transit accessibility through the MTA’s 2025-2029 Capital Plan, which aims to make over 60 stations ADA-accessible and modernize an additional 78 subway elevators. Innovative tools such as NaviLens are making navigation easier for people with visual impairments. Major infrastructure efforts, including the Gateway Program and its Hudson Tunnel Project, are moving forward, adding nine miles of new passenger rail track connecting New York and New Jersey. New York City DOT has introduced the nation’s first Weigh-in-Motion technology to automatically detect overweight vehicles, reducing premature wear on critical infrastructure. Meanwhile, the Department of City Planning’s UPWP-funded Jamaica Neighborhood Study, which helped form its recently approved Jamaica Neighborhood Plan, will deliver nearly 12,000 new homes, including 4,000 permanently affordable units, in a long-constrained, transit-accessible community.

In our suburban communities, great strides are being made to re-examine transit services, with the goal of making them fit better with the existing needs of their residents. In Westchester, capital improvements are in store for the White Plains Transportation Center. Station rehabilitation and ADA improvements are planned for numerous Metro North locations. A major resurfacing project along Route 303 and Route 304 in Rockland County is documented in our TIP.

And there is much more on the horizon. Planned studies will address chronic congestion at the Oakdale Merge in Suffolk County. Nassau County is investing in a new fleet of buses powered by alternative fuels. A bold, net-zero-emissions plan for the new Midtown Bus Terminal is advancing for the Port Authority of New York and New Jersey.

Together, these projects represent just a sampling of the hundreds of investments documented in NYMTC's 2026–2030 Transportation Improvement Program. Each, in its own way, supports the transformative changes required to serve the region's steady and often significant growth in population, employment, labor force, and households, as projected in NYMTC's 2055 Socioeconomic and Demographic Forecasts. As stewards of the nation's largest transportation network, NYMTC and its members remain committed to leaving the next generation with a legacy of continued innovation.

The public, our forefathers, and our progeny should expect nothing less.

Adam S. Levner



How NYMTC Works

NYMTC's members and staff work together in partnership to develop and adopt the planning products and analyses that fulfill federally mandated requirements for the regional planning process:

Planning Products

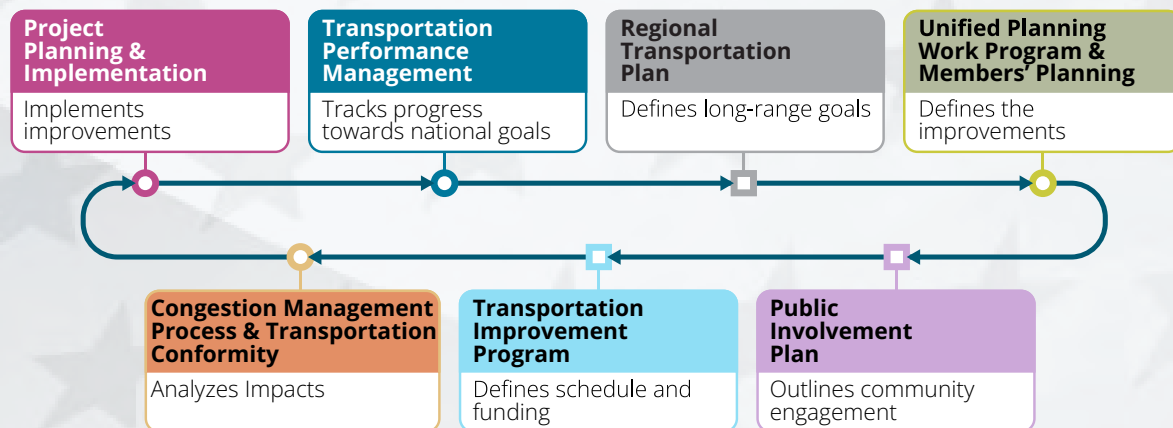
- **Regional Transportation Plan (Plan)**
NYMTC's federally required long-range plan establishes regional goals and objectives, and forecasts transportation needs and resources, over a minimum twenty-year planning horizon.
- **Unified Planning Work Program**
Our UPWP identifies the planning studies and activities to be carried out each program year using federal funding.
- **Transportation Improvement Program (TIP)**
Federal funding eligibility for transportation improvement projects that will strengthen and enhance the transportation system are the focus of NYMTC's TIP.
- **Public Involvement Plan**
Strategies to better involve the region's residents and employers in

the transportation planning process include public meetings, webinars, email blasts, pop-up events, and in-person speaking opportunities which are continually updated to address evolving needs of the region.

Planning Analyses

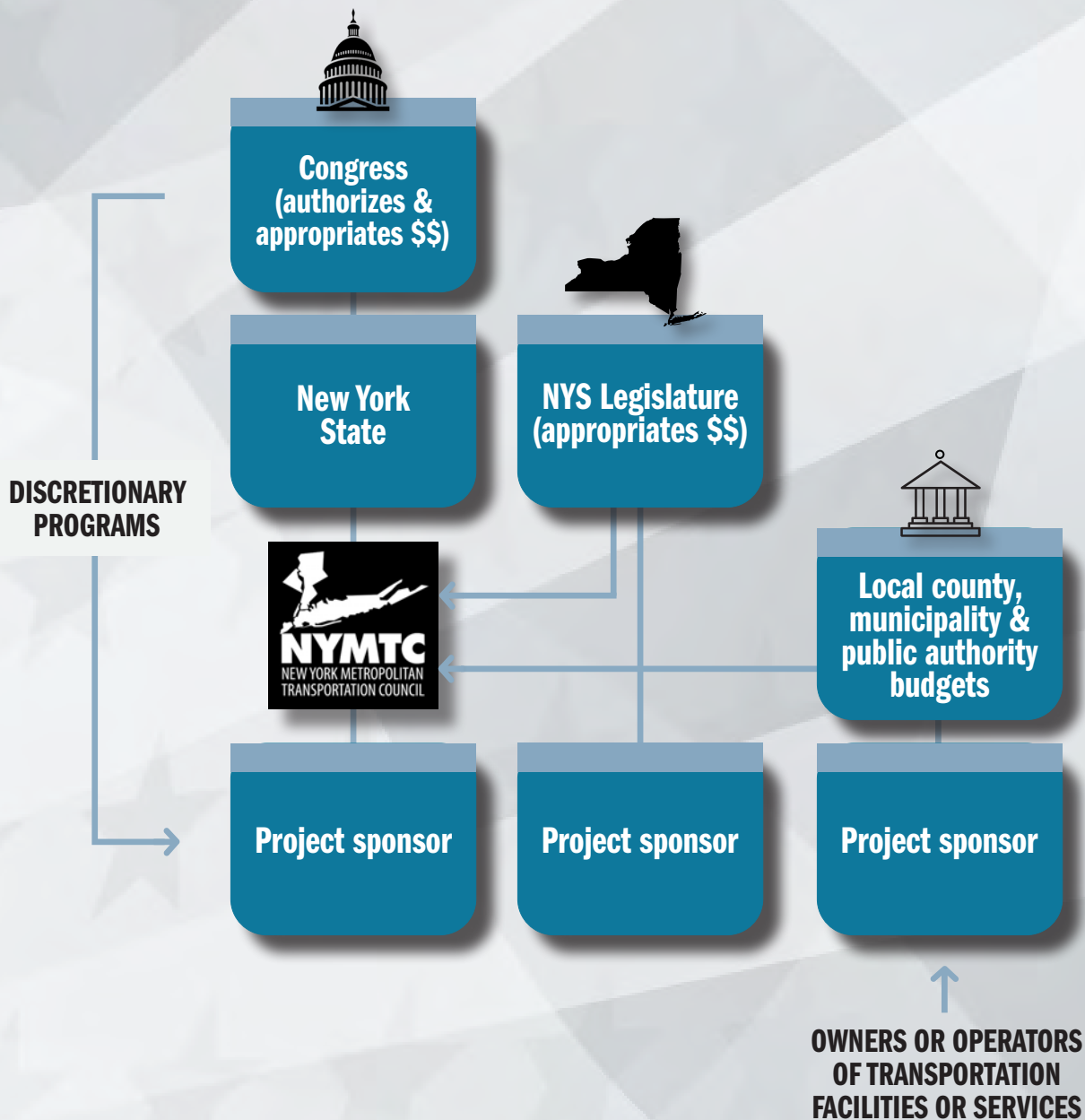
- **Congestion Management Process:**
NYMTC's CMP defines and measures transportation system congestion through an objective set of performance measures.
- **Transportation Conformity:**
Conformity ensures that federally funded and approved highway and transit projects are consistent with state air quality goals established in the 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 is responsible for planning and decision-making related to the use of these funds in New York City, Long Island, and the Lower Hudson Valley. NYMTC also identifies state and local matching funds, which in many cases helps leverage federal investments.



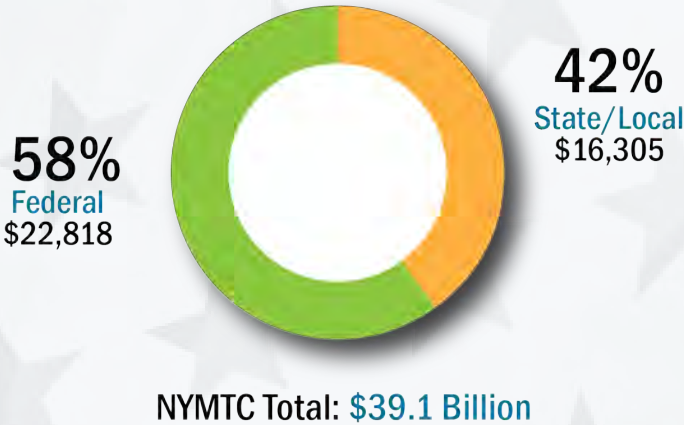
Federal Funding for the Region

One of NYMTC’s core responsibilities is planning for and making decisions about the use of federal transportation funds. The primary mechanism for authorizing use of these funds is through NYMTC’s Transportation Improvement Program or TIP. The TIP is a five-year, fiscally constrained program of transportation products which runs from October 1st through September 30th. Once projects are

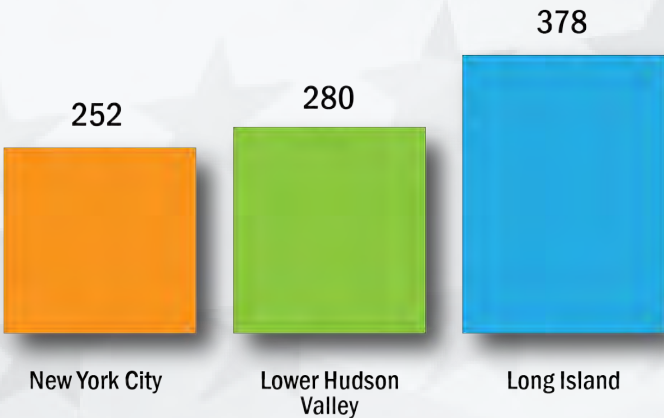
included in the TIP, federal funds may be obligated, meaning the federal government formally commits funding to those individual projects. Our current Program - the FFY 2026-2030 TIP - was adopted during NYMTC’s September 2025 Council Meeting.

Projects included in the TIP cover a wide array of transportation needs, including transit, roadways and

Proposed FFYs 2026-30 TIP: Program by Fund Source
(in millions of Year of Expenditure \$)



Proposed FFYs 2026-30 TIP: Number of Projects
910 Projects



bridges, bicycles and pedestrian paths, safety, and systems and demand management projects, and more.

NYMTC's FFY 2026-2030 TIP contains just over 900 projects throughout NYMTC's planning area, with \$39 billion identified for these projects. Roughly 58% of these funds -- \$22.8 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%. However, the federal funds in NYMTC's TIP are highly leveraged with these other resources in pursuit of a very ambitious program of projects, one of the largest in the country.

During FFY 2025, NYMTC and its members played an active role in moving the TIP into implementation while seeking to maximize newly available discretionary funding resources. Some of the many notable accomplishments due to these efforts resulted in the inclusion of the following TIP projects last year:

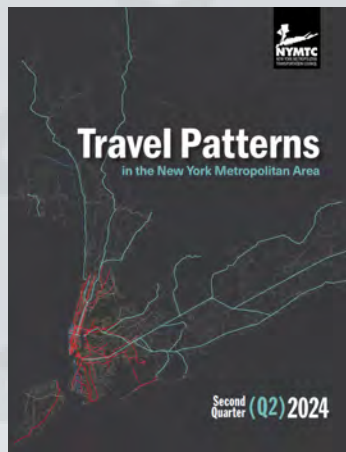
- Construction of the Putnam Bikeway in Putnam County.
- NYS Route 347 Corridor Reconstruction project in Suffolk County.
- New Rochelle Transit Center Redesign in Westchester County.
- Replacements of MTA Metro-North Railroad infrastructures systemwide throughout the Lower Hudson Valley.
- Construction of approximately 12-mile segment of the Long Island Greenway Suffolk County.
- Integrated Data Systems and Artificial Intelligence Video Analytic Pilot systemwide in New York City..
- Asphalt pavement resurfacing of NY 27 from Queens/Nassau County

border to the Nassau/Suffolk line in Nassau County.

- Rehabilitation of Morrison Avenue-Soundview Station, Pelham Line in Bronx County.
- Purchase of over a dozen buses for replacement of the Transport of Rockland fleet for Rockland County.
- Oakdale Merge in Suffolk County
- NYS Route 22 bridge replacement over Taconic-Armonk connector (Route 68) in Westchester County
- Resurfacing project along Route 303 and Route 304 in Rockland County
- Asphalt pavement resurfacing on I495 from the Queens to Nassau line and from the Nassau to Suffolk line in Nassau County
- Southern State Parkway Interchange Reconstruction at Exit 13 and at the Southern State/Meadowbrook Parkways' interchange in Nassau County.
- Rehabilitation of five bridges on the Cross Bronx Expressway in Bronx County
- Funding towards the next phases of the Interborough Express; the Second Ave Subway and the Hudson Tunnel Project in New York City

NYMTC Research and Studies

NYMTC released these research reports and studies during 2025:



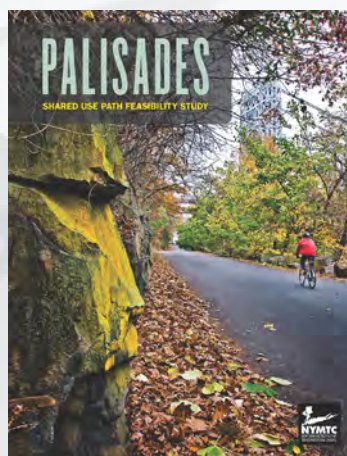
2024 Travel Patterns Report

The Travel Patterns Report summarized, 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.



2023 Hub Bound Travel Data

This report, released in March 2025, presented a detailed analysis of travel to and from the Manhattan Central Business District (CBD) both by person and by vehicle during 2023.



Palisades Shared Use Path Study

Completed in June 2025, the Palisades Shared Use Path Study determined the feasibility of a 20-mile shared use path extending from the George Washington to the Governor Mario M. Cuomo Bridges.



Transportation Conformity for Plan 2055 and FFY 2026-2030 TIP

The Transportation Conformity Determination is conducted to ensure that transportation projects and programs conform to the motor vehicle emissions budgets set by the State Implementation



Plan (SIP) for Air Quality.

Regional Waste Movement Study

NYMTC's Regional Waste Movement Study, completed in May 2025, examined the needs/opportunities associated with the movement of municipal solid waste and construction and demolition debris across several states.



Major Transportation Actions Adopted in 2025

All documents are available on [NYMTC.org](https://nysmtrc.org)



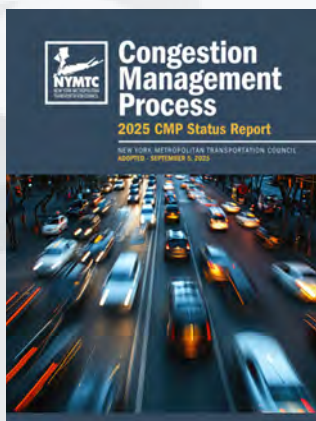
Moving Forward 2055: The Next Regional Transportation Plan

The FFY 2026-2055 Regional Transportation Plan, *Moving Forward 2055*, was adopted during NYMTC's September 5, 2025, Council Meeting. As a blueprint that guides federal funding of investments in the NYMTC planning area, the Plan is developed collaboratively with NYMTC member agencies, stakeholders and the public, and is based on their vision for the region. Developed every four years, it covers all modes of surface transportation including highways, streets, public transportation, bicycle and pedestrian facilities, goods movement and special needs transportation. It also addresses operations and management of the transportation system, safety, security, and regional finances.



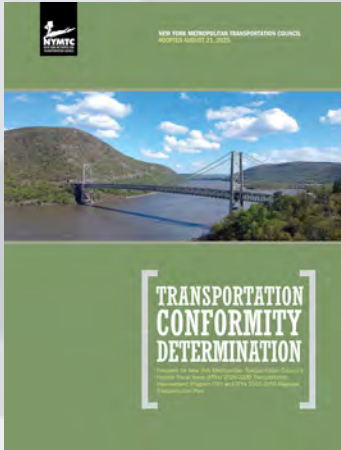
FFY 2026-2030 Transportation Improvement Program (TIP)

The 2026-2030 TIP, also adopted September 5, 2025, defines over 900 transportation products that are slated to receive more than \$39 billion in federal, state, and local funding. These projects will strengthen and enhance bridges, highways, transit services, bikeways and walkways, and are derived from, and consistent with, NYMTC's Regional Transportation Plan.



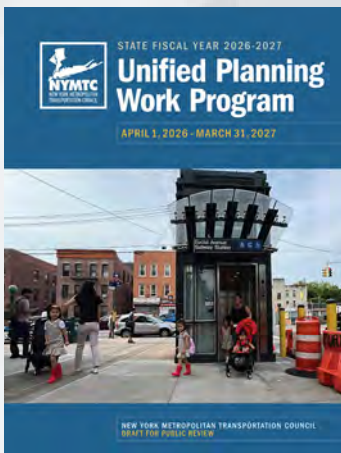
NYMTC's 2025 Congestion Management Process (CMP) Status Report

This report forecasts congestion on the region's roadways and evaluates congestion-reducing strategies, and is also a federally required product that assists NYMTC's members in enhancing the regional planning processes. The report is updated every four years in conjunction with the Plan and was adopted September 2025.



Transportation Conformity Determination

Transportation Conformity ensures full coordination between transportation planning and air quality planning and is conducted annually. Its purpose is to confirm that the Regional Transportation Plan and the Transportation Improvement Program projects will not slow or impede the state's air quality goals. As part of the process, NYMTC estimates future vehicle emissions from RTP and TIP projects, compares those estimates to emission budgets set by the State Implementation Plan (SIP), and confirms that projected emissions are below these budgets.



Unified Planning Work Program

The Unified Planning Work Program, or UPWP, describes how NYMTC will use federal transportation planning funds for transportation planning activities, as well as other non-UPWP funded transportation-related planning activities. It represents NYMTC's annual budget and is a type of grant application for its members. During NYMTC's February 2025 Council Meeting, the 2025-2026 UPWP was adopted unanimously by NYMTC members.

NYMTC Public Outreach in 2025

Public involvement is a vital part of the transportation planning process, leading to better decisions by incorporating additional facts, community values, and diverse perspectives. NYMTC offers opportunities year-round for people of all backgrounds to learn about and participate in transportation planning through webinars, workshops, public comment periods, email updates, pop-up

events, press releases, social media, our website, and more.

NYMTC's public meetings and speaking engagements are an important part of this outreach. Meetings held in 2025 are documented below. Stay informed and take part in NYMTC's public involvement program by emailing NYMTC.Web@dot.ny.gov and be added to our distribution list.

UPWP Comment Period
Webinars

Brown Bag Webinar:
Not Your Parents' MTA



**Thriving Communities
Network Meeting:**
Transportation Resources to
Keep Your Community Moving

Brown Bag Series:
Key Insights to 2023 Hub Bound
Travel Data



**MAP Forum
Multi-State Freight
Working Group
Spring Public Meeting**

Brown Bag Series:
Safety Action for
Suburban Communities

FEBRUARY

APRIL

JUNE

JANUARY

MARCH

MAY



PFAC Meeting:
Public presentation of
NYMTC's UPWP

NYMTC Annual Council Meeting



**NYMTC Brown Bag
Series:**

Navigating Free/
Reduced Transit Fares

**Regional Waste
Movement Study
Presentation**

**Palisades Study Public
Meetings**

**PFAC Meeting and
Webinar:**
NYC's Congestion
Relief Zone



PFAC Meeting and Webinar:
Great Kills Transportation Study

NYMTC Brown Bag Series:
NYC DOT's Freight Microhubs
in New York City



**Nassau/Suffolk
Transportation
Coordinating Committee
Meeting**

**New York City
Transportation
Coordinating Committee
Meeting**

**Mid-Hudson South
Transportation
Coordinating Committee
Meeting**



**NYMTC Council Meeting
NYMTC Brown Bag
Webinar:
9-11 Memorial
Fellowship Program**



**PFAC Meeting and
Webinar
U.S. Route 9 Complete
Streets**

**NYMTC Brown Bag
Webinar:
PANYNJ EWR
Station Access**



AUGUST

OCTOBER

DECEMBER

JULY

SEPTEMBER

NOVEMBER

**PFAC Meeting
and Webinar:
Adoption
Recommendations for
Major Transportation
Action**

**Regional Waste
Presentation
for ITE Conference**

**NYMTC Brown Bag
Webinar:
Safe Fleet Transition Plan**

**City and State
Transportation Summit's
"Driving Progress" Panel**

**NYMTC Brown Bag Webinar:
NYC DOT's Weigh-in-Motion
Program**

NYMTC'S Public Outreach

Specialty Program Activities in 2025

Brown Bag Series



In 2025, NYMTC's Brown Bag series continued its mission to provide informative webinars on vital transportation efforts and projects that are rebuilding a safer, cleaner, and more accessible transportation infrastructure in our region. The year kicked off with a webinar from the MTA's chief accessibility officer who discussed the MTA's mandate to make 95% of subway stations accessible by 2055. From there we continued with topics of interest to

all New Yorkers, including the NYMTC's latest Hub Bound Report, followed by an April session on reduced and free transit fares. In May, we highlighted NYMTC's Safety Action Plan for Suburban Communities, followed by a session on microhubs in New York City. In the fall, we highlighted NYMTC's 9-11 Memorial Fellowship Program scholars' work, the Department of Citywide Administrative Services' safe fleet transition plan, the Port Authority's new station access at Newark Liberty International Airport and finished with the New York City Department of Transportation's Weigh-in-Motion technology being used on the Brooklyn-Queens Expressway.

NYMTC continued to secure education credits for these events through the American Institute of Certified Planners, which resulted in greater attendance from participants across the country.

NYMTC's 9-11 Memorial Fellowship Program



In September 2025, NYMTC announced that six graduate students from schools across New York and New Jersey had been selected as recipients of its 2025-26 9-11 Memorial Fellowship Program. Through the fellowship program, the students commit 12 months to conducting advanced transportation research and planning projects under the guidance of a mentor from NYMTC or a NYMTC member agency. The annual program, which challenges students to develop creative solutions to difficult problems, honors the memory of three NYMTC employees who lost their lives during the September 11, 2001, attacks on the World Trade Center: Ignatius Adanga, Charles Lesperance, and See Wong Shum.

For their involvement, each graduate student receives financial support of up to \$35,000 over 12 months.

This year marks the 20th anniversary of NYMTC's 9-11 Memorial Fellowship Program. Past transportation research projects conducted by NYMTC fellows can be found on our website's Memorial Archive.

NYMTC administers the program in collaboration with Rutgers University's Center for Advanced Infrastructure and Transportation.

Community Planning Workshop Program

NYMTC continued forging its Community Planning Workshops Program (CPWP) ahead in 2025, a transportation planning initiative that helps local officials, government staff, and the public evaluate existing transportation conditions and identify approaches



toward improvement. The CPWP is based on goals identified in NYMTC's Regional Transportation Plan, Moving Forward 2055, which seeks to ensure a safe, efficient transportation system is serving today's population and plans for its anticipated growth. In the past year, NYMTC worked with the Inc. Villages of Lynbrook and Great

Neck (Nassau County), the Inc. Village of Haverstraw (Rockland County) and the Mt. Vernon/Pelham area (Westchester County). The program focuses on enhancing pedestrian safety, promoting walkability, and improving bicycle access, and prepares recommendations to secure federal funding for these projects for local community leaders.

Thriving Communities Network (TCN)

The Thriving Communities Network (TCN) is NYMTC's initiative to support community-based organizations (CBOs) serving traditionally underrepresented areas in the NYMTC planning region: New York City, Long Island, and the Lower Hudson Valley. Through TCN, CBOs are equipped with the knowledge and the tools to:



- Participate effectively in local and regional transportation planning for their communities
- Identify and apply for funding to implement on-the-ground transportation projects in the communities they serve.

CBOs in the NYMTC planning area that are active in supporting traditionally underrepresented communities in the NYMTC planning area and

are interested in getting involved in transportation and community planning processes, including funding opportunities for transportation projects, can join the TCN. Through the Network, CBOs gain access to: Community Planning and Funding Resources, Best Practices and Case Studies, Networking Opportunities, Grant Alerts and Toolkits, and Notices about Other Relevant NYMTC Activities. Check out NYMTC's TCN page for more information.

U.S. Transportation Innovation Originating in the NYMTC Region

1798



THE MONTAUK LIGHTHOUSE

becomes one of the first federal public works projects in the nation, and the first lighthouse in New York State. (1)

FIRST COMMERCIAL SUCCESSFUL FERRY SERVICE from Robert Fulton's steamboat, Clermont, begins operation between New York City and Albany (1.1).

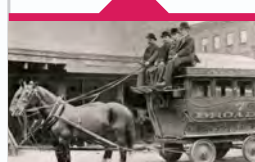


1811

1827

FIRST REGULAR OMNIBUS SERVICE, called the "Accommodation," begins operation from Bowling Green to Bleeker Street for a shilling fare.

FIRST HORSE-DRAWN STREETCAR LINE in the world begins running on iron rails from Lower Manhattan to Union Square to Harlem. (2)



1832

1868



FIRST ELEVATED TRAIN SYSTEM, both cable-powered and steam-powered, begins operation between Dey and Greenwich Streets and the Hudson River Railroad Terminal on 29th Street and Ninth Avenue. (3)

1921



THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY becomes the first interstate transportation agency approved by Congress. (11)

THE HOLLAND TUNNEL becomes the world's first mechanically ventilated underwater tunnel for cars, a groundbreaking engineering feat which pioneered safety with its exhaust-removing system and influenced all future underwater vehicular tunnels.

1927

1927



LINDBERGH takes the first solo transatlantic flight when he flies the Spirit of St. Louis from Roosevelt Field in Nassau County to Paris, France. (10)

THE TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY (TBTA) is created and embodies a model where infrastructure funding supports the broader network.

1933

1954



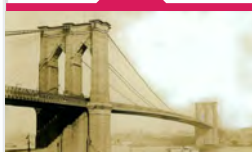
THE NEW YORK STATE THRUWAY begins operation, a superhighway that ultimately links Buffalo to New York City and serves as foundational role in connecting the state and in modernizing cashless tolling, better traffic flow and safety.(9)

As an integral part of the Northeast megaregion's transportation network, numerous transportation innovations have developed in the NYMTC area. Here are a few that stand out:

1869

ALFRED ELY BEACH PATENTED AND USED THE FIRST TUNNELING SHIELD in the US and opened the first pneumatically powered underground passenger railway (1870-73).

THE BROOKLYN BRIDGE – the longest suspension bridge in the world at the time and the only way to reach Long Island without a boat, opens to the public. (4)



1883

1905

THE NATION'S FIRST GASOLINE-POWERED BUS FLEET begins regular operation in New York City.

THE LONG ISLAND MOTOR PARKWAY becomes the first limited access highway designed for automobiles. (5)



1908

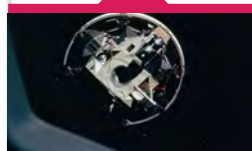
1921

FIRST SUCCESSFUL TROLLEYBUS LINE begins operation in New York City.

1960

FIRST PUBLIC TAKEOVER OF A COMMUTER RAILROAD when New York State purchased the Long Island Rail Road (LIRR) from the Pennsylvania Railroad (PRR), a landmark event marking a shift towards public control of essential urban transit services.

THE LUNAR MODULE, manufactured by Long Island-based Grumman Aerospace, lands American astronauts safely on the moon. (6)



1969

1990s



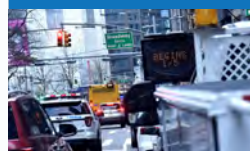
NEW YORK CITY TRANSIT becomes the first public agency in the world to have a bus fleet that is 100 percent accessible to customers who use wheelchairs (7)

FOR THE FIRST TIME, MULTIPLE STATES – NEW YORK, NEW JERSEY AND PENNSYLVANIA – agree to use the same EZ-Pass device for their toll systems.

1990s

2025

NEW YORK CITY launches North America's first major congestion pricing program. (8)



Credits: (1) Montauk Lighthouse Museum; (1.1): New York Public Library Digital Collection; (2) and (3): New York Transit Museum; (4) Collection of the Museum of the City of New York; (5) Garden City Village Archives; (6) NASA Archives; (7 and 8) Metropolitan Transportation Authority; (9) NYS Thruway; (10) National Air and Space Museum; (11) Port Authority of NY and NJ



NYMTC MEMBER INITIATIVES 2025

Many NYMTC member projects and initiatives result from their participation in NYMTC. The following highlight a few of the many realized in 2025:



ROCKLAND COUNTY

WEST WASHINGTON AVENUE BRIDGE REPLACEMENT



The West Washington Avenue Bridge, which carries County Route 30 over the Pascack Brook in the Town of Orangetown, had outlived its useful service life and required replacement. The roadway approaches were short radius curves on steep grades that were difficult to navigate during adverse weather conditions. The channel alignment of Pascack Brook in relation to West Washington Avenue in the vicinity of the bridge resulted in frequent embankment erosion during high water conditions and roadway flooding during extreme storm events.

The project replaced the bridge with a new structure having improved hydraulic capacity, alignment, and scour resistance. The new structure was located upstream of the existing bridge so that traffic could be accommodated on the existing bridge during construction. The stream channel was adjusted to improve its alignment with the structure and eliminate or minimize the potential for roadway embankment and bridge foundation scour. The bridge was designed to accommodate all legal loads. The project realigned the approach roadways between Old Pascack Road and Highland Avenue to improve horizontal and vertical curves and drainage systems.

Five right-of-way acquisitions were required including acquisition of a section of Pascack Brook Town Park which is north of the existing roadway and upon which the new bridge and road alignment was constructed.

Construction began in April of 2024 and was completed in November of 2025.

SUFFERN LANE AT HAMMOND ROAD INTERSECTION IMPROVEMENT PROJECT



This project in the Town of Haverstraw involved constructing a single-lane, four leg roundabout to replace two signalized intersections at Letchworth Village Road/Thiells Mt. Ivy Road and Suffern Lane/Hammond Road. The project combined the two signal-controlled “T” intersections into one intersection by realigning Thiells Mt. Ivy Road.

Work associated with this project included partial- and full-depth pavement replacement, new curbing, sidewalk, retaining wall, a closed

drainage system with outfalls to the Minisceongo Creek, landscaping and various street-scape improvements. Necessary major utility relocations involving gas, water, overhead electric, and overhead telecommunications facilities were also performed for this project.

Two right-of-way acquisitions were required, including acquisition of New York State-owned property upon which a detention pond was constructed.

Construction began in March 2024 and was completed in June of 2025.

TRANSPORT OF ROCKLAND (TOR) WEEKEND FERRY CONNECTION



Rockland County’s TOR bus service introduced the TOR Weekend Ferry Connection to coordinate with Metro-North’s Haverstraw-Ossining Summer Weekend Ferry Pilot Program. The free service provides vital bus transit for ferry passengers to explore Rockland beyond the landing and allows Rockland residents to easily access the ferry to Westchester and connect to Metro-North Hudson Line trains to Manhattan at Ossining.

Operating the past two summers, the service meets all arriving and departing weekend ferries at the Haverstraw Ferry Landing, offering 25 trips daily between 9 am and 10 pm. The route travels from the Village of Haverstraw to West Haverstraw to serve the Garner Arts Center, then travels south to Rockland Lake State Park, downtown Nyack, and the Palisades Center Mall, where passengers can easily transfer to other services and TOR routes. The bus makes the same stops traveling north back to the ferry. In 2025, three extra evening bus trips were added for return service after ferry hours end, enabling connections to the Hudson Link bus to access later Hudson Line trains at Tarrytown.



PUTNAM COUNTY

SPROUT BROOK ROAD OVER CANOPUS CREEK BRIDGE REPLACEMENT



Sprout Brook Road over Canopus Creek Bridge Replacement, located in the Town of Philipstown, was initiated by Putnam County due to the deterioration of the bridge. The purpose of this project was to improve the hydraulic opening and structural condition of the existing bridge as well as improve the geometry of the adjoining intersection. The existing bridge was misaligned with the stream channel and discharge from local drainage was eroding the downstream bank. The existing bridge was narrower than the approach road-

way and the geometry of the adjoining intersection of Winston Lane with Sprout Brook Road was also a safety concern.

The project replaced the existing bridge with a new structure. The new structure is a 28 ft span 3-sided pre-cast concrete rigid frame which was aligned with the stream. The bridge roadway section consists of two 10 ft travel lanes and two 5 ft shoulders, resulting in a rail-to-rail width of 30 ft. The existing abutments and wingwalls were completely removed to accommodate the new substructure. New galvanized steel bridge three-rail with brush curb and box beam approach rail was installed along the reconstructed area.

REHABILITATION OF MAYBROOK BIKEWAY II PHASE A BRIDGE



Putnam County has completed the project referred to as the Rehabilitation of Maybrook Bikeway II Phase A Bridge 5. The project involved the construction of the final section of the Maybrook Bikeway over the East Branch Croton River. Due to the need for structural repairs to "Bridge 5" that were found during bikeway construction, the segment over the bridge wasn't completed. The project involved new concrete substructure sections at the west bridge abutment, replacement of bridge bearings, construction of a paved path at grade and installation prefabricated bridge decking to connect the approach pathway sections between Allview Avenue and Peaceable Hill Road over the East Branch Croton River in the Village of Brewster.

Continued on next page

“This bridge-construction project was a major undertaking for Putnam County, knitting together our recreational trails and connecting residents and visitors alike with the Empire State Trail’s major arterial,” said County Executive Kevin M. Byrne. “We are grateful to Congressman Lawler and Assemblyman Slater for their work to secure the funding that made this crucial extension possible.”



WESTCHESTER COUNTY

COMPLETE STREETS PROJECTS



The Westchester County Department of Planning is utilizing UPWP funding to support the prioritization of Complete Streets projects in the following ways:

1) Establish and implement the Westchester County Complete Streets Municipal Assistance Program. The County has appropriated 15 million dollars of Capital funding to provide up to 50% funding to County municipalities for design and construction of Complete Streets

projects. To date, the County has developed program guidelines, created an online application, held pre-application meetings with over 20 municipalities, and is currently conducting a review of the applications, including collecting and analysis crash and travel data.

2) The County has procured a consultant and is about to launch a study of the roads under its control for potential Complete Streets upgrades, and to rank and prioritize corridors and segments for Complete Streets improvements. These will be considered as future construction projects.

Westchester County Executive Ken Jenkins said, “We are thrilled to have been able to allocate \$15 million dollars in funding in our Capital Budget to implement the Complete Streets Municipal Assistance Program. Complete Streets is an approach to planning, designing and building streets that prioritizes the needs of all road users, including the most vulnerable, like pedestrians and cyclists. Complete Streets projects often require a collaboration

between various stakeholders including local governments and transportation agencies, and we are confident that by providing the opportunity for municipalities to apply for this funding, we will create more vibrant and walkable communities throughout Westchester.”

FOOD ACCESS STUDY

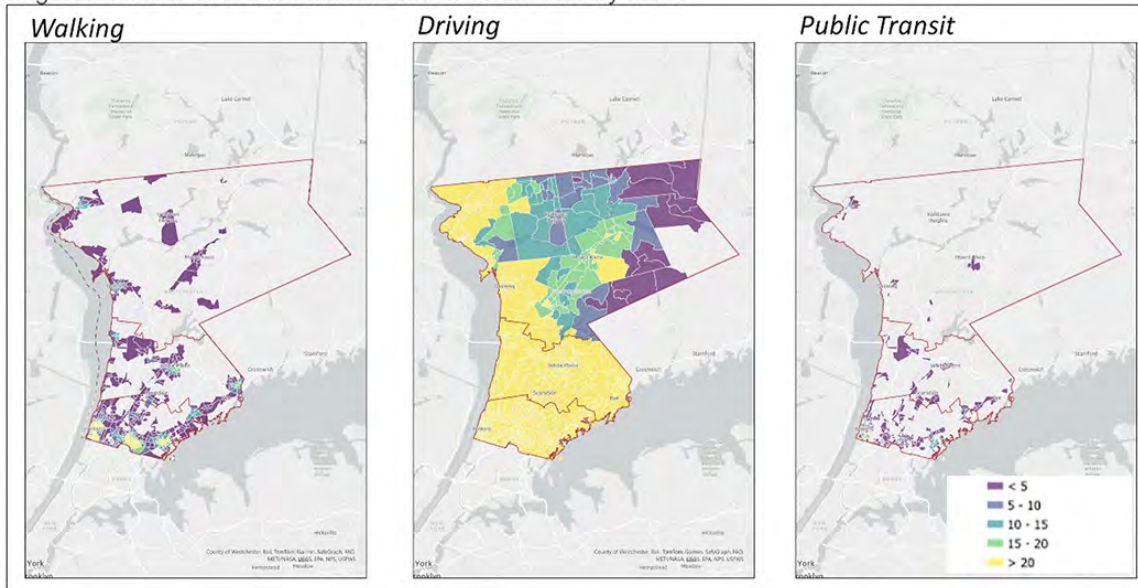


The Food Access study identified strategies to increase Westchester County resident ability to travel to affordable, high-quality food. The study team identified obstacles to food access by conducting a community survey that received 451 responses, and through data analysis focused on: mapping and classified types of food stores, demographic analysis, and a transportation network analysis that mapped resident travel times by mode to the nearest food store and density of food stores.

The team conducted a more detailed analysis of a study area within Yonkers, which included an onsite analysis of access a several good stores and discussions with local stakeholders.

Based on the findings of the survey and data analysis and discussions with stakeholders the study team made a series of recommendations for improving food access in Westchester County to be explored by the County, the State, Municipalities and community organizations.

Figure: Number of SNAP Retailers within 15 minutes by Mode



“By centering both community feedback and rigorous data analysis, this study highlights the real challenges residents face in reaching affordable, high-quality food,” said Blanca P. Lopez, Commissioner of Planning. “The recommendations reflect not only where gaps exist, but how government and community partners can work together to improve food access across Westchester County.”



METROPOLITAN TRANSIT AUTHORITY

CONGESTION PRICING BEGINS



On January 5, 2025, the nation's first urban congestion pricing program was activated in New York City. Since then, it has been reducing gridlock in Manhattan's Congestion Relief Zone (CRZ) below 60th Street by charging motorists to enter the zone. Revenue from congestion pricing is on track to reach the forecasted \$500 million in 2025, allowing the MTA to advance \$15 billion in critical capital improvements to mass transit on its subway, bus, Long Island Rail Road, and Metro-North Railroad systems.

Congestion pricing has been successful in reducing traffic, speeding up the flow of traffic, and cutting down delays, not just in the congestion relief zone but throughout the region. As of the end of October 2025, the number of vehicles entering the zone was down by 11 percent since congestion pricing started. Every day, 71,000 fewer vehicles entered the zone, and since the program started, 21.6 million fewer vehicles have entered the zone compared to before tolling began.

"Congestion relief is a massive success and validation of the initiative keeps pouring in. The program is achieving all of its goals in terms of traffic reduction, increased travel

speeds, safety, noise reduction and more. And not only is Congestion Relief delivering all the projected benefits – and more – it’s also proving that New York State government can effectively execute major, ambitious initiatives that improve the quality of life in ways New Yorkers notice and appreciate.” – Janno Lieber, MTA Chair and CEO.

“The start of congestion pricing is a historic moment for the New York region, the nation, and MTA Bridges and Tunnels, who has shepherded the program since the beginning and will oversee its tolling operations. Congestion pricing will not only benefit mass transit users, but less congestion means safer streets for both pedestrians and motorists – aligning with our own efforts of moving traffic safely and efficiently on our nine iconic crossings.” – Cathy Sheridan, MTA Bridges and Tunnels President

“In addition to all of the benefits New Yorkers are already feeling on our streets, Congestion Relief is delivering accessibility at 25 subway and railroad stations, modern subway signals for AC and BDFM riders, new subway and rail cars, and countless other essential projects for our public transit system. The new MTA is hard at work advancing these projects better, faster, and cheaper.” - Jamie Torres-Springer, MTA Construction & Development President

In addition to these important benefits, the revenue collected through congestion pricing enables the MTA to invest in transit improvements throughout the MTA network, such as:

- Continuing vital expansion projects by awarding the Second Avenue Subway Phase 2 tunnel boring and construction management contract.
- Modernizing the bus fleet by purchasing 265 battery-electric, 177 standard-electric, and 18 articulated-electric buses, which have zero tailpipe emissions, quieter operations, and lower fuel/maintenance costs.
- Replacing aging rail fleet by purchasing new generation M-9A commuter rail cars and R211 subway cars, which have modern amenities, enhanced accessibility, and improve the customer experience.
- Replacing 56 elevators, platform components, and renewing stations at various NYCT locations, as well as the LIRR Babylon Station platforms.
- Repairing and upgrading infrastructure components such as line equipment and structures, tunnel lighting, paint and steel, and electrical/mechanical equipment.
- Continuing to make Americans with Disabilities Act (ADA) upgrades throughout the system with 6 NYCT locations and 2 LIRR locations.

INTERBOROUGH EXPRESS DESIGN AND ENVIRONMENTAL REVIEW



In August 2025, Governor Hochul announced the commencement of the design phase of the Interborough Express (IBX), the next step in the development of this transformative transit project. The MTA Board authorized the selection of the design team for this exciting project phase. In October 2025, the New York SEQRA environmental review process began for the IBX project. These steps represent major milestones for the IBX project, which will connect historically underserved communities in Brooklyn and Queens to the subway, bus, and Long Island Rail Road,

while significantly reducing travel times between Brooklyn and Queens, with an end-to-end run time of 32 minutes along the 14-mile corridor.

“Building the Interborough Express will transform New York, connecting communities like never before, shortening commutes and unleashing the full potential of Brooklyn and Queens. The IBX is the sort of project that future generations will describe as a no-brainer, and thanks to funding we secured for the MTA’s Capital Plan, we’re not just talking about it, we’re getting it done.” – Governor Kathy Hochul

“The Interborough Express will transform mobility in New York’s two largest boroughs with fast, reliable, frequent public transit. I look forward to getting the design process underway and continuing the MTA’s track record of completing projects better, faster, and cheaper than ever before.” – Jamie Torres-Springer, MTA Construction and Development President

SECOND AVENUE SUBWAY PHASE 2 TUNNELING WORK BEGINS



In August 2025, the MTA Board approved the tunnel-boring contract for Phase 2 of the Second Avenue Subway (SAS), which will extend the Q train from 96 Street to 125 Street and deliver new transit access to East Harlem residents. This new tunnel will extend from 116 Street to 125 Street. Crews under this contract will also excavate space for the future 125 Street Station, and in a cost-containment measure that saves the MTA \$500 million, will outfit the tunnel along the route that was built in the 1970s to accommodate the future 116 Street Station.

SAS Phase 2 will create three new accessible stations in the heart of East Harlem at 106 Street, 116 Street, and 125 Street, and offer one-seat rides to the Upper East Side, West Midtown and Coney Island, shortening travel times by up to 20 minutes. This expansion is estimated to serve an additional 110,000 daily riders and result in increased multimodal transit connectivity at the 125 Street station at Park Avenue with connections to the 4,5,6 lines, Metro-North and the M60 Select Bus Service to LaGuardia Airport, allowing for convenient transfers to other subway and commuter rail lines, facilitating smoother, faster transportation across the city and metropolitan region.

The work to bore the new tunnel, between 35 and 120 feet below Second Avenue, is expected to take place using 750-ton machines equipped with 22-foot diamond-studded drill heads. Early work will commence in late 2025, with heavy civil construction starting in early 2026 and the tunnel boring itself expected to begin in 2027.

“It’s been a century since the people of East Harlem were promised the new subway they deserve, and we are finally getting it done. East Harlem is one of the most transit-reliant neighborhoods in New York, but every day, tens of thousands of commuters lack subway access. The Second Avenue Subway will change everything; it will shorten commutes for over 100,000 daily riders and make East Harlem more vibrant than ever. Awarding this contract means that the time for promises to this community is over and the time for building is here - next stop, 125 Street!” – Governor Kathy Hochul

“This is a meaningful step forward not only for the project but everyone in East Harlem and Central Harlem. Locals have waited almost 100 long years for their promised subway extension. Thanks to investments from Governor Hochul and our partners in Washington, today the new MTA is moving forward with the largest tunneling contract in agency history, but – more important – with a project that pencils at the lowest cost per rider of any heavy rail project in America.” – Janno Lieber, MTA Chair and CEO

More than 70,000 jobs, including union-wage construction jobs, will result from the project. A 20 percent local hiring goal for the project will generate good-paying job opportunities for hundreds of East Harlem residents.

CLIMATE RESILIENCE: UPDATE TO ROADMAP



In October 2025, the MTA released an update to its Climate Resilience Roadmap, outlining the agency’s strategic priorities in mitigating the effects of extreme weather events and climate change on transit infrastructure across the service area. The update details the progress the MTA has made since the report was released in April 2024, including more than \$1.5 billion in funding to protect the subway system from flooding and Metro-North’s Hudson line from storm surge

and sea level rise that was secured as part of the 2025-2029 Capital Plan.

“Transit is the antidote to climate change, but the system can’t work well if it’s constantly getting pounded by severe storms and torrential rain. Working with Governor Hochul and the City, we must continue to harden our infrastructure to withstand the effects of increasingly extreme weather events.” – Janno Lieber, MTA Chair and CEO

“We are taking action to protect our infrastructure and the New Yorkers that rely on it from the impacts of climate change. This roadmap update highlights the progress we’ve made even in the last eighteen months and lays out the path forward in partnership with the City of New York and other stakeholders.” – Jamie Torres-Springer, MTA Construction and Development President

PROTECTIVE PLATFORM EDGE BARRIERS AT MTA STATIONS



In July 2025, Governor Kathy Hochul announced that the MTA had installed protective platform edge barriers at 56 subway stations. Midway through 2025, the MTA was on track to deliver on Governor Hochul's 2025 State of the State directive to install barriers at more than 100 subway stations by the end of the year to protect subway riders. Recent customer surveys have shown that 59% of riders wanted the installation of protective platform barriers throughout

the system. A majority of respondents have also noted that they believe the presence of platform barriers in the station makes them feel safer and believe the barriers will protect against falls onto the tracks. Platform barriers are built and installed using in-house New York City Transit (NYCT) labor with in-house machinery in a NYCT facility resulting in lower costs and a faster installation timeline.

"New Yorkers' safety will always be my number one priority, and customers need to both feel and be secure every time they ride the subway. At my direction, the MTA has ramped up the installation of protective platform barriers, building on their efforts to brighten stations with LED lighting and equip every subway car with security cameras. Transit crime is down in 2025, and these efforts will make the subway system safer for everyone." Governor Kathy Hochul

"Under Governor Hochul's leadership, we're making investments to ensure that our system not only is safe but — equally important — feels safe to riders. With new platform barriers, MTA's thousands of new security cameras, increased deployments from the NYPD, and 10 percent less crime before COVID, it's no wonder customer satisfaction has risen dramatically this year." – Janno Lieber, MTA Chair and CEO



NEW YORK CITY DEPARTMENT OF TRANSPORTATION

VAN CORTLANDT PARK SOUTH & BAILEY AVE STREET IMPROVEMENT PROJECT

A project in the Bronx connecting pedestrians to Van Cortlandt Park and the Putnam Trail is substantially complete. The project required realigning and rebuilding expressway ramps and expanding pedestrian and bicycle space to naturally slow vehicles and provide a safe path to the park and its many amenities.



Some partial markings and signage are missing, as well as a possible gate relocation at the very north of the project and entrance to Van Cortlandt Park. The project will be fully complete in the Spring.



NEW YORK CITY DEPARTMENT OF CITY PLANNING

ZONING FOR ACCESSIBILITY INITIATIVE



In April 2025, the Chair of the Department of City Planning, the President of MTA Construction and Development, local leaders and advocates joined together in Queens to celebrate the opening of the first elevator project to be funded under the Zoning for Accessibility (ZFA) initiative. Through the ZFA program, a developer improves access to a public transit station in exchange for an increase in their building's density. This new entrance, which included both a large new elevator and a light-filled 10-foot-

wide staircase, opened on the north side of the Queensboro Plaza (7,N,W) subway station, making the station fully accessible in both directions. Additionally, the new apartment building included over 400 new homes, approximately 120 of them affordable.

The Department of City Planning is considering refining this zoning text to improve the process and allow for more improvements throughout the system. This work will continue through 2026.

“This is a huge win for transit riders, and further proof that Zoning for Accessibility will continue to deliver results for New Yorkers,” said Department of City Planning Director and City Planning Commission Chair Dan Garodnick. “In partnership with the MTA, the City Planning Commission has approved a project that will deliver not only a new elevator and new entryway for transit riders, which is paid for by private developers, but also 400 new homes – 120 of them affordable – across the street. This is the first time these zoning rules have been applied outside Manhattan, and we expect more to come.”

THE JAMAICA NEIGHBORHOOD PLAN



The New York City Council approved NYC DCP’s Jamaica Neighborhood Plan in October 2025. The plan is expected to create nearly 12,000 new homes, 4,000 of which will be permanently affordable, in this transit-accessible neighborhood. The plan also opens the door to new commercial and industrial space, unlocking economic opportunities for residents and businesses and creating 7,000 new permanent jobs. This project was consistent with the Department’s focus on transit-oriented development, as Jamaica is served by four subway lines, several bus lines,

the JFK AirTrain and a major Long Island Rail Road hub. Significant transportation-related efforts included improving the public realm and pedestrian safety, planning for cyclists and upgrading the Archer Avenue Bus Terminal.

“Anyone who has spent time in Jamaica knows that it’s one of the city’s most bustling hubs, but for too long, outdated zoning held it back. Thanks to today’s vote, that will change; Jamaica will see new homes, jobs, and investments that improve life for everyone who lives, works, and spends time there,” said DCP Director and CPC Chair Garodnick. “Thank you to Mayor Adams, Speaker Adams, Chairs Salamanca and Riley, Councilmember Gennaro, and Councilmember Williams, with special appreciation for her leadership and support of this community-driven plan that will help Jamaica become an even stronger and more vibrant neighborhood.”



Department of Transportation

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

Hudson Valley Region – Region 8

\$48M IN PAVING ACROSS WESTCHESTER COUNTY



NYSDOT Hudson Valley Region completed \$48M in paving across 55 lane miles in Westchester County during the 2025 Construction season, including resurfacing State Route 9A from Route 133 to Maiden Lane in the Towns of Cortlandt and Ossining and Interstate 287 from Westchester Avenue to Route 1 in the Towns of Harrison and Rye.

Department of Transportation Commissioner Marie Therese Dominguez said, “With this project to improve Interstate 287, commuters in Westchester County can look forward to smoother rides and safer roadways as they go about their daily journeys – all of which contribute to a better quality of life and make the Hudson Valley an even better place to work or visit.”

PEDESTRIAN/BICYCLE BRIDGE OVER THE NEW YORK STATE THRUWAY



NYSDOT Hudson Valley Region completed a \$13.9M project along Route 9 in the Village of Tarrytown in Westchester County. The project constructed a new 270-foot pedestrian/bicycle bridge over the New York State Thruway, to enhance safety and improve traffic.

“This new shared use path along the Governor Mario M. Cuomo Bridge will further enhance what is already an iconic Hudson Valley recreational attraction and provide new connections for

thousands of annual visitors to safely enjoy the splendors of the region,” said Commissioner Dominguez.



Department of
Transportation

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

Long Island – Region 10

INTERSTATE 495 (LONG ISLAND EXPRESSWAY)/CROOKED HILL ROAD INTERCHANGE



This operation improvements project, located in the Towns of Islip and Smithtown in Suffolk County, Long Island, included several upgrades to ease traffic flow, provided direct access between Crooked Hill Road (CR 13) and Long Island Expressway (LIE), and enhanced overall traffic operations. The project

improved motorist access to the nearby shopping center and industrial parks and provided ease of access for the future major developments within the area. In addition, as a result of this project, some traffic has been diverted away from heavily traveled Commack Road which serves vehicles and trucks along local residential and commercial areas and to the nearby shopping center and thus improving travel conditions on Commack Road and on the LIE South Service Road. Construction of this \$27.24 million project began in Summer 2022 and was completed in Fall 2024.

New York Governor Kathy Hochul said, “The transformation of the Exit 53 interchange will make the commute to and from work easier for thousands of motorists who travel these roadways every day and also improve access to many of Long Island’s most popular stores, restaurants, schools and parks, which will boost our economy, reduce stress and improve quality of life.”

Department of Transportation Commissioner Marie Therese Dominguez added, “DOT is laser focused on enhancing safety and improving quality of life across New York State and this transformative project in central Suffolk County is another demonstration of that commitment. Governor Kathy Hochul’s commitment to transformative infrastructure that addresses community needed – like streamlining travel through one of Long Island’s busiest areas by reconfiguring the Exit 53 interchange with new ramps to Crooked Hill Road – will make it easier and slightly less stressful, to work, play, shop and recreate in this wonderful community.”

Prior to project construction, motorist did not have direct access to Crooked Hill Road from the LIE and lacked routing options to access businesses and services from the LIE which resulted in congestions at the LIE service roads and Commack Road, Crooked Hill Road and Wicks Road intersections. The LIE handles an average of 120,000 vehicles per day and another 58,000 vehicles per day on its service roads. The nearby Sagittos State Parkway handles approximately 90,000 vehicles daily. In addition, this project area handles a heavy truck volume on a daily basis due to its proximity to the nearby industrial area.

NEW YORK STATE ROUTE 347 RECONSTRUCTION GIBBS POND ROAD TO HALLOCK ROAD



New York State Route 347 Reconstruction Gibbs Pond Road to Hallock Road was initiated to improve overall highway safety and mobility, enhance the environment and improve the visual character of the roadway. This project includes a continuous third-travel lane in each direction, a raised planted median, upgraded drainage, a shared-use path on the south side of NYS Route 347, a continuous sidewalk on the north side of NYS Route 347, high-visibility crosswalks, enhanced bus stops and Greenway rest stops

This project is part of a 15-mile-long NYS Route 347 corridor reconstruction.



**Department of
Transportation**

NEW YORK STATE DEPARTMENT OF TRANSPORTATION New York City – Region 11

HUNTS POINT INTERSTATE ACCESS IMPROVEMENTS



Completion of the \$1.7 billion Hunts Point Access Improvement Project marks a major milestone for the South Bronx. The project reconnects neighborhoods, removes thousands of trucks from local streets, improves access to the Hunts Point Market, and expands recreational opportunities and greenspace. It rebuilt and widened the Bruckner Expressway from 141st Street to Edgewater Road, adding new ramps that improve connections to Sheridan Boulevard, Edgewater Road, and Leggett Avenue. These upgrades eliminate bottlenecks and provide direct truck access to the Hunts Point Peninsula, reducing congestion on highways and local roads.

The project also enhances safety with upgraded intersections, lighting, signals, and pedestrian features. Community benefits include a new 111-space parking lot with EV charging

stations, the Bryant Avenue Pedestrian Bridge, and 1.5 miles of shared-use pathways—reconnecting neighborhoods and improving access to the Bronx River waterfront while supporting local economic vitality.



New York State Department of Transportation Commissioner Marie Therese Dominguez said, “Governor Kathy Hochul is making historic transportation infrastructure investments in the South Bronx that are moving people and goods more efficiently, enhancing public safety, improving health outcomes and quality of life and in doing so, fundamentally connecting and strengthening the entire Hunts Point community. New York State is leading the nation in transformative infrastructure investments to connect communities, and this project does exactly that — getting

trucks off of neighborhood roads, creating pedestrian connections so residents can safely access Concrete and Starlite Parks and the Bronx River, creating jobs and fundamentally laying the groundwork for more investment in the South Bronx. Working with the community, DOT under Governor Kathy Hochul is investing in infrastructure solutions that make a positive and meaningful difference in the lives of Bronxites.”

Bronx Borough President Vanessa L. Gibson said, “The Hunts Point Access Improvement Project marks a new chapter for the South Bronx. With the completion of this transformative initiative, our residents will now gain access to new green spaces, better air quality, the Bronx River waterfront, and opportunities to reconnect with neighborhoods that were once divided. I would like to thank Governor Kathy Hochul for her dedication to addressing the environmental injustices that have profoundly impacted our communities. Through her leadership and partnership, we are making sure our residents have access to safe streets, open spaces, and a healthier future.”



SUFFOLK COUNTY

VILLAGE OF AMITYVILLE ACTIVE TRANSPORTATION STUDY:



The Active Transportation Study for Downtown Amityville was completed in the summer of 2025. This study, conducted by a consultant team led by GPI, will serve as a cornerstone in the effort to revitalize downtown Amityville into a vibrant, accessible and community-focused destination, providing a clear roadmap for enhancing walkability and bikeability through practical and actionable recommendations with conceptual designs of proposed roadway treatments and modifications in the downtown area.

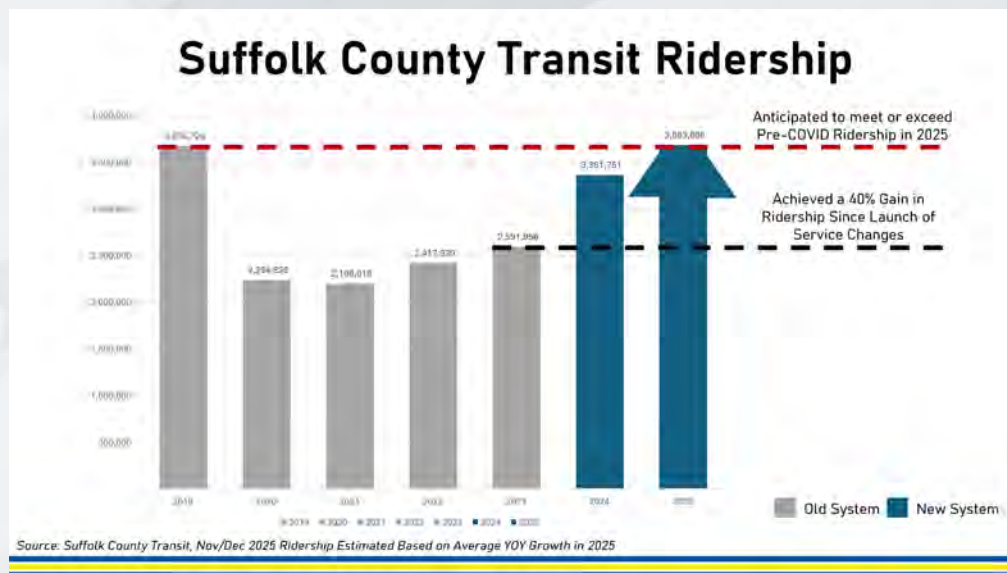
Suffolk County worked closely with the Village of Amityville throughout this study, holding day and nighttime walk

audits, discussions with key stakeholders, and public meetings throughout the process to identify critical areas for improvement. Recommendations range from safer crosswalks and expanded sidewalk access to traffic-calming measures and multi-modal pathways for bicyclists and pedestrians. The Active Transportation Study was made possible through a grant obtained by the Suffolk County Department of Economic Development and Planning's Downtown/Transit Oriented Development (D/TOD) unit.

"The findings of the Active Transportation Study will serve as a valuable tool as we continue our efforts to revitalize and enhance our downtown district. By identifying both opportunities and challenges related to pedestrian safety, connectivity, and infrastructure, this study provides us with a clear roadmap for making strategic improvements that will benefit residents, visitors, and local businesses alike," wrote Amityville Mayor Michael O'Neill.

SUFFOLK COUNTY TRANSIT IMPLEMENTATION AND ROLLOUT PLAN:

The Suffolk County Transit system posted a second consecutive year of strong ridership growth, with a 10% increase over 2024 numbers, as the County continued to make progress under the UPWP-funded Suffolk County Transit Implementation and Rollout Plan. 2025 marked the first full year of system-wide real-time bus tracking for riders, an improvement recommended by the Rollout Plan, and saw increased utilization of trip planning apps like Transit.



Ongoing system reliability monitoring and continuous route and performance improvements, as well as the installation of a new, more accurate, more user-friendly Automated Vehicle Locator (AVL) System by GMV Synchronomatics is expected in 2026. Buses will now display current location and upcoming stops to riders on digital screens onboard buses.

"I am a strong supporter of public transportation. We need better public transportation options in Suffolk County for our residents, businesses and visitors," said Suffolk County Executive Ed Romaine. "The successful implementation of Suffolk County Transit's revised service plan demonstrates that the public responds to improved service frequency, reliability and connectivity. When additional resources are allocated to support public transportation in Suffolk County, ridership growth and congestion relief will certainly follow."





PORT AUTHORITY OF NEW YORK AND NEW JERSEY



In May 2025, the Port Authority broke ground on the Dyer Avenue deck-overs, marking the first stage in construction of the new Midtown Bus Terminal. The once-in-a-century project will be completed in two phases: Phase One, including new ramps and the storage and staging facility, will be completed by 2030. Phase Two, including the new main terminal and green space, will be completed by 2035. The project plan — including the permanent closure of a portion of 41st Street between Eighth and Ninth avenues, a central main entrance, more street-facing retail, a soaring multi-story indoor atrium and new public open space — will enhance the commuter experience at the world's busiest bus terminal and become a centerpiece for the community.

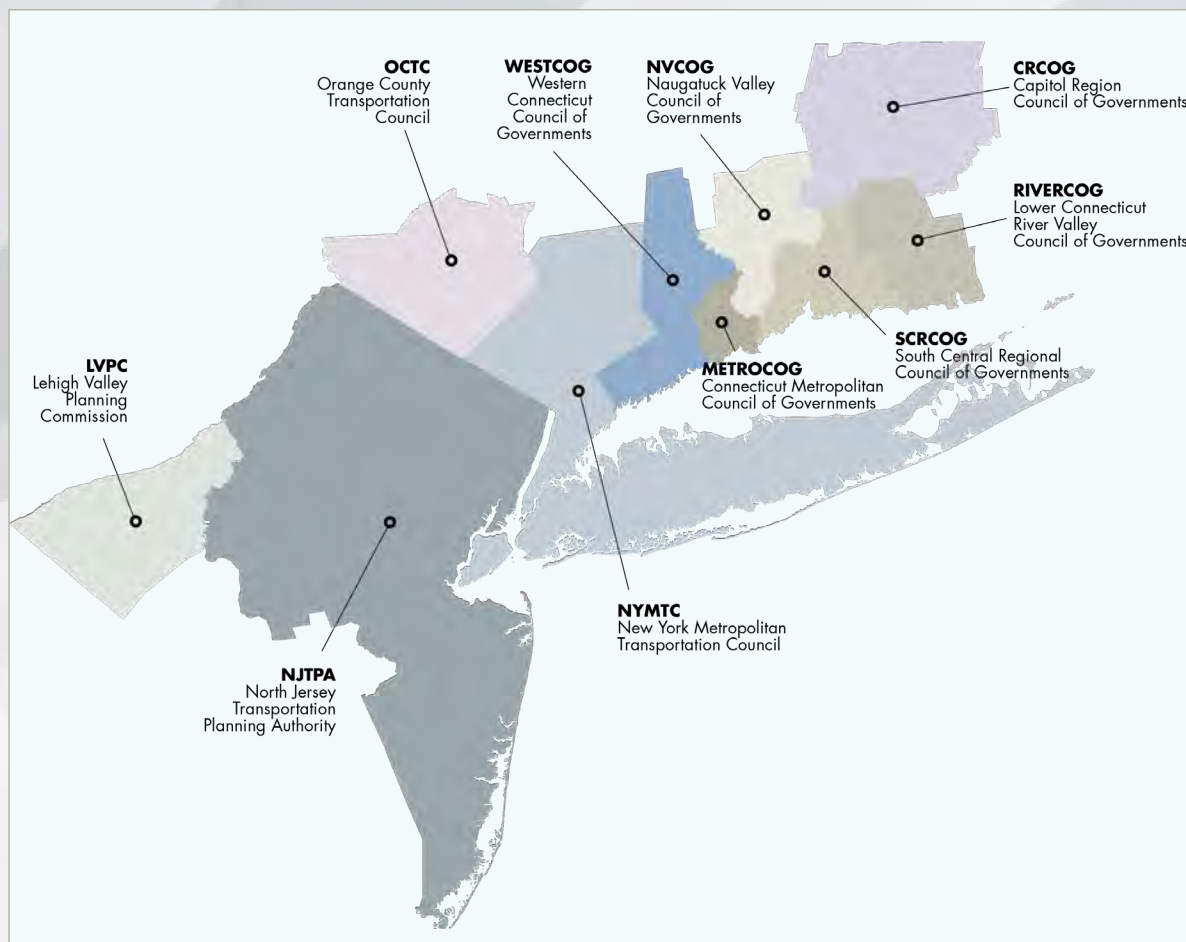
Financing for the first phase of the project will include Port Authority capital funding and a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan through the U.S. Department of Transportation. Future phases will also use Port Authority capital for a significant portion of the cost, 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 groundbreaking for the first stage of a new Midtown Bus Terminal is a momentous accomplishment that moved forward after years of delay by focusing on two key propositions — improving the lives of hundreds of thousands of daily commuters and providing real benefits to a community burdened by an architectural eyesore and a deluge of bus traffic,” said Port Authority of New Jersey and New York Executive Director Rick Cotton. “By focusing on benefits both to commuters and the surrounding community, we are now moving forward with a project that enjoys unprecedented support at every level of government on both sides of the river. And at last, we are on our way to creating a gateway that our region deserves.”



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.



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